GUIDE TO PORT ENTRY

Produced by

Colin L. Pielow

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1971

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Corrigenda

Page 120 - delete VARSO.

Page 152, under PIRAEUS - "KERATSINIS" should read KERATSINI.

Page 393 - Vila Real de Santo Antonio, latitude should read 37.10N.

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Produced by

COLIN L. PIELOW

A.I.C.S., M.Inst.Nav.

SHIPPING GUIDES LTD
NAUTICAL ADVISERS AND PUBLISHERS

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WARNING

Every effort has been made to ensure that the information contained in this *Guide* is correct. However, it will be clearly understood that this book is intended as a guide only, that the information cannot be *Guaranteed* correct and that final responsibility must (as always) rest with the Shipmaster.

At certain ports, items of navigational routeings and aids have been included as a means of general guidance only. Shipmasters should have in mind that full and due reference MUST AL WAYS be made to corrected charts of the area, to the appropriate Notices to Mariners, and all or any other navigational notices, warnings or amendments issued by proper Authorities and/or navigational aid services, and that full reliance should only be given to such notices.

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FOREWORD

Up-to-date Port information is essential, but heretofore has been difficult to obtain. Nevertheless, *with your help* we will be able to ensure a continuing supply of this essential information.

Shipmasters, Shipowners or Managers, Port Authorities, Administrators and Agents, are earnestly requested to assist our work in up-dating the Guide *by providing written comment, information, amendments or corrections, plus additional details of any ports or terminals, to the following address:*

SHIPPING GUIDES LIMITED,
25 WORMWOOD STREET,
LONDON, E.C.2,
ENGLAND.

All communications will be acknowledged and will be most useful, since it is only by this means that the *Guide* will remain of great value to the user and will be up to date and thoroughly professional in content.

For assistance and guidance in the submission of information, a reprint of the items presently covered by the *Guide* will be found immediately following this foreword. Additional items will also be most welcome.

N.B. It is our intention that amendments, corrections, and additional information sent to the Publishers together with that obtained from our own sources will be printed in the form of six-monthly Supplements to the *Guide* between bi-annual editions, and we ask that all those requiring six-monthly Supplements containing up-dated material should complete the loose form enclosed with this book and return it to Shipping Guides Limited.

PORT INFORMATION KINDLY REQUESTED

1. **DOCUMENTS:** The matter of documentation is one of the most important items to be included in the *Guide*, and we would like to be sure that ALL requirements are included in order that Masters will be in a position to prepare all necessary documentation before arrival and thus ensure speedy clearance. (E.g. Number of Crew Lists, Passenger Lists, Customs Documents, Health Documents, Manifests, Bills of Lading, Ship's Papers, Ship's Certificates, etc., etc.)

2. **PILOTAGE:** Manner in which vessel approaching the port applies for a Pilot. That is, telegraphic address of Pilot Station, amount of advance notice of ETA required, and VHF channel or frequency to be used when contacting Pilot Boat or Pilot Station. If possible, a description of Pilot Boat; particular light or sound signals to be made by vessels requiring a Pilot; the *exact* area where the Pilot Boat is located or where the Pilot has to be taken on board and also any alternative area in the event of bad weather and Pilot Boat not in usual station; details of any specific requirements on the part of Pilots with respect to boarding and safety measures; location of anchorage for vessel awaiting a Pilot.

3. **ANCHORAGES:** Boundaries, areas and depths of safe anchorages.

4. **RESTRICTIONS:** Details of any restrictions imposed upon entry, for example at night time, or in accordance with state of tide and draft restriction.

5. **MAX. SIZE:** Maximum permissible length, breadth, and draft for any vessel entering the port or for oil-carriers proceeding to installations outside the main port area, also state of tide governing these dimensions.

6. **HEALTH:** Pratique procedure and action necessary to obtain pratique. Also action necessary in the event of any suspected disease or fever on board. Also when pratique is automatic, for example vessels entering after calling at another port in the same country.

7. **RADIO:** Name and call sign of radio station through which it is best for a vessel to route ETA cables to Agent, Receivers, etc.

8. **RADAR/VHF:** Details of existing Port Radar Service (if any) in so far as Port Radar Service may be of assistance to the Shipmaster on port entry; also if the Master may contact the Radar Service by means of ship's radio or by VHF, and therefore the channel number or frequency to be used.

9. **TUGS:** Position where tugs normally join the vessel. Also whether usual for ship's lines or tug's lines to be used, and if optional the usual charge for use of tug's lines.

10. **BERTHING:** Any specific requirements relating to berthing in the port, particularly if certain arrival times required to reach certain berths. Details of available berths and depths alongside.

11. **BRIDGES:** Details of any particular arrival times required in order to pass through particular bridges.

12. **STEVEDORES:** Any particular ETA advices required in order to arrange gangs, and including details of main commodities and average load or discharge rates.

13. **MEDICAL:** Whether necessary for Agents to receive advance notice of required medical attention and the amount of notice required; also if hospital facilities available; also any other relevant medical information such as particular inoculations required, vaccination/fever certificates, etc.

14. **TANKERS:** Any specific requirements applicable only to oil-carriers; for example, diameter of load/discharge lines in order that Masters may know whether or not it is necessary to fit reducing pieces before arrival; slop (residue) discharge facilities, and S.G. and A.P.I. of local types of oil (loading ports only). Also number of tanker berths and maximum permitted drafts at these berths.

15. **DENSITY:** (SALINITY): Average salinity of water in the port.

16. **FRESH WATER:** Availability, method of delivery, rate of delivery and approximate cost per ton.

17. **FUEL:** Grades (viscosities) available, amount of advance notice required, and method of delivery.

18. **FIRE PRECAUTIONS:** Any specific precautions particularly respecting tankers (that is, other than usual non-smoking precautions, etc.).

19. **DEVELOPMENTS:** Details of expected draft increases, new installations, berths, etc., expected in the foreseeable future together with expected dates of completion.

20. **GANGWAY/DECK WATCHMEN:** Whether service of watchmen necessary or to be recommended and if so, the cost of watchmen.

21. **HATCHES:** Whether opening/closing is normally carried out by crew or stevedores.

22. **CUSTOMS ALLOWANCES:** (Tobacco/Wine Spirits). Quantity permitted for each crew member to be held out of Bond.

23. **CARGO GEAR:** Whether load/discharge effected by shore gear or by ship's gear, and details of any special cargo equipment, e.g. heavy lift cranes, etc.

24. **IDENTIFICATION CARDS:** Whether shore passes issued or whether seaman's book is sufficient.

25. **CONSULS:** Names of countries having Consuls at the port.

26. **REPAIRS:** Whether all types of deck and engine repairs are possible, and if not then what types of repairs are able to be carried out.

27. **DRY DOCKS:** Dimensions of largest dry dock and also the number of smaller docks.

28. **REPATRIATION:** If facilities exist for effecting crew changes and arranging any necessary repatriation.

29. **AIRPORT:** Distance from airport and whether airport is served by regular airlines; otherwise number flights per day or week.

30. **TIME:** Local time in relation to GMT and dates/details of any alterations made to clocks during the year.

31. **HOLIDAYS:** Dates and details of official holidays and advice whether or not cargo work can be arranged on those days.

32. **POLICE/AMBULANCE/FIRE:** Telephone numbers of these three services, that is, the nearest departments.

33. **TELEPHONES:** Whether arrangements exist for placing telephones on board and if so the approximate cost for this connection.

34. **SERVICES:** Details of any special services available, e.g. tank-cleaning equipment, facilities for discharge of tank-washings, compass adjusting, etc., etc.

35. **SHORE LEAVE:** Whether crew members are allowed ashore or not.

36. **PORT REGULATIONS:** Any particular or unusual regulations for the port.

37. **DELAYS:** What delays in berthing, load or discharge or bunkering can normally be expected.

38. **GENERAL:** Any other information that you feel may be of value to the Shipmaster that is not already covered by the previous questions.

AGENTS: At the foot of some of the ports in this *Guide* we have an additional heading entitled "Agent". The purpose of including this item has been to provide Shipowners, Managers, and Operators with prompt access to the name, address, telephone, telex numbers, and cable address, etc., of an experienced Agent at the port concerned.

Of course, it will be understood that the Agents named in the *Guide* are not necessarily the only Agents at that port; however, demands on available space preclude the inclusion of other reputable Agency companies and we trust that other such companies will understand and appreciate the position. We have been obliged therefore to include details of one Agency company only, but by doing so we hope to have provided a further service to the user of the *Guide.*

K. A. ORCHARD, *Editor,*
Shipping Guides Ltd.

ACKNOWLEDGEMENT

I would like to express my thanks to all those Port Authorities and Agents throughout the world who have assisted me in the production and compilation of the *Guide to Port Entry* by providing information, suggestions, and also considerable support and encouragement.

It is my hope that with the publication of the *Guide*, all those persons from every country in the world who have been so helpful will feel that their support has been proved worth-while, and that by maintaining the exchange of up-to-date information, the later editions of this book and the intermediate Supplements will continue to be of great value to the Shipping Industry.

To all users of the *Guide* I would like to say that I hope you will find this book and its later editions of value and a great help to you in your work.

COLIN PIELOW

LONDON 1971

Albania

DURRES: 41.19 N. 19.28 E.

DOCUMENTS: Completed on arrival.
RESTRICTIONS: Vessels arriving from ports in Yugoslavia, Italy and Greece must give notice of arrival 48 hours in advance. Vessels arriving from ports in other countries must give notice of arrival 5 days in advance. Notice of arrival is sent by radio to Adetare Durres with following information: Vessel's name and flag; name of last port; draft on arrival; cargo description and distribution; particulars of vessel's tonnage and length.
PILOTAGE: Compulsory. Arriving vessels should anchor and await pilot in position 41° 15′ 08″ N. 19° 26′ E. Pilot available in daylight hours only. Entrance is through buoyed channel, depth 33 ft.
MAX. SIZE: Controlled by berth depth. Maximum draft 28 ft, 6 in.
HEALTH: Free pratique given when Pilot boards provided vessel's health declaration is satisfactory.
RADIO: Vessels should maintain regular contact with Durres Radio up until time of entry into Albanian territorial waters, which extend 10 miles off shore.
TUGS: Port Authority supplies tugs for mooring and unmooring on Pilot's recommendations.
BERTHING: General cargo wharf no. 5 permitted draft 28 ft. 6 in. All other berths, permitted draft 21 ft. 6 in.
MEDICAL: Doctor and hospital facilities available.
TANKERS: One oil berth, at the East Mole, depth 23 ft. Tank cleaning facilities available.
FRESH WATER: Available ex wharf at all berths.
FUEL: Limited quantity available for emergency only.
OPENING/CLOSING HATCHES: Carried out by stevedores.
IDENTIFICATION CARDS: Shore passes issued by local police.
REPAIRS: State shipyard can effect limited hull and engine repairs.
AIRPORT: Rinas airport, distance 35 km.
TIME: GMT plus 1 hour.
HOLIDAYS: New Year (January 1st and 2nd); Proclamation of the Republic (January 11th); Labour Day (May 1st); October Revolution (November 7th); Independence Day (November 28th); Liberation Day (November 29th). No work performed on Sundays and holidays.
SHORE LEAVE: Crew may use seamen's club in port area.
AUTHORITY: Drejtorija e Portit Durres, Cables: "Drejtport Durres." Tel. 295, 408 and 313.

AGENT: Agensija Detare Durres, Cables "Adetare Durres." Tel. 233.

SARANDE: 39.52 N. 20.02 E.

DOCUMENTS-RESTRICTIONS: Refer to "Durres."
PILOTAGE: Compulsory. On arrival vessels should anchor and wait for Pilot in position 39° 51′ 50″ N, and 20° 10′ 10″ E. Pilot available only during daylight hours.
BERTHING: Larger vessels work cargo at anchor only. Ship's gear used.
HEALTH: Free pratique given when Pilot boards provided vessel's health declaration is satisfactory.
RADIO: Durres Radio.
FRESH WATER: Not available.
FUEL: Not available.
GENERAL: See "Durres" for General Information.

AUTHORITY, AGENT: See "Durres".

SHENGJIN: 41.49 N. 19.35 E.

DOCUMENTS, RESTRICTIONS: Refer to "Durres".
PILOTAGE: Compulsory. On arrival vessels should anchor and await Pilot in position 41° 48′ N, 19° 35′ E. Pilot available only during daylight hours.
MAX. SIZE: Draft 18 ft.
HEALTH: Free pratique given when Pilot boards provided vessel's health declaration is satisfactory.
RADIO: Durres Radio.
TUGS: One small tug available.
BERTHING: Two piers in harbour, one of which is used for larger vessels.
FRESHWATER: Limited supply by barge.
FUEL: Not available.
GENERAL: See "Durres" for general information.

AUTHORITY, AGENT: See "Durres".

Algeria

ALGIERS: 36.50 N. 03.00 E.

DOCUMENTS: Require two original and three copies of Crew List and Passenger List.
PILOTAGE: Is compulsory. Available day or night. Pilot boards vessel about ½ mile from end of Wattier jetty. Pilot boat is black with insignia of 2 white anchors.
ANCHORAGE: Algiers Bay is crescent-shaped with Cape Caxine on the west and Cape Matifon on the east. Depth 25–30 m. Bottom is good holding ground, and vessels are sheltered from west and north-west.
RESTRICTIONS: None if Port Authority is advised by Radio Algiers or by Agent.
MAX. SIZE: Vessels of 25,000 tons proceed normally. Length not restricted; maximum draft 38 ft.
HEALTH: Health Officer boards vessel on arrival.
RADIO: Algiers Radio, operates continuously.
TUGS: Three available of 600 to 800 h.p. and also one of 1,000 h.p. for towing in harbour; two larger available for open sea, 1,500–1,300 h.p.
BERTHING: 54 berths available, total distance of 9,519 m. plus 2 berths of 250 m. each for tankers. All general cargo berths have cranes with lift of 3–6 tons.
STEVEDORES: Available.
MEDICAL: All assistance available.
TANKERS: Quay de Lorient: 2 berths, with depth alongside 11·50 m. Deballasting facilities available.
DENSITY: Salt water.
FRESH WATER: Delivered by pipeline to quay, or by water barges.
FUEL: Deliveries by pipeline on most quays or by barge. Big ships are supplied by barge in the roads.
FIRE PRECAUTIONS: A special notice with instructions is delivered to tankers. Fire station established within port area.
GANGWAY/DECK WATCHMEN: Service by three experienced companies arranged by Agent.
OPENING/CLOSING HATCHES: Normally opened by crew, or by port workers.
IDENTIFICATION CARDS: Not required.
CONSULS: All principal countries are represented in Algeria.
REPAIRS: All repairs available. Two floating cranes, 1×120 tons, 1×50 tons.
DRY DOCKS: Two: one of 136 m. long, 18·50 m. width, and 8 m. deep. The second of 74·30 m. long, 15·50 m. width and 5 m. deep.
REPATRIATION: Frequent departures for Europe by boat or plane.
AIRPORT: Maison-Blanche at a distance of 20 km. from Algiers; several flights daily.
TIME: GMT.
HOLIDAYS: 1st January; 5th July; 1st November; plus religious holidays – Aid Seghir; Aid Kebir; New Year's Day (Egira); Achoura, and Mouloud.
POLICE/AMBULANCE/FIRE: Police 63.01.61; Fire Brigade Service 63.71.22.
SHORE LEAVE: Allowed.
PORT AUTHORITIES: Capitainerie du Port, Quay d'Auray – Tel. 63.01.61.

ANNABA: 36.58 N. 07.47 E.

DOCUMENTS:
Crew List.
Shipping Manifests for Harbour Office (Mole Cigogne – Tel. 21–37) as soon as possible.
Maritime Declaration of Health.
Entry and Clearance papers for Customs Office.
PILOTAGE: Compulsory when entering, leaving or shifting in harbour, vessels arriving during night and wishing to enter the basin must anchor at 2 nautical miles to East of Southern Lighthouse at main entrance (red occulting light) on steady sand bottom of 65 to 100 ft. depth.
ANCHORAGE: Quite good anchorage well protected against West or North winds at about 3 nautical miles to North of harbour with depths of 40 to 60 ft. on rocky and sandy steady bottom.
MAX. SIZE: Length 656 ft. draft 30 ft. 6 in., breadth no restriction.
RADIO: Cable agents giving ETA or to Harbour Master by cable or radio telephone via Annaba Radio Station which is permanently watching on 2182 kc.
TUGS: Two tugs available each of 700 h.p. both fitted with radio telephone and two fire appliances.
BRIDGES: No bridges or power cables crossing port area.
STEVEDORES: Available. Working hours (whole days), normal hours: 0700/1020–1400/1720. Shifts: 0630/1230–1300/1900–2000/0200. Working night and holidays, overtime 50%.
BERTHING: Harbour is open to merchant navigation whole days from 0500 to 2200. In case of necessity vessel will be handled at any time.
VHF: Harbour Master's Office can be contacted on Channels 16 and 14.
TANKERS: Two tanker berths in outer port, entrance 43 ft. The first at Lyon's Jetty consists of two dolphins 180 ft. apart. Second at South Jetty consists of two dolphins 180 ft. apart. 8 in. and 10 in. pipelines supply the oil installation.
FRESH WATER: Plentiful supply of water alongside wharves at a rate of 8 to 14 tons per hour.
FUEL: Bunkering available. No coal.
GANGWAY/DECK WATCHMEN: Performed by ship's crew.
OPENING/CLOSING HATCHES: Performed by Stevedores.
CARGO GEAR: Cranes: 18 electric or diesel shore cranes with lifting capacities from 3 to 6 tons; 1 electric shore shears of 110 tons and 1 diesel-electric shears hulk of 80 tons.
IDENTIFICATION CARDS: Required.
SHORE LEAVE: Allowed.
REPAIRS: One graving dock fitted with two rolling cradles on slipways, lifting capacity 100 and 200 tons. Divers and frogmen available.
GENERAL: Prevailing winds generally of North-west and West. Storms from these directions are blocked by mountains which lie

behind harbour. Harbour is only exposed to storms from East and North-east which are very rare. There is practically no swell or surf into harbour. Tidal variation about 1 ft. and water level ranges about 31 in. dependent on season. Low waters from February to June and high waters from June to February.
PORT AUTHORITY: Directeur du Port, Port Autonome de Annaba.

ARZEW: 35.50 N. 0.16 W.

DOCUMENTS:
5 Crew Lists.
5 Passenger Lists.
Cargo Manifests.
Maritime Declaration of Health.
APPROACHES: There are numerous good navigational aids visible from seawards to vessels approaching Arzew Bay. The oil storage tanks are visible for a considerable distance seawards, and the methane gas flare in the South-west corner of the bay is clearly visible at night. In addition to Isle de Arzew lighthouse, the mooring buoys are fitted with red winker lights, visible one mile, but too much reliance must not be placed on these last lights. The pillar buoys on the berths are fitted with blue winker lights. All these buoys form a good radar target and are clearly visible over 5 miles on radar screen,
PILOTAGE: Pilotage is compulsory. A Pilot from the pilotage station of Oran/Arzew will board vessels and assist Master to berth.
Communications from tankers will be via the international radio station at St. Lys, who are in telex communication with the Arzew terminal. Contact with the Arzew terminal can be made on VHF Channel 16. Vessel will then be informed by the control room of the frequency to use, either Channel 12 or 14 for mooring purposes.
Masters are advised to provide for safe access of port personnel an accommodation ladder rigged to end 10 ft. above the water, and a pilot ladder alongside to provide access to the accommodation ladder.
TUGS: Two tugs required for berthing and unberthing.
MAX. SIZE: *Sonatrach Terminal.* Three sea-line berths are located about one mile from Arzew harbour breakwater in approx. position 35° 50′ N. 0° 16′ W.
At sea-line berths No. 1 and No. 2: minimum deadweight 23,000 tons; maximum deadweight 100,000 tons; minimum length 590 ft; loading rate 3,000 tph.
At sea-line berth No. 3 maximum deadweight 150,000 tons; minimum length 640 ft.; maximum length 948 ft.; draft up to 68 ft.; loading rate up to 5,500 tph.
Tankers over 80,000 dwt must be capable of loading and deballasting at the same time. Minimum depth of water in the berthing area is 73 ft.
HEALTH: Health officer boards vessel on arrival. Pratique granted automatically provided Health Declaration is satisfactory.
RADIO: St. Lys Radio.
BERTHING: Use of ship's anchors will not be permitted when manoeuvring into berth. Two tugs are available to assist in berthing. On arrival vessels should have ready eight mooring lines, four forward and four aft and a tow rope at each end as it will be necessary to position the vessel with her own gear before securing to the heavy wires. Good rope messengers should be ready at each end of the vessel to pick up these wires.
There are three mooring buoys at the bow and three at the stern. All buoys are fitted with 5 in. wire ropes. Ships of moderate tonnage may be moored using two bow buoys and two quarter buoys only. Hoses will be lifted from both sides of the vessel using ships gear and crew.
The port and starboard derricks must be ready for use before berthing. The safe working-load must be at least 5 tons. The loading Master can refuse to berth a tanker whose lifting tackle is not correctly rigged or in good working condition.
Three 12 in. hoses are connected for loading, 2 on one side and one on the other. Loading rates up to 5,500 tph.
BALLAST: Pilots are empowered to refuse to berth a vessel if in their opinion the vessel has insufficient ballast or her trim is such that it would prevent safe handling.
Dirty ballast can be received at the Arzew deballasting plant. Pumping out by ship's means at an average rate of 1,200 tph.
Clean ballast may be discharged to sea, subject to Master's sole responsibility for oil pollution risks.
Heavy slops, e.g. tar, or non-oil sediments are not accepted at the deballasting plant.
Each berth is provided with a 20-in. deballasting line with 12-in. hose connection to the ship.
FRESH WATER: Not available at Sonatrach terminal.
FUEL: Not available at Sonatrach Terminal.
TIME: GMT. No alterations.
CUSTOMS ALLOWANCES: Only 40 cigarettes per man. No alcohol.
AIRPORT: Nearest at Algiers.
CONSULS: Nearest at Algiers.
AUTHORITY: Sonatrach.

BEJAIA (BOUGIE) 36.45 N. 05.05 E.

DOCUMENTS: Clearance from last port.
5 Crew Lists.
List of provisions on board.
Personal Effects List.
List of Firearms.
Health Certificate.
Derat Certificate.
Cargo Manifests.
PILOTAGE: Compulsory within pilotage zone between Cap Carbon to the West and Ras Attia to the East. Contact pilot station by VHF Channel 16 or Telex 93087. Tel. 281 and 282, or 190 at night. International code signals used to call pilot who boards at the limit of pilotage zone. Pilot ladder should always be placed on starboard side.
ANCHORAGE: Suitable anchorage in all weathers will be indicated by the Pilot.
RESTRICTIONS: No night movements for tankers with L.P.G. or refined petrol cargoes.
MAX. SIZE: Tankers: Length 260 metres. Draft up to 13 metres. Waiting zone for vessels in ballast; depth 10 metres.
Commercial Port: Draft between 7 metres to 9 metres.
HEALTH: Free pratique given by Brigade Maritime on arrival, unless suspected disease on board when Port Doctor will visit the ship. Pratique is automatic after calling at another Algerian Port.
RADIO: Alger Radio.
TUGS: Available under direction of Pilot by VHF contact. Ships' lines always used. Two tugs required for berthing and unberthing.
BERTHING: Three loading piers for crude oil. Pier I for vessels up to 11·50 metres draft. Pier II for vessels up to 12·50 metres draft. Pier III for vessels 13·00 metres draft. Hoses, 12-in. and 10-in. diameters. Deballasting facilities available up to 2,000 tons per hour. Oil slops not received ashore.
DENSITY: 1.025.
FRESHWATER: Available from shore, rate 15 tons per hour.
FUEL: All grades available subject to advance notice.
WATCHMEN: Not compulsory but recommended. The Port Commandant may impose a guard on vessels carrying certain cargoes.
CUSTOMS ALLOWANCES: Three packets cigarettes and one bottle of wine or alcohol per man per day.
CONSULS: France: tel. 213. Others at Algiers.
REPATRIATIONS: Can be arranged via Algiers.
AIRPORT: Dar-el-Beida International Airport at Algiers, 240 km. from Bejaia.
TIME: GMT all year round.
POLICE/FIRE/AMBULANCE: Police, tel. 236.
Ambulance/Fire, tel. 002.
TELEPHONES: None on board, but telephone exists at each tanker berth.
SHORE LEAVE: Allowed.
AUTHORITY: Capitainerie du Port de Bejaia. Tel. 111 and 410.

ORAN 35.43 N. 00.39 W.

DOCUMENTS: Clearance from last port.
5 Crew Lists.
List of provisions on board.
Personal Effects List.
List of Firearms.
Health Certificate.
Derat Certificate.
Cargo Manifests.
PILOTAGE: Compulsory. Arranged by Agents' basis vessels ETA. International Code signals used. Pilot boards at port entrance.
ANCHORAGE: In depths over 40 ft. available in the roads.
HEALTH: Free pratique given by Brigade Maritime on arrival, unless suspected disease on board when port doctor will visit the ship. Pratique is automatic after calling at another Algerian port.
RADIO: Alger Radio.
MAX. SIZE: Length 800 ft. Draft 38 ft.
TUGS: Available to assist berthing and unberthing.
BERTHING: Mole 1: tankers, depth alongside 39 ft. Mole 2: tankers, depth alongside 33 ft. Cargo vessels: about twenty berths at quays with depths from 20 to 33 ft. alongside.
MEDICAL: Doctors and hospital facilities available.
FRESH WATER: Available by barge.
FUEL: All grades available by pipe-line at the oil berths.
REPAIRS: Only minor repairs can be effected.
WATCHMEN: Not compulsory but recommended. The Port Commandant may impose a guard on vessels carrying certain cargoes.
CUSTOMS ALLOWANCES: Three packets cigarettes and one bottle of wine or alcohol per man per day.
TIME: GMT all year round.
AIRPORT: La Senia, 7 km. away. Daily flights to Algiers for international connections.
AUTHORITY: Port Autonome d'Oran.

Angola

CABINDA: 05.22 S. 12.11 E.

DOCUMENTS:
7 Manifests for each port where loaded cargo for Cabinda, plus 1 copy each B/lading.
8 Lists passengers disembarking or in transit, even if nil.
7 Crew Lists with dates of vaccinations against smallpox.
8 Lists giving previous ports of call.

Other forms applicable to Customs, Health, etc. can be completed on arrival.

PILOTAGE: Radio ETA to Agents via Luanda Radio (or by cable from previous port) and anchor on arrival as near Cabinda as draft permits. Vessel visited by Port Authorities and if necessary will be shifted with Pilot to alternative anchorage. If cargo for account Cabinda Gulf Oil vessel will almost certainly be moved nearer Malongo where oil Company have special jetty for discharge of their dry cargo ex lighters.

ANCHORAGE: For vessels moving Malongo restricted anchorage where Cabinda Gulf Oil are operating roughly between 5° 15′ S. and 5° 30′ S. extending out to 12° 00′ E.

MAX. SIZE: Cargo vessels at anchorage for safe working off Cabinda 32 ft. draft. Vessels with deeper drafts can be accommodated further out but is always risk of swell hampering operations. For tankers Cabinda Gulf have buoyed terminal for tankers maximum 100,000 tons, maximum draft 50 ft.

HEALTH: Doctor visits on arrival to give pratique. Suspected diseases should always be radioed in advance.

RADIO: Via Luanda Radio.

TUGS: None.

STEVEDORES: 48 hours advance notice giving hatch distribution and nature cargo.

RADAR/VHF: None.

MEDICAL: Arrangements can be made for doctor to visit vessel on arrival. Hospital facilities available. Crew must be in possession valid smallpox certificates.

TANKERS: No slop or other facilities. Diameter of load pipe 12 in. One buoyed berth available in depth of 75 ft.

DENSITY: 1025.

FRESH WATER: One lighter for carriage 40 tons water, but no guarantee available. Cost of water Escudos 100 per ton.

FUEL: None available.

DEVELOPMENTS: None at present.

WATCHMEN: Not necessary. Harbour Police placed aboard by Authorities.

OPENING/CLOSING HATCHES: By crew or stevedores.

CERTIFICATES: Ship's Register, valid De-ratisation Certificate and Safety Equipment Certificate.

CUSTOMS ALLOWANCES: Customs do not normally seal bond and *reasonable* amount tobacco may be taken ashore for crew members *own* consumption. No liquor restrictions on board but not allowed ashore under any circumstances.

IDENTITY CARDS: Supplied by Agent and stamped by Immigration Police before any person allowed ashore.

CONSULS: None.

REPAIRS: Facilities very limited.

DRY DOCKS: None.

REPATRIATION: Available if absolutely necessary, but recommended at Luanda.

AIRPORT: Small airport about 4 miles from city served by internal airline only. One flight from and to Luanda per day.

TIME: GMT plus 1 hour.

HOLIDAYS: 1st January; 28th May; 10th June; 15th August; 5th October; 1st November; 1st December; 8th December; 25th December. Work not possible 1st January and 25th December, but possible other dates subject approval Port Authority.

EMERGENCY TELEPHONES: Police, 22456; Ambulance 22405; Fire, telephone Port Captain 22160/22159.

SERVICES: None available.

SHORE LEAVE: Permitted subject identity cards carried.

DELAYS: For tankers usually no delay, but for cargo vessels may be delays if two or more arrive simultaneously, which will result in lighter shortages. Is also probability of swell hampering discharge/loading.

PORT AUTHORITY: Caminhos de Ferro e Portos, Rua Comercio, Cabinda. Tel. 22464.

AGENT: Hull Blyth (Angola) Ltd., C.P. 1214, Luanda. Telegraphic Vapor Luanda. Tel. 7457/8; after office hours 7487. Ship's Agents – Insurance Agents.

LOBITO 12.20 S. 13.34 E.

DOCUMENTS: Health Certificate, 2 Vaccinations' Lists (Small Pox and Yellow Fever), 8 Crew Lists, 11 Passenger Lists (each for Landing and Transit), 4 Lists showing Ports of Call, 2 Lists of Articles held by Crew: cameras, binoculars, radios, cigarettes, spirits, etc., 3 Ships' Stores Lists, 6 Dangerous Cargo Lists. All to be signed by Ship's Master. Other necessary Official Forms prepared by Agent.

PILOTAGE: When Pilot required outside Harbour Entrance, vessel must request via Agent at least 12 hours before arrival. Otherwise Pilot boards inside Lobito Bay before vessel berths. Pilot boat: grey hull, white housing. Max. speed entering Bay – 8 knots.

ANCHORAGE: Lobito Bay excellent holding ground, depths over 33 feet and easily accessible day and night the year round.

ENTRY RESTRICTIONS: No restrictions, vessel may enter harbour day and night. Vessels not visited by Port Authorities between approximately 1900 hours to 0700 hours.

MAX. SIZE: Length 900 ft., draft 34 ft., max. depth 35–37 ft. (normal tidal range: 3 ft. 3 in., maximum: 6 ft.).

WEATHER: March/May rain season. Heavy wind and rain can effect cargo work.

HEALTH: Pratique never given by radio, but granted after Port Authorities (including Doctor) board vessel between 0700–1900 hours. Pratique granted if no contagious illnesses aboard, otherwise quarantine restrictions imposed. Ships calling from other Angolan Ports – except coasters – subject same procedure.

RADIO: Because Lobito Radio (call sign CQZ) operating MW range 200/400 miles only, all ETA messages, etc., must be routed via Luanda Radio (call sign CQW). Agent uses same routing.

TUGS: Tug (usually one only) joins vessel whilst berthing and sailing. Ships' lines used.

BERTHING: Unless Masters indicate preference, Port decides which side alongside. No vessels allowed berth after sunset. Sailing after dark allowed at Port Authorities' discretion, up to 2400 hours. No vessel permitted berth without Pilot. Before berthing, vessel must effectively cover water outlets, prepare accommodation ladder and have anchors "at the ready". (Authority fine any vessel ejecting water or waste on to Quays.) Ships carrying explosives not permitted berth before Port Captain inspects cargo.

STEVEDORES. Important vessel gives accurate ETA at least 24 hours in advance to enable Agent order necessary gangs. (Gangs ordered 0700 and 1500 hours.) No work allowed Sundays.

MEDICAL: Radio before arrival if medical assistance necessary on entry. Good hospital facilities available, but specialised treatment and surgery is not. Yellow Fever, Cholera and Smallpox Vaccinations Certificates inspected on arrival.

TANKERS: No oil to be pumped overboard into Territorial waters. Heavy fines imposed for oil pollution, however slight. Three 8 in. diameter pipelines discharging into local storage tanks. No slop Tanks available. Two Tanker Berths, Nos. 5 and 8, maximum drafts 30 ft. and 35 ft. respectively.

DENSITY: 1024.

FRESH WATER: Normal requirements readily available and delivered by 3 in. hose. Loading rate very slow as pressure usually low. Costs: First 50 cu. m., Esc. 20.00, then gradual reduction to Esc. 7.50 for 1,500 cu. m.

FUEL: Fuel Oil (Ordinary) available, viscosity up to 1500 sec. Redwood. Twenty-four hours' notice bunker requirements essential. Gas oil available. No Diesel.

GANGWAY/DECK WATCHMEN: Compulsory, both day and night. Approx. cost, Esc. 800/1000 per day.

OPENING/CLOSING HATCHES: When closed or opened by Stevedores, costs per time, Esc. 100.00 per hatch. (Crew allowed to carry out this operation.)

SHIPS' CERTIFICATES: Registered Tonnage Certificate, De-Ratisation Certificate to be shown. (Vessels of Communist Countries advised to carry all relevant Certificates for vessels' tonnages, measurements, gear and crew.)

WINE/SPIRIT ALLOWANCE: No restrictions. Custom's Guard supervises opening and resealing of bond.

CARGO GEAR: Normal routine gear: wire and rope slings, nets, chain-slings, baskets, grabs, and shore-cranes (capacity 3–10 tons) available. Heavy lifts of over 10 tons must be discharged using ship's derricks. One crane 10 tons available, but not always accessible.

CREW IDENTIFICATION CARDS: On arrival, all crews' and passengers' passports must be handed Immigration Police, who retain these and issue shore-passes. Passes must be carried at all times when on shore. If lost, a fine of Esc. 1150.00 per Pass is imposed.

CONSULS: At Lobito, Norwegian and Belgian Consulates and French Consular Agency. At Benguela – 30 kilometres from Lobito – Italian Vice-Consulate.

REPAIRS: Small, slipway accommodating vessels up to 800 tons available. Limited engine and hull repairs: electric, oxy-acetylene welding, riveting, cleaning, repairs to auxiliary diesel and electric equipment and boilers.

REPATRIATION: Air communication via Luanda.

AIRPORT: About 4 kilometres from Port. Airstrip unable take heavy aircraft.

TIME: GMT plus one hour.

HOLIDAYS: 1st January; 10th June (National); May/June (Corpus Christi; 15th August (Ascension Day); 2nd Sept. (City Day), 1st November (All Saints Day); 1st December (Independence Day); 8th December (Holy Virgin Day); and 25th December.

GENERAL: Ships should not: Dispose any wastes into harbour or on to quays. Change mooring lines or lower lifeboats or immobilise main engine or use ships' sirens or radio station without prior permission from Authorities. Vessels must: use watchmen 24 hours per day on adequately illuminated gangway. Also hoist Portuguese Flag from 8 a.m. to sunset.

SHORE-LEAVE: Nationalities from countries having friendly diplomatic relations with Portugal usually granted shore-leave. See "I.D. Cards".

PORT REGULATIONS: Passenger vessels are given priority regarding berthing. See "General".

DELAYS: Congestion not unusual and berthing delays may vary from one to three days. Ships calling for bunkers have no priority but are sometimes berthed at sunset and fuel during night-shift. Discharging of bulk cargoes can be effected by shortage of suitable wagons.

AGENTS: Hull, Blyth (Angola) Ltd., Caixa Postal No. 100, Lobito, Angola, P.W.A. Tel. 2603/2604. Cables: Vapor.
Lloyd's Agents: Shipping Agents; Superintendents.

LUANDA: 08.48 S. 13.14 E.

DOCUMENTS:
6 copies Luanda Cargo Manifests.
3 copies Luanda Bills of Lading.
6 copies Crew Lists.

1 copy Crew List with full Christian names, smallpox and yellow fever vaccination dates (yellow fever not compulsory).
7 copies Ports of Call.
7 copies Passenger Lists (landing and in Transit, etc., even if the ship does not carry passengers).
2 copies Provisions and Stores List.
1 copy Personal Manifest.
1 copy Health Declaration Certificate.
Ship's Certificate, Dangerous Cargo (if carried). Exemption Certificate and general Ship's Papers to be sighted by Authorities.

PILOTAGE: 72 hours notice of arrival, addressed Agents via Luanda Radio, plus message of arrival at least six hours prior arrival received during working hours, (0700–1700). No VHF available. Pilot launch comes out from port. Anchorage for Pilot in Luanda Bay. No draft restriction at anchorage. Pilot not required for anchoring in bay. For berthing, no pilotage available between midnight–0700. Pilotage compulsory. No special berthing Pilot. Pilot launch white – flying Pilot Flag (H).

ANCHORAGES: Luanda Bay offers safe, sheltered anchorage at all times of the year. Good holding ground – sand/mud. No draft restrictions.

MAX. SIZE: Length, 1,000 ft. (alongside); breadth, no restriction; draft, 34 ft. (alongside). Tankers, up to 55 ft. draft at the refinery buoys.

WEATHER: March/May rain season. Heavy wind and rain can effect cargo work.

HEALTH: Pratique may be granted by radio through Radio Luanda, addressed Port Health or via Agents. Accommodation ladder must be rigged for doctor on arrival. Pratique must be granted at each Angolan port. Pratique is *not* automatic. If infectious disease on board inform port Health/Agents by cable.

RADIO: Addressed "Luandaradio" for ETA, draft and requirements. Call sign CQW on 500 kc/s, listening on "odd" hours only throughout 24 hours. Listening between 0600–1800 hours. Call sign CQW3 on 13·023 kc/s on "even" hours only. Listening between 1800–0600 hours. Call sign CQW on 8·565 kc/s on "even" hours only.

TUGS: Two available and compulsory for berthing and unberthing. Tugs join vessel off berths. Ship lines used (if tug lines requested – extra charges).

BERTHING: Ships taken on strict rotation of arrival for berthing – except passenger vessels which have priority.

STEVEDORES: Gangs arranged by Agent/Shipmaster. Normal port working hours 0700–1200, 1400–1730 (overtime 1730–2330), Saturday 0700–1230. Sunday/holidays – no work.

MEDICAL: Serious cases as much advance notice as possible with as much information as possible re illness. Minor cases can be treated on arrival within half an hour without previous notice. Apart from Government Hospital, there are a number of private nursing homes with good facilities. Smallpox inoculations essential, yellow fever advisable but not obligatory.

TANKERS: Two tanker terminals No. 2 Quay and off-shore terminal. Lines No. 2 Quay 8 in. diameter, available for loading/discharging fuel oils, gasoil, gasoline and aviation spirit, but *not* crude oil. Off-shore terminal utilised principally for loading fuel oil and gas oil, as well as loading or discharging crude oil. Three lines, viz. 12 and 18 in. – fuel oil and crude oil, 8 in for gas oil. No slop discharge facilities. Drafts – No. 2 Quay 34 ft, Off-shore terminal two sets mooring buoys, one for tankers with maximum length 230 metres and maximum draft 55 ft. and the other for tankers not exceeding 100 metres with draft 40 ft.

DENSITY: About 1024.

FRESH WATER: Fresh water available through quay pipelines, each hose delivering about 30 tons per hour. First 50 tons Escudos 20 per ton, next 200 tons Escudos 17·50 per ton, next 250 tons Escudos 15 per ton.

FUEL: Gas oil/Diesel oil *not* available but can be obtained by mixing fuel and gas oil by special nomination. Owners should arrange for nomination of bunkers well in advance of vessel's arrival.

FIRE PRECAUTIONS: For tankers loading/discharging alongside No. 2 quay – no vehicles allowed within vicinity and vessels cannot berth within 40 metres of tanker's stern or bow.

FUTURE PORT DEVELOPMENTS: Plans for reclamation and new berths round to the Forte da S. Pedro da Barra, but will take some years to complete stage by stage.

GANGWAY/DECK WATCHMEN: Not necessary.

OPENING/CLOSING HATCHES: Can be carried out by crew or stevedores at vessel's option.

SHIP CERTIFICATES: Tonnage and Deratisation Certificates.

CUSTOMS ALLOWANCE: No restrictions, but sales ashore a serious offence.

CARGO GEAR: No additional requirements provided test certificates valid aboard.

CREW IDENTIFICATION CARDS: Provided by Agents for crew proceeding ashore.

CONSULS:

Belgium	7568	Denmark	23294
France	22760	West Germany	24806
Great Britain	22487	Netherlands	22494
Italy	22698	Norway	23294
South Africa	7444	Sweden	23294
U.S.A.	7591	Switzerland	22366
Austria	23543	Spain	25716
Brazil	26150		

REPAIRS: Facilities for deck and engine repairs.

DRY DOCKS: None.

REPATRIATION: Luanda not recommended for crew changes but individual repatriations will not present any difficulties.

AIRPORT: Distance from port 4½ miles. 9 flights weekly to/from Lisbon by Transportes Aereos Portugueses (TAP), also 5 flights weekly to/from Salisbury and Johannesburg in association with South African Airways (SAA).

TIME: GMT plus one hour all year.

HOLIDAYS: Saints Day (1st January), Portugal Day (10th June), Saints Day (15th August), Republic Day (5th October), Saints Day (1st November), Independence Day (1st December), Saints Day (8th December), Christmas Day (25th December). No cargo work on these holidays.

POLICE/AMBULANCE/FIRE: Police 7408; Ambulance 25275; Fire 22222.

TELEPHONES: About Escudos $200 to place aboard.

GENERAL: Ample water in bay for anchoring, and most vessels enter port without Pilot. Pilotage is compulsory for berthing/unberthing on quays, this service being available from 0700 to midnight. If Master elects to wait for Pilot outside port and another vessel proceeds direct to anchorage, the latter will be first on turn for berth.

SERVICES: Tank cleaning possible but advance notice required. Radio, radar repairs possible by military personnel, but spares rarely available.

SHORE LEAVE: Crew members allowed ashore subject Immigration approval.

PORT REGULATIONS: Portuguese mailboats have berthing priority over all other vessels, foreign *passenger* vessels next in precedence.

DELAYS: Congestion rarely exceeds 36 hours.

AGENT: Hull Blyth (Angola) Ltd., C.P. 1214, Luanda. Telegraphic Address: Vapor – Luanda. Tel. 7457/8, after office hours 7487. Ships Agents – Insurance Agents.

MOCAMEDES (incl. Porto Salazar);
15.11 S. 12.07 E.

DOCUMENTS:
Health Certificate.
2 Vaccination Lists (smallpox and yellow fever).
8 Crew Lists.
11 Passenger Lists (for each landing and transit).
4 Lists showing ports of call.
2 Lists of Articles held by crew/passengers, i.e. cameras, binoculars, radios, tobacco, etc.
3 Ships' Stores Lists.
6 Dangerous Cargo Lists, i.e. all types of explosives.
All foregoing to be signed by Master. Other essential official forms prepared by Agent.

PILOTAGE: Pilot boards in Bay – safe, natural bay with no reefs and easily accessible both day and night. Vessel *must* wait for Pilot and instructions before berthing.

ANCHORAGE: No currents in harbour area, but slight prevailing winds constant. Good holding ground with depths over 34 ft. Approaches up to 45 ft. depth. Tidal range about 5 ft.

ENTRY RESTRICTIONS: No restrictions; vessels may enter harbour day and night. Authorities visit between 0700 and 1900 (approx.) hours only. Vessels may sail at any time.

MAX. SIZE: Maximum size governed by draft alongside; maximum depth 33 ft. plus. Quay length 480 metres. Porto Salazar: Up to 54 ft. depth alongside.

HEALTH: Pratique granted on arrival after "Health Guard" visit: boarding 0700–1900 hours. Normal quarantine restrictions imposed if contagious diseases aboard. Ships calling from other Angolan ports (except coasters) are subject same procedure.

RADIO: Messages *must* be routed via Luanda Radio (call sign CQW). No ship/shore radio link.

TUGS: (usually one only) joins vessel for berthing. Ship's lines used.

BERTHING: Unless Masters indicate preference, port decides berthing-side. No vessels berthed after sunset (except passenger ships), but sailing during nightshift permitted so long as prior warning given before 1700 hours. No vessel allowed berth without Pilot. Before berthing, important that vessel covers all water outlets, prepares accommodation ladder and has forward anchors ready. Ships carrying explosives not permitted berth before Port Captain surveys cargo.

STEVEDORES: Radio accurate ETA 24 hours in advance to enable Agent order required gangs. (Gangs ordered 0700 and 1500 hours.) No Sunday work permitted for cargo vessels.

MEDICAL: If medical assistance required on arrival radio to Agent. Adequate hospital facilities available, but no specialised treatment or surgery. Yellow fever/smallpox certificates inspected on arrival.

TANKERS: No oil or waste products to be pumped overboard. Heavy fines imposed for breach this regulation. Tankers discharge at Porto Salazar – about 10 kilometres north of general cargo berths, situated northern end of Mocamedes Bay. Maximum draft 54 ft., length of quay 1,066 ft. No dirty ballast facilities.

ORE CARRIERS: Depth alongside iron-ore pier about 52 ft. 6 in. LW. Permitted draft about 49 ft. Suitable for up to 120,000 about. Pier length 1,066 ft. width 59 ft. Conveyor-belt loader about 3,500 tons per hour. Water, 1,500 secs. Fuel oil and gas oil available.

DENSITY: 1024.

FUEL: Fuel oil (ordinary) and gas oil. Advance warning bunker requirements essential.

FRESH WATER: Minimum requirements only.

PORT FIRE PRECAUTIONS: No special precautions except ships carrying explosives. Fire Brigade standby charge Esc. 10,000.00

PORT DEVELOPMENTS: Porto Salazar (Iron-ore/Tanker berth anticipated augment present ore-loading equipment to enable load ore-carriers up to 10,000 tons per hour. Dredging to projected depth of 65 ft.
GANGWAY/DECK WATCHMEN: Compulsory, day and night. Costing approx. Esc. 800/1,000 per 24 hours.
OPENING/CLOSING HATCHES: When performed by stevedores, costs per hatch per time Esc. 100.00, but crew allowed perform this task.
SHIPS' CERTIFICATES: Registered Tonnage Certificate, Deratisation Certificate, examined by authorities on arrival.
CUSTOMS ALLOWANCE: No restrictions. Customs' guard supervises opening and resealing of ships' bonded lockers.
CARGO GEAR: Normal routine gear, i.e. wire/rope nets, slings, chain-slings, baskets and shore-cranes (4 of 5 tons, 2 of 3 tons) available. Heavy lifts over 5 tons discharged using ship's gear.
CREW IDENTIFICATION CARDS: All crew/passenger passports handed Immigration Police who issue shore passes. Passes must be carried when on shore, and if lost costs Esc. 1,150.00 fine.
CONSULS: None.
REPAIRS: Only very minor voyage repairs.
DRY DOCKS None.
REPATRIATION: Air communication via Lobito and Luanda.
AIRPORT: Small airstrip unable take heavy aircraft.
TIME: GMT plus one hour.
HOLIDAYS: See "Lobito".
GENERAL: Ships must not dispose of wastes into harbour or on to quays, change mooring lines, lower lifeboats, immobilise main engine, use ship's siren, or ship's radio station without prior permission from authorities. Vessels must use watchmen for 24 hours per day on well-illuminated gangways and hoist Portuguese flag from 8 a.m. to sunset.
SERVICES: None available.
SHORE-LEAVE: All nationalities from countries having friendly diplomatic relations with Portugal permitted shore leave. See "I.D. Cards".
DELAYS: Berthing delays are unusual.

AGENTS: Hull, Blyth (Angola) Ltd., Caixa Postal No. 127, Mocamedes, Angola, P.W.A. Tel. 93. Cables: Vapor.
Lloyd's Agents and Superintendents.

Argentina

BAHIA BLANCA: 38.47 S. 62.16 W.

DOCUMENTS: *For Maritime Authorities:*
Entry Declaration.
Crew List.
Certificate of Freeboard.
Safety Equipment Certificate.
Radio Safety Certificate.
For Immigration:
Identity Card (ficha) for each crew member.
Crew List.
For Customs:
Crew List.
Manifest of Cargo or Ballast.
Stores and Personal Effects List.
For Port Health:
Crew List.
De-rat Certificate or Exemption.
PILOTAGE: 24 hours notice required. River Pilots board at buoy No. 11 and disembark off the port where the Harbour Pilot boards to berth vessel.
ANCHORAGE: Limiting zone between positions 39° 00′ 12″ N. 61° 53′ 30″ W. and 39° 01′ 24″ N. 61° 49′ 48″ W. Merchant vessels may anchor between buoys 11.7 and 11.4; tankers in the vicinity of buoy 20. YPF vessels anchor in the vicinity of buoy 1. Depth of water in the outer anchorages is about 40 ft.
RESTRICTIONS: Controlled by minimum depths in the channel, 24 ft. between buoys 14 and 15. Vessels may enter at night, times depending on height of tide.
MAX. SIZE: Draft up to 28 ft.
HEALTH: Master should cable Agent eight hours prior arrival, advising name of last port, number of passengers and crew, declaring state of health on board and requesting free pratique. Provided this is in order, vessel will be given free pratique when officials board on arrival, without incurring delays.
RADIO: Station LPW2. Listening on 500 kHz, working on 431.5 kHz. VHF.
TUGS: Join vessel at Rada "A" when proceeding to grain elevators or Muelle de Hierro, and at Rada "B" when proceding to Puerto Galvan.
BERTHING:

Ingeniero White: Elevator Moles

Berth No.	13	Depth	25 ft.
,,	14	,,	25 ft.
,,	15	,,	26 ft.
,,	16	,,	26 ft.
,,	17	,,	27 ft.
,,	18	,,	27 ft.
,,	19	,,	28 ft.
,,	20	,,	28 ft.

Steel Mole (Muelle de Hierro)

Berth No.	2	Depth	25 ft.
,,	3	,,	29 ft.
,,	5	,,	25 ft.
,,	8	,,	27 ft.
,,	9	,,	28 ft.

Puerto Galvan:

Berth No.	4	Depth	18 ft.
,,	5	,,	23 ft.
,,	8	,,	26 ft.
,,	9	,,	26 ft.
,,	13	,,	24 ft.

Muelle Nacional:

Berth No.	1	Depth	21 ft.
,,	2	,,	26 ft.

Cuatreros:
One berth depth 25 ft. now abandoned.
STEVEDORES: Working hours: 0700–1900 Monday to Friday. 0700–1300 Saturday.
FRESH WATER: Can be supplied at 10 tons per hour at Ingeniero White. At Puerto Galvan rate is 5 tons per hour. Water is scarce in Bahia Blanca during summer months.
FUEL: All grades available ex-wharf or by barge.
TANKERS: Discharge at Steel Mole berths 3 and 4, and at Galvan berths 8 and 9.
GANGWAY/DECK WATCHMEN: Compulsory, arranged by Agent.
IDENTIFICATION CARDS: Required by all crew members. (See "Buenos Aires".)
CUSTOMS ALLOWANCES: 60 cigarettes and one litre of wine per man per day.
REPAIRS: Most repairs can be effected.
CONSULS:

Belgium	Tel. 20186	Netherlands	Tel. 25808
Chile	,, 25808*	Spain	,, 23347
Italy	,, 22219	Uruguay	,, 22727

HOLIDAYS: National Holidays: 1st and 25th May; 20th June; 9th July; 17th August; 12th October; 25th December. Other holidays: 1st and 6th January; Easter Thursday and Friday; Carnival Monday and Tuesday; 15th August; 1st November; 8th December.
No work on National Holidays. On other holidays work can be arranged at double rate.
AIRPORT: Regular air service with Argentine cities.
TIME: April to October: GMT minus 4 hours. October to April: GMT minus 3 hours.
SHORE LEAVE: Allowed provided Identity card is held.
AUTHORITY: Capitan de Puerto Bahia Blanca. Tel. 70087.

BUENOS AIRES: 34.36 S. 58.22 W.

DOCUMENTS: Manifest from each port of loading for each Argentine port of discharge with respective copies of:
Bills of Lading covering merchandise.
Crew List in duplicate from first port of departure.
Identity Cards for the Immigration Authorities with corresponding photograph of each crew member.
Maritime Health Declaration.
Fumigation Certificate.
Stores List in duplicate (deck-engine-cabins).
Certificate of Life Saving Equipment.
Certificate of wireless communication equipment.
Tonnage Certificate.
Vaccination Certificate of each crew member.
PILOTAGE: *Recalada Lightship:* is a former gun-boat, hull has red and black horizontal stripes with the inscription "Practicos Recalada" in white on each side. Vessel has 2 masts, black funnel and a rectangular lantern platform at one side of the funnel. Pilots board from the lightship to pilot vessels direct to La Plata or to Intersection. Pilots require 48 hours notice of arrival at Recalada. Radio station Recalada Pontoon, call sign LOS.
Intersection Lightship: The hull, mast, superstructure and funnel are painted sky-blue with the inscription "Practicos Interseccion" in black on each side of hull. Radio Station LOI, 500 kc/s. Pilot boards here for Buenos Aires and River Parana ports.
RESTRICTIONS: Vessels drawing over 26 ft. must follow the Punta Indio channel from Recalada leading to Banco Chico channel up to Buenos Aires outer roads. Two main channels lead into the port from the other roads. Main channel depths about 28 ft. Northern entrance 27 ft. Southern entrance 23 ft. Depths are not constant due to continuous silting and dredging.
MAX. SIZE: Limited by depth of water in entrance channels. Max. draft about 29 ft. subject to local conditions.
HEALTH: Eight hours before arrival, radio agent advising last port of call, number passengers and crew on board and health condition of vessel requesting free pratique. If this procedure is followed, there should be no delay in obtaining pratique when officials board on arrival, provided vessel's health condition is satisfactory.
TUGS: Compulsory. Bow and stern tugs join vessel in entrance channel 5 to 8 kilometres off berths. Tow ropes to be supplied by vessels.
BERTHING: Puerto Madero: Entrance locks restrict to max. beam 20 m. Draft 21 ft.
Puerto Nuevo: Five pier heads, the longest of which can accommodate four vessels. Depth alongside over 28 ft.
Dock Sud: Continuous quay frontage with berths for 22 vessels. Depth alongside 25 to 28 ft.
Riachuelo: 4,300 m. of wharf frontage. Depth alongside 17–19 ft.
Oil Basin: Situated outside the South channel. 12 berths for tankers. Depth 28 ft.
South Anteport: Coal discharge berths. Still under construction.
TANKERS: Eight berths for tankers in Dock Sud. Twelve berths in Oil Basin. Tankers may also discharge at the Central Costanera

Power House situated East of the South Anteport.
STEVEDORES: Compulsory rest periods are 0400 to 0430, 1130 to 1200, 1730 to 1800, 2330 to 2400. Ordinary rate working hours 0700 to 1100 and 1300 to 1700. Saturdays: 0700 to 1100.
DENSITY: Fresh water.
FRESH WATER: Supplied by pipeline to most berths. In Dock Sud water is usually delivered by barge.
FUEL: Available by barge.
GANGWAY/DECK WATCHMEN: Employment of shore watchman is compulsory. Arranged by Agent. Crew members may also be employed as watchmen but their duties are confined to the ship.
IDENTIFICATION CARDS: On arrival in an Argentine Port, Master must deliver in duplicate the Argentine form of identity card with photograph and fingerprints for every crew member. If it is necessary to take photographs and complete these forms on arrival, Agent should be notified to make preparation in advance. No member of the crew, except the Master, is allowed to land until the Immigration Authorities have checked the crew with the Identity cards.
CONSULS: All maritime countries are represented in Buenos Aires.
REPAIRS: All repairs possible.
DRY DOCKS: No. 1 493 ft.× 66 ft. No. 2 590 ft.× 72 ft. In addition, there are 3 floating docks of smaller dimensions at the Naval Arsenal.
REPATRIATION: Can be arranged provided documents in order.
AIRPORT: International Airport with connections to all parts of the world.
TIME: April to October: GMT minus 4 hours. October to April: GMT minus 3 hours.
HOLIDAYS: National Holidays: 1st May; 25th May; June 20th; July 9th; August 17th; October 12th; December 25th. Other holidays: January 1st and 6th; Carnival Monday; Shrove Tuesday; Easter Thursday and Friday; Corpus Christi; 15th August; 1st November; 19th November; 8th December. No work on National Holidays. On other holidays and Sundays work may be arranged.
TELEPHONES: No connection to vessels except where Agents have private facilities to supply own vessels.
SHORE LEAVE: Allowed when all crew in possession of necessary Identification Card (ficha).
AUTHORITY: Administrador del Puerto Buenos Aires.

CAMPANA: 35.15 S. 58.58 W.

Situated on west bank of Parana River, 150 miles above Buenos Aires.
DOCUMENTS: PILOTAGE: HEALTH: IDENTIFICATION CARDS: Refer to "Buenos Aires".
RESTRICTIONS: Draft is controlled by depth of water at Martin Garcia Bar. Daily draft forecasts made by local authorities.
MAX. SIZE: Up to 27 ft. draft, dependent on local river conditions.
TUGS: Not required.
BERTHING: National Mole. 120 metres long used for scrap iron and oil in drums. YPF berth: one tanker berth, depth alongside 22 ft. Esso berths: five tanker berths, two of which used by large vessels, 30 ft. depth alongside.
MEDICAL: Doctors and hospital available.
DENSITY: Fresh water.
FRESH WATER: Available at Esso and National Moles.
FUEL: Available at Esso berths. No barges.
CONSULS: At Rosario and Buenos Aires.
GENERAL: Refer to "Buenos Aires" for all general information.
AUTHORITY: Administraction de los Puertos Parana.

COMODORO RIVADAVIA: 45.51 S. 67.27 W.

DOCUMENTS: As for "Buenos Aires".
PILOTAGE: Not compulsory and not required.
ANCHORAGE: Off the port, suitable anchorages in up to 6 fathoms water.
RESTRICTIONS: Port should be entered at high water in daylight only.
MAXIMUM SIZE: Length 150 m., draft 15 ft. Tankers up to 30 ft. draft.
HEALTH: Pratique to be requested by radio to Agent before arrival. On arrival in Port the Public Health doctor boards vessel to complete Health Declaration.
RADIO: Comodoro Rivadavia Radio, call sign LPX. Radiotelegraphy 500 kHz. Radio telephone 4123, 8786, and 12.133 kHz.
TUGS: None available.
BERTHING: MOP wharf 15 ft. depth alongside. YPF wharf 23 ft. depth alongside. Caleta Cordova Tanker buoy berth in 30 ft. depth.
FRESH WATER: Obtainable at MOP wharf and YPF wharf. Ships supply own hoses.
FUEL: All grades available from YPF installations.
DEVELOPMENTS: Dredging to increase depth to 26 ft. alongside wharves.
GANGWAY/DECK WATCHMEN: Recommended. Arranged by Agent.
OPENING/CLOSING HATCHES: Performed by stevedores.
IDENTIFICATION CARDS: Required.
CUSTOMS ALLOWANCES: Only sufficient for normal daily consumption on board.
CONSULS: The following countries are represented: Chile, Great Britain, Portugal, Italy, Spain, and Greece.
REPAIRS: Small repairs can be arranged. Divers services available.
AIRPORT: Situated 11 km. from port. Daily services to Argentine cities.
TIME: GMT plus 3 hours, October to April. GMT plus 4 hours, April to October.
HOLIDAYS: Work can be arranged.
POLICE/FIRE/AMBULANCE: Police Tel. 2778. Fire 2505. Ambulance 2541.
TELEPHONES: No connection aboard vessels.
SHORE LEAVE: Allowed, provided proper identification card held.
AUTHORITY: Capitania de Puerto de la Patagonia. Tel. 2325.

LA PLATA: 34.54 S. 57.55 W.

DOCUMENTS, PILOTAGE, HEALTH, IDENTIFICATION CARDS: Refer to "Buenos Aires".
RESTRICTIONS: From Recalada Lightship where Pilot boards, channel dredged to 26 ft. below datum. Vessels over 200 m. length enter in daylight only.
MAX SIZE: Up to 28 ft. draft with favourable tide.
TUGS: Normally join vessel in entrance channel.
BERTHING: Rio Santiago: Two grain elevators, capacity 4000 tons. Three berths, depths 22 and 28 ft. alongside.
Gran Dock: Seventeen berths, depth 26 ft.
TANKERS: Berths for four ocean-going tankers in Gran Dock, two of which are used exclusively by YPF.
MEDICAL: Doctors and hospital facilities available.
FRESH WATER: Available at all berths in limited quantities.
FUEL: Obtainable from tanker berths. No barges.
REPAIRS: All repairs can be effected except those requiring a dry dock.
CONSULS: Following countries are represented in La Plata: Belgium, Brazil, Great Britain, Italy, Norway and Spain. All other consuls at Buenos Aires.
SHORE LEAVE: Allowed, provided crew members in possession of Identification Cards.
GENERAL: For all general information refer to "Buenos Aires".

MADRYN: 42.46 S. 65.02 W.

DOCUMENTS: See "Buenos Aires".
PILOTAGE: Not compulsory.
ANCHORAGE: Half mile from pier terminal good anchorage in 60 ft. depth in protected bay. Anchorage used for transhipment cargo to smaller vessels.
HEALTH: Public Health doctor will board to complete Health Declaration. Agent should be advised by radio to arrange pratique.
RADIO: Trelew Radio (LPZ) frequency 500 and 527 kc/s, also 4428·6 and 4123·6 kc/s. Radio telephony LPZ–87 at 1500 hours local time on 8786·4 kc/s. At 0948 and 2200 hours local time area broadcast bulletin on 500 and 527 kc's. At 1000 and 1300 hours local time navigational broadcast on 500 and 527 kc/s. At 1418 hours local time broadcast of LSQ Buenos Aires.
TUGS: None.
BERTHING: 2 Berths. Main berth length 90 metres and minimum depth 15 ft. low water. Ships 140 meters length and 7000 metric tons net register have entered, aground at low water.
STEVEDORES: Agents arrange Stevedores.
FRESH WATER: Available by pipe-line at berthing area.
FUEL: Limited supplies all fuel and lubricants.
DEVELOPMENTS: Plans for new buildings and installations.
GANGWAY/DECK WATCHMEN: Crew only.
OPENING/CLOSING HATCHES: By Stevedores.
CUSTOMS ALLOWANCES: Sufficient for daily requirements only.
CREW IDENTIFICATION CARDS: Required.
CONSULS: Italian Consular Agent at Madryn. British and Spanish consuls at Trelew.
REPAIRS: Minor emergency repairs only, also divers available.
REPATRIATION: No facilities for effecting crew changes. Repatriation facilities only.
AIRPORT: Trelew distant 64 km. Scheduled flights to Buenos Aires and other cities.
TIME: From first Sunday in April to first Sunday in October GMT plus 4; rest of year GMT plus 3.
HOLIDAYS: Official holidays: 1st May, Labour Day; 25th May, Celebration of the Revolution (May 1810); 20th June, National Flag Day; 9th July, Argentine Independence Day; 17th August, General San Martin Remembrance Day; 12th October, Discovery of America Day; 25th December, Christmas Day. Work available these days at extra cost.
POLICE/AMBULANCE/FIRE: Police and fire tel. 249. Hospital 240.
TELEPHONES: No arrangements for placing telephones on board.
SHORE LEAVE: Crew members allowed ashore but must be provided with identification cards.
DELAYS: Possible delays due congestion owing berth shortage and tide.
PORT AUTHORITY: Delegation of the Capitania (Harbour Administration) del Puerto de la Patagonia, tel. 329.

MAR DEL PLATA: 38.00 S. 57.32 W.

DOCUMENTS:
Manifest from each port of loading for each Argentine port of discharge with respective copies Bills of Lading, or Ballast Certificate from first port of sailing, if no cargo.
Crew list in duplicate from first port of departure.
Certificate that Captain knows of Immigration Law No. 817.

Immigration forms (identity cards) in duplicate for each member of crew, with photographs.
Fumigation Certificate.
Store list in duplicate.

PILOTAGE: Pilotage compulsory. Pilots requested through Agent, or, in emergency directly to Prefecture Maritime Station frequency 500 kc. Advance notice of ETA 24–48 hours to agent by radio.
RESTRICTIONS: Tidal only. Day and night berthing.
MAX. SIZE: Length 170 metres and 24 ft. draft. Keel clearance of 2 ft. 6 in. required.
HEALTH: (a) Radio Agent, not more than 12 hours before arrival, that vessel in sanitary conditions required by Art. 45 of Regulations, to enter port and go immediately alongside. (b) Agents will present, not less than six hours prior arrival to Health Authorities, request for berth, accompanied by telegram (*a*).
Special pratique: Medical visit obtainable from 0700 to 1730 hours every day of year free of charge, but special charge made for services outside those hours. When doctors asked to particular ship, instead of taking turn for doctor on duty, charge also made. When sick person on board, flag of vessel's country should be hoisted at foremast, and if urgent medical assistance required, yellow flag should be hoisted together with National flag.
RADIO: Costera Mar del Plata, "LPM".
TUGS: Towage compulsory for vessels in excess 1,000 tons.
BERTHING: Big swell causes vessels to range, therefore Captains recommended have ready fenders for use at berth. Vessels can enter or sail any time day or night.

Basin A: Used only by fishing trawlers.	
Pier Head No. 1	20 ft. depth.
Pier Head No. 2	30 ft. depth.
Basin C: Grain elevator	27 ft. depth.

MEDICAL: Assistance obtainable alongside. Captain should telegraph Agent in good time expected date and hour of arrival. Hospitals and sanatoriums.
TANKERS: Only fuel oil discharged at pier head No. 2.
DENSITY: Sea water.
FRESH WATER: Available, vessels must provide hoses. 2 in. diameter hydrants at following berths: Bassin "B", sections 1 to 9, four hydrants: supply 7 tons/hour; and Bassin "B", sections 11 to 14, seven hydrants: supply 10 tons/hour. No water boats. At Bassin "C" 3 water intakes on South side. None on North side. Hoses hired at a conventional price. Watchmen to look after these, if water supplied during night. North breakwater wharf, three hydrants: supply 60 tons/hour.
FUEL: Bunkering in Bassin "C", Pier Head No. 2, also Bassin "B". Subject availability and permission from Govt. Oil Dept.
DEVELOPMENTS: Dredging to obtain depth of 30 ft. in channel and port.
WATCHMEN: Compulsory. Arranged by Agent.
OPENING/CLOSING HATCHES: Subject to Charter party.
CREW IDENTIFICATION CARDS: Compulsory. Arranged on board immediately after arrival.
CONSULS: French, Italian, Portuguese, Spanish, Uruguayan.
REPAIRS: All types of repair possible, except dry-dock repairs.
AIRPORT: Six miles distant. Two regular lines: Austral and Aerolineas Argentinas, two services/day between Mar del Plata and Buenos Aires.
TIME: GMT minus 4 (summer); GMT minus 3 (winter).
HOLIDAYS: None. Work every day during year.
DELAYS: In accordance grain elevator capacity. Normally none.
PORT AUTHORITY: Captain of the port: tel. 8–0770. Port Administrator: tel. 8–0141.

QUEQUEN/NECOCHEA: 38.35 S. 58.42 W.

DOCUMENTS: See Buenos Aires.
PILOTAGE: Apply for Pilot through Radio Pacheco or Radio Costera Mar del Plata addressed to Maritime Agency. No Pilots available in bad weather. Pilot boat green in colour with yellow deckhead and pilot flag.
ANCHORAGES: Not advisable to anchor in bad weather due extremely dangerous winds from West through South to East. Anchorage in open sea 800–1500 metres from cliffs.
RESTRICTIONS: Not permitted enter or sail at night. Vessels with length in excess of 175 metres require channel navigation permit obtainable from Maritime Prefecture. Channel depth 24 ft. width 50 metres, varying according tide, average rise and fall 5 ft.
MAX. SIZE: Length 175 metres. Draft 24 ft.
HEALTH: Pratique obtainable inside port. Master should advise Agent in advance of health situation aboard. If proceeding from another Argentine port, health inspection not required. Deratization certificate to be shown.
RADIO: Costera del Mar de Plata (LPM).
TUGS: Compulsory for all Vessels in excess 1,000 tons registered tonnage. Two tugs required using ship's lines.
TANKERS: Fuel oil discharged.
DENSITY: Salt water.
FRESH WATER: Available. 8–10 tons/hours. Cost 51 pesos per ton.
FUEL: Advance notice essential as deliveries must be lightened from Buenos Aires, Mar del Plata, or Bahia Blanca.
DEVELOPMENTS: Continuous dredging to maintain and increase depth. New quay under construction for loading cereals and grain. No facilities for discharge of general cargo.
WATCHMEN: Compulsory. Cost $8.00 per day of 8 hours.
HATCHES: If opened/closed by stevedores additional charge made.
CERTIFICATES:
Grain Loading.
Safety Radio.
Safety Equipment.

CUSTOMS ALLOWANCES: Dutiable goods to be declared otherwise no restrictions.
IDENTIFICATION CARDS: Required.
CONSULS: Denmark, Spain, Italy and Greece.
REPAIRS: Minor repairs only.
REPATRIATION: Through Buenos Aires.
AIRPORT: Five miles distant. Daily flights to Buenos Aires.
TIME: GMT minus 4 summer. GMT minus 3 winter.
HOLIDAYS: Vessels worked every day of year.
POLICE/AMBULANCE/FIRE: Police Necochea 48 and Quequen 8; Ambulance: Necochea 305 and Quequen 52; Fire: Necochea 900.
TELEPHONES: No arrangements for placing abroad.
SERVICES: Any special services required, technicians sent from Buenos Aires.
SHORE LEAVE: Not permitted.
DELAYS: Daily cargo work 18 hours/day. Four loading berths, one waiting berth. Delays up to four days can occur in January and February.
AUTHORITIES: Capitania del Puerto y Administrador de Puerto Quequen: Tel. Necochea 221 and Quequen 88. Telex 014–841.

RIO GALLEGOS: 51.33 S. 68.59 W.

DOCUMENTS: Manifest from each port of loading for each Argentine Port of discharge with respective copies of
Bills of Lading covering merchandise.
Crew List in duplicate from the first port of departure.
Identity cards for the Immigration Authorities with corresponding photograph of each crew member.
Maritime Health Declaration.
Fumigation Certificate.
Store Lists in duplicate (deck – engine – cabins)
Certificate of Life Saving Equipment.
Certificate of Wireless Communication Equipment.
Tonnage Certificate.
Vaccination Certificate of each crew member.

PILOTAGE: Not compulsory. There is a Pilot available.
ANCHORAGE: At Punta Loyola and Del Pueblo. Larger vessels anchor in front of Punta el Gancho.
RESTRICTIONS: Entrance to the anchorage is buoyed. The Northern channel has a shingle bank bar 13 ft. at low water. The Southern channel is more sheltered and the current not so strong. Rio Gallegos is a tidal port, the height of tide being as much as 40 ft. at times.
MAX. SIZE: Dependent on tide.
HEALTH: Eight hours before arrival radio Agent advising last port of call, number passengers and crew on board, and health condition of vessel, requesting free pratique. If this procedure is followed there should be no delay in obtaining pratique when officials board on arrival provided vessels health condition is satisfactory.
TUGS: Not required.
BERTHING: Only small craft berth alongside where they are high and dry at low water. Other vessels work cargo at anchor using ship's gear. Ten lighters available, capacity 120 to 450 tons.
FRESH WATER: Available by barge in very limited quantities.
FUEL: Not obtainable.
MEDICAL: Doctor available.
REPAIRS: Workshop facilities for small repairs.
CONSULS: Countries represented: Great Britain, and Chile.
AIRPORT: Daily air service to Buenos Aires.
AUTHORITY: General Ports Administration.

ROSARIO: 32.57 S. 60.33 W.

DOCUMENTS:
Manifest from each port of loading for each Argentine port of discharge with respective copies of:
Bills of Lading covering merchandise.
Crew List in duplicate from the first port of departure.
Identity Cards for the Immigration Authorities with corresponding photograph of each crew member.
Maritime Health Declaration.
Fumigation Certificate.
Store Lists in duplicate (deck – engine – cabins)
Certificate of Life Saving Equipment.
Certificate of Wireless Communication Equipment.
Certificate of Tonnage.
Vaccination Certificate of each crew member.

PILOTAGE: Compulsory. *Plate River Zone:* three pilot stations; at Recalada, at Intersection, and at Buenos Aires.
River Parana Zone; two pilot stations; at Buenos Aires for vessels navigating south of Rosario, and at Rosario for vessels navigating the river above Rosario. For distances exceeding 200 kilometres, two Pilots together are required.
For initial entry, Pilot boards at Recalada. See Buenos Aires. Applications for river Pilots made through Pacheco Radio.
ANCHORAGES: Between kilometres 410 and 413. Both anchors should be used.
RESTRICTIONS: There are no restrictions as to length and breadth of vessels, but draft and size of vessels are subject to river depth, which is very variable and no standard information can be given. Vessels up to 27 ft. draft are permitted to navigate the River Parana up to Rosario and San Lorenzo, provided vessels speed exceeds 10 knots and that there is at least 1 ft. keel clearance. Above

Rosario controlling depth 22 ft. Vessels loading in Parana Ports must keep close contact with agents for daily forecasts of admissible draft crossing Martin-Garcia Bar to avoid risk of overloading and consequent delays.
HEALTH: Eight hours before arrival, radio Agent advising last port of call, number passengers and crew on board and health condition of vessel, requesting free pratique. If this procedure is followed, there should be no delay in obtaining pratique when officials board on arrival, provided vessels health condition is satisfactory.
RADIO: Pacheco (LPD) 425 kcs.
TUGS: Not required.
BERTHING: Alongside quays. There are seven elevators with the rate of loading up to 300 tons per hour of grain. Also there are four warehouses for loading light grains or seed. Between these closed sheds are paved spaces which are used for delivery of cargo to road vehicles and vice versa.
STEVEDORES: Private companies under Government supervision. Working hours: Summer-time 0700–1100 and 1400–1800. Winter-time 0700–1100 and 1300–1700.
MEDICAL: Private and state-owned hospitals. All facilities available.
TANKERS: Discharge at Moles 3 and 4.
FRESH WATER: Available at most quays. Cost 17 pesos per cb.m. No water boat.
FUEL: All grades available, by barge.
DEVELOPMENTS: Projected new quay (1,000 metres length) reinforced concrete with grain elevator 80,000 tons, bringing total capacity in port to 230,000 tons.
WATCHMEN: Compulsory for vessels over 2,000 tons. Appointed by Agent.
HATCHES: Opening/closing by Stevedores.
CUSTOMS ALLOWANCE: 60 cigarettes per day, and 2 bottles spirits each man.
IDENTIFICATION CARDS: On arrival in an Argentine port, Master must deliver in duplicate the Argentine form of identity card with photograph and finger-prints for every crew member. If it is necessary to take photographs and complete these forms on arrival, Agent should be notified to make preparation in advance. No member of the crew except the Master is allowed to land until the Immigration Authorities have checked the crew with the Identity cards.
REPAIRS: All repairs excluding dry docking, can be effected. Floating crane available, capacity 50 tons.
AIRPORT: 16 km. from port. Daily flights to Buenos Aires.
TIME: Summer, GMT minus 3 hours. Winter, GMT minus 4 hours.
HOLIDAYS: National Holidays: 1st January; 1st May; 25th May; 20th June; 9th July; 17th August; 12th October; 25th December. No work on above days. Other holidays: 6th January; Monday and Tuesday of Carnival; Monday, Thursday and Good Friday; Corpus Christi; 15th August; 7th October (Rosario's Day); 1st November; 8th December. On above days work can be arranged at double rates.
CONSULS:

Brazil	Cordoba 1452
Chile	Santa Fe 853
Denmark	Sargento Cabral 32
Dominican Republic	Rioja 1269
Finland	Sarmiento 819
France	Urquiza 1076
Germany	Mitre 621
Great Britain	Santa Fe 939
Italy	1° de Mayo 959
Lebanon	Tucuman 3136
Nicaragua	Entre Rios 285
Norway	San Lorenzo 869
Panama	Montevideo 1087
Peru	Cordoba 1365
Spain	San Lorenzo 1139
Sweden	Sarmiento 819
Syria	San Juan 2031
U.A.R.	Cortada Nelida 1140
Uruguay	Sarmiento 859
Yugoslavia	San Lorenzo 937

POLICE/AMBULANCE/FIRE: Police 29071; Ambulance 45600; Fire 20147.
TELEPHONES: Can be placed aboard.
SHORE LEAVE: No restrictions.
AUTHORITY: Rosario Port Administration. Avenida Belgrano No. 341, Tel. 67105.

SAN LORENZO: 32.45 S. 60.38 W.

Situated on the West Bank of the River Parana, 16 miles above Rosario.
DOCUMENTS, PILOTAGE, HEALTH, RESTRICTIONS: Refer to "Rosario".
ANCHORAGE: Vessels may anchor in the roads between buoys 447 and 449.
TUGS: Not required.
MAX. SIZE: Up to 27 ft. draft depending on river depths.
BERTHING: Puerto Granaderos; Unit 14, grain elevator, 8,700 tons capacity, pipe-lines for fuel oil discharge. YPF Installation; three piers for tankers. Esso SAPA one dolphin berth for tankers.
Puerto San Martin: three grain loading berths, Units 15, 16 17. State Gas Works Mole for LPG cargoes.
DENSITY: Fresh water.
FRESH WATER: Not available.
FUEL: Not available.
MEDICAL: Doctors and hospital facilities available.
GENERAL: For all general information refer to "Rosario".
AUTHORITY: Administracion de los Puertos Parana Medio.

SAN NICOLAS: 32.22 S. 60.12 W.

Situated on the West Bank of the Parana River, 188 miles above Buenos Aires.
DOCUMENTS: PILOTAGE: HEALTH: RESTRICTIONS: Refer to "Rosario".
TUGS: Compulsory and essential for turning in the river before or after berthing. One tug normally used.
MAX. SIZE: Draft up to 24 ft. depending on river conditions.
BERTHING: *Embarcaderos;* seven grain loading berths situated under cliff face from which loading is carried out by gravity. Kedge anchor required to keep vessel from cliff face.
Puerto Nuevo; Two dolphin berths for grain loading and coal discharge.
Power House Wharf; 200 m. length, 24 ft. alongside.
Somisa Wharves; two berths for coal discharge.
Gotaas-Larsen; dolphin berth for coal discharge, 2,000 tons per hour.
Puerto Acevedo; Acindar Co. berth, 100 m. length, 23 ft. alongside.
DENSITY: Fresh water.
FRESH WATER: Available at berths.
FUEL: Only available by barge.
MEDICAL: Doctor, hospital facilities available.
REPAIRS: Can be effected;
CONSULS: Following countries are represented: Spain, Italy, Panama. All other consuls at Buenos Aires.
GENERAL: For all general information refer to "Rosario".

SAN PEDRO: 33.42 S. 59.39 W.

Situated on the West Bank of the Parana River, 151 miles above Buenos Aires.
DOCUMENTS: PILOTAGE: HEALTH: RESTRICTIONS: Refer to "Rosario".
ANCHORAGE: Vessels can anchor if necessary about 500 metres from wharf.
TUGS: Can be made available if required.
MAX. SIZE: Up to 25 ft. draft depending on river conditions.
BERTHING: Pier no. 1: one grain loading berth; Pier no. 2: General cargo and grain.
CARGO GEAR: Movable cranes can be made available for discharging, vessels may be required to use ships gear.
DENSITY: Fresh water.
FRESH WATER: Available at the berths.
FUEL: Not available.
MEDICAL: All medical assistance can be obtained.
REPAIRS: Minor repairs can be effected.
GENERAL: For all general information refer to "Rosario".

SANTA FE: 31.40 S. 60.37 W.

Situated on Santa Fe River, a tributary of the Parana, 312 miles above Buenos Aires.
DOCUMENTS: Manifest from each port of loading for each Argentine port of discharge with respective copies of:
Bills of Lading covering merchandise.
Crew List in duplicate from the first port of departure.
Identity Cards for the Immigration Authorities with corresponding photograph of each crew member.
Maritime Health Declaration.
Fumigation Certificate.
Stores Lists in duplicate (deck – engine – cabins).
Certificate of Life Saving Equipment.
Certificate of Wireless Communication Equipment.
Tonnage Certificate.
Vaccination Certificate of each crew member.
PILOTAGE: Compulsory. *River Plate Zone:* three pilot stations, at Recalada, at Intersection and at Buenos Aires.
River Parana Zone: two pilot stations, at Buenos Aires for vessels navigating south of Rosario, and at Rosario for vessels navigating the river above Rosario. For distance exceeding 200 kilometres, two Pilots together are required.
RESTRICTIONS: Vessels up to 27 ft. draft are permitted to navigate the River Parana up to Rosario and San Lorenzo, provided vessel's speed exceeds 10 knots and that there is at least one ft. keel clearance. Above Rosario controlling depth 22 ft. Vessels loading in Parana ports must keep close contact with Agents for daily forecasts of admissable drafts crossing Martin-Garcia Bar to avoid risk of overloading and consequent delays.
MAX. SIZE: Dependent on river depths. Advisable to check local conditions beforehand.
ANCHORAGE: In Parana River between km. 583 and 584.
HEALTH: Eight hours before arrival radio Agent advising last port of call, number passengers and crew on board, and health condition of vessel, requesting free pratique. If this procedure is followed there should be no delay in obtaining pratique when officials board on arrival provided vessels health condition is satisfactory.
RADIO: Pacheco Radio, LPD, 425 kc/s.
TUGS: Normally join vessel in anchorage between km. 583 to 584.
BERTHING: All berths can accommodate vessels able to navigate the River to Santa Fe. Dock No. 1 (National Elevator) fourteen berths. Dock No. 2 (Flour Mill), fifteen berths. Derivation Channel 11 berths

including tanker moorings. Coasting wharf: used mainly by river traffic.
MEDICAL: Doctors and hospital facilities available.
TANKERS: Berths owned by Esso, Shell, and YPF in Derivation Channel.
FRESH WATER: Obtainable ex-wharf in Docks 1 and 2. Other berths supplied by water barge.
FUEL: Fuel oil available only from oil berths.
WATCHMEN: Compulsory. Arranged by Agent.
OPENING/CLOSING HATCHES: Performed by ship's crew.
CUSTOMS ALLOWANCES: For consumption on board each man allowed 40 to 60 cigarettes a day and one litre of spirits a week.
IDENTIFICATION CARDS: On arrival in an Argentine Port, Master must deliver in duplicate the Argentine form of identity card with photograph and finger prints for every crew member. If it is necessary to take photographs and complete these forms on arrival, Agents should be notified to make preparation in advance.

No member of the crew except the Master is allowed to land until the Immigration Authorities have checked the crew with the identity cards.
CONSULS: At Santa Fe following countries are represented: France, Italy, Paraguay, Germany, Spain, Bolivia. Other consuls at Rosario and Buenos Aires.
REPAIRS: Can be arranged.
AIRPORT: 17 km. from Santa Fe, regular flights to Buenos Aires and other Argentine cities.
TIME: April to October GMT minus 4 hours. October to April GMT minus 3 hours.
HOLIDAYS: National holidays; 1st May; 25th May; 20th June; 9th July; 17th August; 12th October; 25th December. Work can be arranged at double normal tariff.
POLICE/FIRE/AMBULANCE: Police: tel. 21141; Ambulance: 36220 and 24687; Fire: 21212.
TELEPHONES: On board connection is only made for naval vessels.
SHORE LEAVE: Allowed, provided crew members in possession of identification cards,
AUTHORITY: Administraction de los Puertos Parana Medio, Tel. 41732. Telex 048–849.

VILLA CONSTITUCION: 33.15 S. 60.17 W.

Situated on west bank of Parana River, 197 miles above Buenos Aires.
DOCUMENTS: PILOTAGE: HEALTH: RESTRICTIONS: Refer to "Rosario".
TUGS: Compulsory. Two tugs normally required for berthing and unberthing.
MAX. SIZE: Up to 25 ft. draft depending on river depths.
BERTHING: Railway Coal Dock, two moles with berths for four ships, 23 ft. depth. Embarcaderos: two grain loading berths. Coasting wharf: max. length 430 ft., depth 25 ft. alongside. Terminal Elevator: two berths, 25 ft. alongside.
FRESH WATER: Available at berths using ship's hose.
FUEL: Not available.
MEDICAL: Doctor and hospital facilities available.
CONSULS:

Belgium	Chile	Greece
Brazil	France	Netherlands

Panama, Spain and Uruguay represented by consuls at Rosario.
GENERAL: Refer to "Rosario" for all general information.
AUTHORITY: National Ports Administration.

ZARATE: 34.09 S. 59.05 W.

Situated on the west bank of Parana River, 150 miles above Buenos Aires.
DOCUMENTS: PILOTAGE: HEALTH: RESTRICTIONS: Refer to "Rosario".
TUGS: Not required.
MAX. SIZE: Up to 26 ft. depending on river depths.
BERTHING: National Wharf: 56 metres long, depth alongside 20 ft. By using fenders alongside vessels can load to 26 ft. Smithfield Wharf: 110 m. long, depth alongside 25 ft. Meat loading and fuel oil discharge.
FRESH WATER: Available at Smithfield Wharf.
FUEL: Not available.
MEDICAL: Doctor and hospital facilities available.
CONSULS: Italy is represented locally. All other consuls at Buenos Aires.
REPAIRS: Small repairs can be effected.
GENERAL: For all general information refer to "Rosario".
AUTHORITY: National Ports Administration.

Australia

ADELAIDE, S. Aus. (Port Adelaide): 34.51 S. 138.30 E.

DOCUMENTS: See "Melbourne".
PILOTAGE: Advance notice 24 hours, telegraphic requests through ships Agent. VHF channel 16. Call sign "Adel. OH" Pilot launch black hull, white deck house, "Pilot" on each side. Give pilot launch good lee and safe pilot ladder. Pilot boards ½ mile West of Fairway Beacon.
ANCHORAGE: ½ mile West of Fairway Beacon.
RESTRICTIONS: Up to 548 ft. OA piloted outward from inner harbour, up to 515 ft. OA piloted inward to inner harbour during darkness. Over 30 ft. draft. Keel clearance is 4 ft. Tidal info. MHWS 8·4 ft. MHWN 4·9 ft.
MAX. SIZE: Port Adelaide inner harbour 575 ft. OA (vs. in excess have been handled in special conditions). Outer Harbour – 700 ft. OA.
HEALTH: Including Document A in short form. Also see "Melbourne".
RADIO: Adelaide Radio VIA.
TUGS: 4 available. Use tugs wires – charge A$4.
BERTHING: Tug power as required by pilot. Depth at berths 26 ft.–35 ft.
STEVEDORES: No advance ETA required.
RADAR: None available.
MEDICAL: Contact Quarantine Department in ample time.
TANKERS: Vs. carrying inflammable cargoes or not gas-free not navigated during darkness, "leak free" advice to Harbourmaster through Agent. No slop discharge facilities. 27 Berths 26 ft.–35 ft. unauthorised persons not allowed on board.
DENSITY: Slightly denser than sea water; not affected by tide.
FRESH WATER: Through hydrants at 12–15 tons/hr. 30 cents/1,000 gals.
FUEL: Fuel oil, thin fuel oil, diesel, gas oil. 48 hours notice required.
DEVELOPMENTS: Channel between inner and outer harbour being deepened 30 ft. LW widened to 500 ft., completion date 1972. On completion vs. 680 ft. OA 32 ft. draft will enter inner harbour on average neap tide. Berth and shore facilities in No. 3 dock (inner harbour) for service by roll-on/roll off vessels trading Port Adelaide and E. Australia. Take all types cargo including containers/unit loads.
GANGWAY/DECK WATCHMEN: Optional except for white spirit tankers. Cost varies time of shift, ordinary time rate $1.20 per hour.
OPENING/CLOSING HATCHES: Carried out by Crew.
CERTIFICATES:
Last Port Customs clearance.
Ship's Register.
Load Line Certificate.
Safety Radio Certificate.
Safety Equipment.
Light Dues Receipt.
Ship's Articles (British Vessel).
CUSTOMS ALLOWANCES: Each crew member 200 cigarettes or 40 cigars or 8 oz. tobacco. Limited amounts spirits per man.
CARGO GEAR: Accordance Australian Regulations. See "Melbourne".
IDENTIFICATION CARDS: See "Melbourne".
CONSULS:

USA	Tel.	51–2664	Japan	Tel.	67–1928
Austria	,,	67–3036	Lebanon	,,	51–6605
Belgium	,,	8–7521	Liberia	,,	23–6138
Denmark	,,	8–4903	Netherlands	,,	51–4164
Finland	,,	8–4055	Norway	,,	4–1421
France	,,	67–3020	Peru	,,	39–1045
Germany	,,	23–1079	Philippines	,,	51–6569
Greece	,,	51–3218	Portugal	,,	51–2494
Guatemala	,,	23–2446	Sweden	,,	51–1319
Italy	,,	51–3938			

REPAIRS: All repairs possible.
DRY DOCKS: None.
REPATRIATION: Available.
AIRPORT: Adelaide 8 miles, regular airlines.
TIME: GMT plus 9 hours 30 minutes.
HOLIDAYS: Xmas Day, Waterside Workers' Picnic Day (late January), Good Friday, Anzac Day (25th April), Eight Hours Day (2nd Mon. October). Restricted holidays, Boxing Day, New Year's Day.
TELEPHONE NUMBERS: Port Adelaide Police 4–1683; Ambulance (Wharf) 4–2458; Fire Brigade 4–1515.
Note $12 connection fee plus cost of calls.
SERVICES: Garbage disposal, cleaning out and fitting out and compass adjusting.
AUTHORITY: Dept. of Marine and Harbours, Box 679E, GPO. Adelaide, SA 5001. Telephone 51–1471.

Port Adelaide Office, Box 19, PO. Port Adelaide, SA 5015. Telephone 4–1411.

AGENT: James Patrick & Co. Pty Ltd., Box 107 PO, Port Adelaide, SA 5015. Cables "Rikpat Adelaide". Tel. 4–3801. Telex 82624. After hours tel. 48–1659.

ALBANY, W.A.: 35.2S. 117.53 E.

DOCUMENTS: See "Melbourne".
PILOTAGE: Compulsory. Pilot boards approx. 1 mile off King Point.
ANCHORAGE: 1½ miles East of Possession Point (or in Frenchman's Bay if going to Whaling Station or for shelter).
RESTRICTIONS: Navigable channel 500 ft. wide, depth 33 ft. LWOST. Draft 31 ft. No restrictions at night.
HEALTH: Inform Port Quarantine Office 12 hours before ETA. Also see "Melbourne".
VHF: Limited VHF channels 6 and 16.
TUGS: Motor tug available bollard pull approx. 10 tons.
BERTHING: Four jetty berths (no fendering system on No. 4). Largest 800 ft. North side of harbour 3 berths, max. length 1,847 ft., depth 25 ft.–36 ft.
FRESH WATER: Available all wharves. Rate 60–80 tons/hours.
STEVEDORES: No ETA required. Private companies.

FUEL: Bunkers available all Berths, also Lt. Diesel.
CERTIFICATES:
Last Port Customs Clearance.
Ship's Register.
Load Line Certificate.
Safety Radio Certificate.
Safety Equipment Certificate.
Light Dues Receipt.
Ship's Articles (British Vessel).
CUSTOMS ALLOWANCE: Each crew member 200 cigarettes or 40 cigars or 8 oz. tobacco. Limited amounts spirits per man.
IDENTIFICATION CARDS: See "Melbourne".
TIME: GMT plus 8 hours.
HOLIDAYS: Xmas Day, Waterside Workers' Picnic Day (late January), Good Friday, Anzac Day (25th April), Eight Hours Day (2nd Monday October). Restricted holidays, Boxing Day, New Year's Day.
CARGO GEAR: See "Melbourne".
AUTHORITY: Albany Port Authority. PO Box 175, Albany, WA 6330.

AGENT: James Patrick & Co. Pty Ltd., Box 525 PO, Albany, Western Australia. Cables "Rikpat". Tel. 413538.

ARDROSSAN, S.A.: 34.26 S. 137.55 E.

DOCUMENTS: See "Melbourne".
PILOTAGE: Not compulsory but available and recommended.
RESTRICTIONS: Max. size 20,000 deadweight for berthing and loading.
BERTHING: BHP Jetty length 3,055 ft. berth length 800 ft. at "T" head with 6 dolphins. Depth 27 ft. LW. Belt conveyor system. Fixed chute from conveyor system necessitates vessel warping along quay head during loading. Loading rates: dolomites 8/900 tons per hour; wheat 350 tons per hour; barley 340 tons per hour; salt maximum 600 tons per hour.
TIDE: Average rise and fall 6–8 ft., max. 10 ft. at spring tides.
GRAIN: Vessels loading bulk grain must be fitted out and passed by Navigation Dept. prior to arrival. Surveyors will attend vessel during loading.
VHF/TUGS/FUEL: None:
STEVEDORING: Arranged with private companies.
FRESH WATER: Limited quantities only. Delivery rate about 7 tons per hour.
AUTHORITY: The Broken Hill Pty Co. Ltd. PO Box 21, Whyalla, SA 5600.

AGENT: Sub-agent of James Patrick & Co. Pty Ltd., Adelaide.

BALLAST HEAD, Kangaroo Is.: 35.45 S. 137.48 E.

In Eastern Cove, Kangaroo Island. Small private bulk loading installation from which charter vessels load gypsum for shipment to factories in Eastern Australian states. No facilities for discharging cargo and no Customs, health or other government departments' facilities available.
DOCUMENTATION: For vessels chartered to carry gypsum to Eastern Australian ports, bills of Lading prepared on completion of loading.
PILOTAGE: Not available.
ANCHORAGE: Sea approach is unobstructed, with deep water anchorage and turning basin of Eastern Cove, three miles wide and extending ½ mile South of berth. Minimum depth about 35 ft. Sand bars exist immediately South of berth but well inside line of dolphins.
RESTRICTIONS: Vessels may proceed to anchorage at any time, but can berth only during daylight hours. Loaded vessels can leave berth or anchorage at any time without concern for tide conditions.
BERTH: The berth consists of a line of eight dolphins running North/South, 600 ft. overall length forming a T-head jetty with loading conveyor gantry. Depth of water alongside 26 ft. LWOST. Berthing signals by radio instruction or mast head.
MAX. SIZE: Jetty can accommodate vessels up to about 7,000 tons dwt. Maximum length 400 ft. Maximum breadth 55 ft. Ships must exercise extreme care in berthing to avoid damage to dolphins or head frame.
LOADING FACILITY: Loading equipment consists of conveyor system to fixed loading gantry supporting buffing boom conveyor. Discharge from boom conveyor feeds to gimbal-mounted chute that can be pivoted mechanically in any direction up to 20° off vertical to trim to square of hatch. Boom conveyor operates only in horizontal position and loading chute does not telescope. Fixed loading gantry situated at centre of line of berthing dolphins. Maximum workable distance from wharf edge to centre line of loading unit – 26 ft. Distance from low water level to outlet end of loading chute in loading position – 19 ft. 3 in. Loading rate of rock gypsum – 575 tons per hour.
RADIO: Ship–shore VHF radio. Call sign "Ballast Harbour". Frequencies, 150·80 mgc/s for distress and calling; 156·60 mgc/s for working.
ARRIVAL ADVICE: At least 4 hours notice of ETA is required to S.A. Gypsum Adelaide Office, tel. 45.4751 or after hours Adelaide 56.5606 or Kingscote 2.2287.
MEDICAL: Doctor available at Kingscote, 25 miles distant. Hospital also at Kingscote.
FRESH WATER: None available
FUEL: No facilities available.
GANGWAY/DECK WATCHMEN: None required.
OPENING/CLOSING HATCHES: Carried out by crew.
CONSULS/REPAIRS/DRY DOCKS/REPATRIATION: No facilities available.
AIRPORT: Local airport approximately 20 miles distant. Regular air service to Adelaide – two flights per day Wednesdays, Fridays, Saturdays, Sundays. One flight per day Mondays, Tuesdays, Thursdays.
TIME: Nine and a half hours in advance of GMT – permanent.
HOLIDAYS: Loading carried out on any day but at least 24 hours notice of ETA required for loading on public holidays.
POLICE/AMBULANCE/FIRE: Police station, Kingscote 2.2018; Ambulance, Kingscote 2.2037 or 2.2028; Fire, Kingscote 2.2200.
TELEPHONES: No arrangements exist for placing telephones on board.
SERVICES: None available.
DELAYS: Berth accommodates only one vessel at a time, but once berthed the loading continues without break until completion except for the time taken to shift ship from hatch to hatch and check draft.
AUTHORITY: S.A. Gypsum, Division of the Colonial Sugar Refining Co. Ltd., PO Box 58, Rosewater East, Sth. Aust. 5013. Tel. 45.4751.

BOTANY BAY: N.S.W.: 34.00 S. 151.14 E.

Port used by oil tankers only.
DOCUMENTS:
2 Crew Lists (Form M. & S. II).
Stores List (Form 42 A).
Personal Effects List (Form 5).
2 copies Health Report (Form A Q360).
3 copies Ports of Call List (Form C & E 886).
If vessel has an animal aboard as ship's pet, Master will also be required to complete Forms QA 4 and QA 5.
PILOTAGE: Compulsory. Ordered by Agent basis Master's ETA. Pilot boards outside Botany Bay heads. Vessels waiting for Pilot not to proceed West of 151.15 E. Pilot can be contacted by VHF Channels 16, 12 and 14.
ANCHORAGE: Inside Heads for vessels up to 31 ft. draft. In bad weather vessels should not anchor but put to sea.
RESTRICTIONS: Vessels not berthed after sunset. Mooring normally effected two hours before HW.
RADIO: Sydney Radio. VHF to Harbour Control, Sydney. Also see "Sydney – VHF".
MAX. SIZE:

Kurnell No. 1	Length	580 ft.	Draft	32 ft.
,, 2	,,	650 ft.	,,	35 ft.
,, 3	,,	750 ft.	,,	38 ft.

TUGS: 24 hours notice required. Tugs join vessel at sea buoy. Ship's lines used.
BERTHING: *Kurnell Jetty:* Operators: Australian Oil Refining Pty. Ltd. Finger pier with 2 berths; No. 1 – Eastside No. 2 – Westside. Vessels held 5–10 ft. off wharf face by 10 in. ship's lines to breasting off buoys situated fore and aft about 700 ft. from pier. Crude 1×26 in. 1×18 in. lines – 8 in. hoses. Fuel 1×24 in. 1×12 in. lines – 8 in. hoses. White 6 in. – 16 in. Bunkers and FW ex-wharf. Slop facilities up to 8,200 tons (1,000 t.p.h.)
Kurnell No. 3 Berth: Operators: Australian Oil Refining Pty. Ltd., also used by "Boral". Vessel moors using both anchors frd. and ropes to 5 buoys in semi-circle (astern). Hoses connected midships – 1×16 in. or 2×8 in. to 16 in. submarine line (crude). Bunkers, fuel and diesel. FW 70 t.p.h. ex-pipe-line.
"Boral" mooring: Operators: Bitumen and Oil Refineries (Australia) Ltd. Vessels moor using both anchors and ropes to 4 buoys situated stbd. quarter, stern, port quarter, port bow. Midships hose connection. Crude: 1×12 in. 600 t.p.h. No bunkers. Fuel: 1×8 in. 190 t.p.h. FW ex-tug (100 tons each lift).
"Total" mooring: Operators: Total Oil Products (Australia) Ltd. Details as for Boral. White products: 1×10 in. line and hose, 200–600 t.p.h. No bunkers. FW ex-tug (100 tons each lift).
DENSITY: 1025.
FRESH WATER: Hose at jetty. Pipeline from Kurnell No. 3 privately owned by A.O.R. Ltd.
FUEL: Marine Fuel and Diesel Oil. No barging available, deliveries by pipeline only.
FIRE PRECAUTIONS: Normal restrictions.
GANGWAY/DECK WATCHMEN: None available.
IDENTIFICATION CARDS: See "Melbourne".
DEVELOPMENTS: New SBM terminal for 100,000 dwt will come into service in 1971.
REPAIRS: Most repairs. Ships not allowed to be immobilised.
DRY DOCKS: Nil.
AIR PORT: 10 miles – regular airlines.
TIME: GMT plus 10 hours.
HOLIDAYS: Cargo worked all days.
POLICE/AMBULANCE/FIRE: Tel. 2222.
TELEPHONES: Wharf only, AOR Ltd.
SERVICES: Compass adjusting only.
DELAYS: Normal only.
AUTHORITY: Maritime Services Board of NSW, Box 32 GPO, Sydney, NSW 2001.

AGENT: James Patrick & Co. Pty Ltd., Head Office, Box 3918 GPO, Sydney, NSW 2001.

BOWEN, Queensland: 20.01 S. 148.15 E.

CERTIFICATES/DOCUMENTS/HEALTH/CARGO GEAR: See "Melbourne".
PILOTAGE: Pilot boards Fairway Buoy 4 miles from berth.
RESTRICTIONS: Vessels berth only daylight hours, but sailing any hour dependent draft.
MAX. SIZE: Approach channel 23 ft. LWOST. Berth depths 24 ft. to 27 ft. 6 in. LWOST.
TUGS: None available.
STEVEDORES: Port quota is 55 men which allows 3 gangs. Loading rates: frozen meat 7 tons; hides 8 tons; callow 9 tons; bagged bone meal 11 tons.
FRESH WATER: Available.
FUEL: Oil bunkers not available but small quantities can be obtained from Townsville by road or rail tankers.
AUTHORITY: Bowen Harbour Board.
AGENT: Sub-agent of James Patrick & Co. Pty Ltd., Brisbane.

BRISBANE, Queensland (including Fishermans Island, Hamilton, Pinkenba): 27.28 S. 153.2 E.

CERTIFICATES/DOCUMENTS: See "Melbourne".
PILOTAGE: Notify agent approx. one week advance ETA confirm to Harbour Master 24 hours before arrive Pilotage ground. Contact pilot VHF Channel 16. Pilot launch white hull, blue superstructure. Pilot boards 3–5 miles S.E. Point Cartwright or area notified by VHF Pilot ladder 6 ft. from water. Pilot ground 42 miles from entrance to river. River then navigable to ocean-going vessels for 14 miles from mouth.
APPROACHES: Good navigation conditions in Moreton Bay except in exceptionally heavy weather in North-west channel. Minimum depth in North-west and East channels 39 ft 6 in., in Bar Cutting 38 ft., in Swinging Basin at Luggage Point 40 ft., and to Bulimba Point 28 ft. (all LWOST). Dredged channels in Moreton Bay minimum 1,000 ft. width. River cuttings 400 ft. width except cutting between entrance beacons and middle beacons of Bar Cutting, which 500 ft. width. In Moreton Bay and Brisbane River the mean spring rise is 6 ft. 7 in. above LWST and mean neap rise is 5 ft. above LWST. The lowest neap tide 4 ft. above LWST and maximum spring tide 8 ft. above LWST. The visibility generally good except in cyclonic weather when heavy rain.
RESTRICTIONS: Berthing times dependent vs. draft in relation to state of tide.
MAX. SIZE: Length 725 ft. (special provision made for larger vessels especially when light draft condition preparing entering Graving Dock). Moulded breadth 105 ft.; draft at HWOST (for tankers) 31 ft. 6 in.; (for cargo vessels) 30 ft. 6 in. No limit on height at present – see "Bridges".
HEALTH: See "Melbourne". Doctor boards river entrance or at berth. Available 24 hours per day.
RADIO: Most traffic channelled through VIB coastal radio station Brisbane. VHF channel 16 156600 Kc/s and 156800 Kc/s.
BERTHING: "See Entry Restrictions". Total 43 berths; 29 cargo 1 dual purpose, 6 oil, 2 crude oil, 1 bulk grain, 2 meat, 1 cold storage, 1 chemical and fertiliser.
Berths vary from 198–1,800 ft. long and from 17–40 ft. depth alongside.
BRIDGES: None at present but one being considered lower reaches of river restricting height to 151 ft.
RADAR: Continual watch at Caloundra Head.
TANKERS: 2 oil refineries in operation at mouth of Brisbane River. One operated by Amoco (Aust). Pty Ltd. at Bulwer Island and one operated by Ampol Refineries at Lytton. Gas-freeing facilities not available but chemist available to issue Gas-Free Certificate. Slop discharge facilities at either of 2 refineries.
DENSITY: 63·6 lb. per cubic foot.
FRESH WATER: From mains 90 psi. 180 tons per hour at all berths.
FUEL: Oil bunkering available at wharves. Also by road tanker at cargo berths. Distillate, diesel fuel or fuel oil. Largest bunkering barge is 1,400 tons. Discharges at rate up to 400 tons per hour for fuel oil.
DEVELOPMENTS: Many improvements to repair facilities plus proposals for additional dry dock under consideration.
GANGWAY/DECK WATCHMEN: Crew, but can be hired.
OPENING/CLOSING HATCHES: Stevedores/crew.
CUSTOMS ALLOWANCES: See "Melbourne".
CARGO GEAR: Heavy lift facilities up to 40 tons available certain wharves. Also see "Melbourne".
IDENTIFICATION CARDS: See "Melbourne".
REPAIRS: All major repairs undertaken, including main propulsion diesel engines, steam turbines, boilers, reduction gearing servicing, propellers, tailshafts, stern bearings, all engine-room repairs, deck gear, radar, radio and sonar equipment, fitting-out berths.
DRY DOCKS: Largest vessel handled 741 ft. 6 in. long; 104 ft. 3 in. breadth; 55 ft. 9 in. moulded depth; 40 ft. 9 in. draft; 33,773 tons GRT and 54,000 tons DWT. All major facilities available.
TIME: GMT plus 10 hours.
POLICE, FIRE, AMBULANCE: Tel. 000.
TELEPHONES: At most wharves.
AUTHORITY: Dept. of Harbours and Marine, Edward Street, Brisbane.
AGENT: James Patrick & Co. Pty Ltd., Box 1460T, GPO Brisbane. Queensland 4001. Cables "Rikpat". Tel. 31–1871. Telex 40260. After hours tel. 78–1998.

BROOME, W.A.: 17.59 S. 122.14 E.

CERTIFICATES/DOCUMENTS/HEALTH: See "Melbourne".
PILOTAGE: No resident Pilot. Inform Harbour & Light Dept. Fremantle ETA 2 weeks in advance. Pilot boards approximately 292 degrees (T) distant 4½ miles from Gantheaume Point.
RESTRICTIONS: Channel between Channel Rock and Middle Bank dredged to 17 ft. LWOST. Vs. more than 15 ft. draft restricted to height of tide for arrival/departure. HWOST 27·5 ft. HWONT 17·2 ft.
MAX. SIZE: See "Berthing".
VHF: Limited facilities channels 6 and 16.
BERTHING: 2 berths. Outer berth max. length 612 ft., 32 ft. LWOST. Inner berth 28 ft. LWOST.
STEVEDORES: 3 gangs working 8 a.m.–midnight.
CARGO GEAR: See "Melbourne".
TUGS: None.
FRESH WATER: Up to 100 tons available. Rate 10 tons/hour.
REPAIRS: Not available.
TIME: GMT plus 8 hours.
GENERAL: Tides: Both ebb and flood in direction of line of jetty. Tide has apparent ebb period of 8 hours, flood 4 hours. Slack water 2½ hours prior HW and LW. "State of Tide" signals ebb, flood, or slack, at masthead. At night red, green or white light – by day black ball, cone, or square. Signals indicate tide at jetty not in channel.
AUTHORITY: Harbour & Light Dept., 1 Cliff Street, Fremantle, WA 6160.
AGENT: Sub-agent of James Patrick & Co. Pty Ltd., Fremantle.

BUNBURY, W.A.: 33.19 S. 115.38 E.

CERTIFICATES/DOCUMENTS:
Number of Crew Lists, 2 official (forms M & S 11 and 2 flimsy copies).
Passenger Lists, 5.
Customs Documents: Last port clearance.
Form 42A Ship's Stores consumed in Australia.
Form 5 Manifest of Crew's Possessions.
Loading Ports List.
Ship's Master's Bond.
Approved Identification Documents of all crew.
Commonwealth Light Dues Receipt.
State Tonnage Dues Receipt.
Health Documents, Smallpox Certificates and other forms handed to Master by Quarantine Doctor.
Manifests, 3.
Bills of Lading, 2.
PILOTAGE: Radio Harbour Master, Bunbury 24 hours and 4 hours notice. VHF Channel 16 – Pilot boat and tug. Base set not manned continuously but pilot boat may be contacted 1 hour before arrival. Pilot boat painted white with black rubbing strip, black gunwhale, centre house with orange top. Word "Pilot" painted on sides. Pilot boards 1½–2 miles from breakwater. Boarding area is with North Shore leads in line bearing 160°–340° and 1 mile from Breakwater Light seawards – no alternative area. Anchorage – main lighthouse bearing 195° distance 1½–2 miles.
ANCHORAGE: Depth 7 to 9 fathoms. Anchoring not advised in stormy weather; safer to steam off shore.
RESTRICTIONS: 24 hour port but entry not generally carried out at night.
MAX. SIZE: Maximum length 585 ft., maximum draft 28 ft. 6 in.
HEALTH: Quarantine inspection required if Bunbury is first Australian port. Quarantine inspection for Health Clearance – hours of inspection 6 a.m.–10 p.m. Also see "Melbourne".
RADIO: Perth Radio.
TUGS: Joins adjacent to berth – generally pushed or ship's lines used.
BERTHING: Heavy shore mooring springs used.
STEVEDORES: Week-days – ETA to be advised by 6 a.m. for labour requirements on that day. Week-ends – ETA required by 6 a.m. Friday.
MEDICAL: Medical attention available at short notice. Hospital facilities available. Smallpox vaccinations and valid certificates required.
TANKERS: One tanker discharge berth – draft 28 ft. 6 in.
DENSITY: 1025 – no relation to tide.
FRESH WATER: Readily available – 17 cents per ton.
FUEL: Furnace oil by pipeline to jetty berths. Marine and light diesel by road and rail car delivery.
DEVELOPMENTS: New Inner Harbour (draft 38 ft.) December 1973.
GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: Preferably by crew.
CUSTOMS ALLOWANCES: Each crew member 200 cigarettes initially and thereafter as required in reasonable quantities. Wine and/or Spirits, open bottles of spirit on arrival not to exceed 1 quart and thereafter as required in reasonable quantities.
CARGO GEAR: Must comply with Australian Loading and Unloading Safety Regulations. See "Melbourne".
IDENTIFICATION CARDS: See "Melbourne".
CONSULS: Vice-Consul for Norway, Tel. 212906.
REPAIRS: Facilities available.
DRY DOCKS: Nil.
REPATRIATION: Facilities available.
AIRPORT: Light aircraft landing strip only.
TIME: GMT plus 8 hours.
HOLIDAYS: Days on which work cannot be performed: Good

Friday, Christmas Day, Labor Day, Waterside Workers' Picnic Day, Anzac Day.
POLICE/AMBULANCE/FIRE: Emergency Number Bunbury 000.
TELEPHONES: Telephones placed on board free of charge: Rental $1.50 per week plus calls at cost.
DELAYS: Generally no delays.
AUTHORITY: Bunbury Port Authority, Box 4, Bunbury, WA 6230, Tel. 212107.

AGENT: Sub-agent of James Patrick & Co. Pty Ltd., Fremantle.

BUNDABERG, Queensland: 24.45 S. 152.24 E.

CERTIFICATES/DOCUMENTS/HEALTH: See "Melbourne".
PILOTAGE: Compulsory. Radio not less than 24 hours ETA; VHF channel 16. Pilot boards half mile from coast and 4 miles from port.
TUGS: Normally join vessel in No. 5 cutting. Ships lines or tug's lines may be used and no charge for tug's lines.
BERTHING: No. 1 Bulk Sugar Berth 800 ft. long. No. 2 Oil, Molasses, Aqua Ammonia, 790 ft. long.
DEPTHS: (LWOST) Channel 20 ft.; Swinging Basin 20 ft.; Sugar Berth 25 ft.; Oil Berth 25 ft. Keel clearance dependent upon pilot.
RESTRICTIONS: Length 560 ft. maximum. Vessels not to pass out through sea reach on ebb. Oil tankers to navigate daylight only.
RADAR/VHF: No radar service. Bundaberg Harbour Board office and craft may be contacted on VHF channel 16.
MEDICAL: Hospital facilities available.
TANKERS: White-oil tankers not handled at night. Ten-inch lines. No slop discharge facilities. Oil tankers, discharge only. Molasses tankers, load only. Depth alongside tanker berth 25 ft. LWOST.
DENSITY: Average density about 1020.
FRESH WATER: Unlimited supplies available, delivered by hose 30 tons per hour. Cost 11 cents per ton.
FUEL: All grades available, 24 hours notice required.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: By crew.
CARGO GEAR: No additional local regulations. See "Melbourne".
IDENTIFICATION CARDS: See "Melbourne".
CONSULS: None.
REPAIRS: Almost all types of deck and engine repairs possible.
REPATRIATION: Facilities exist.
DEVELOPMENTS: Widening shipping channel to 250 ft. (presently 200 ft.); completion date unknown.
AIRPORT: Airport 2 miles from city serviced by regular internal airlines.
TIME: GMT plus 10 hours.
HOLIDAYS: Normal Queensland holidays observed but cargo worked regardless of holidays.
POLICE/AMBULANCE/FIRE: Police Tel. Bundaberg 2211; Ambulance Tel. Bundaberg 2244; Fire Tel. Bundaberg 2233.
TELEPHONES: Telephone connection to be placed at tanker berth.
DELAYS: Vessels normally berth within an hour each side of high water, unless of shallow draft when they may berth at low water. Vessels always sail within an hour of high water on flood tide only. No delays during loading, discharging or bunkering.
AUTHORITY: Harbour Master's Office, Bundaberg, tel. 2940 Bundaberg. Harbour Master's Residence, Pilot Station, Burnett Heads, tel. Burnett Heads 206.

AGENT: Sub-agent of James Patrick & Co. Ltd., Brisbane.

BURNIE, Tasmania: 41.00 S. 145.54 E.

APPROACHES: Port situated on Western shore of Emu Bay and easy of access. Bay is two miles wide and one mile deep facing in a Northerly direction. The bottom is sand and clay interspersed with patches of reef and rock, particularly in the South Eastern sector of Bay. Vessels may anchor on main leads in vicinity of pilot boarding ground, but not advisable remain at anchor during strong on-shore winds. Port protected by two breakwaters: the inner, founded at inner end of Blackmans Reef, lies in a 110° direction and is 1,250 ft. long. The other, an island structure 1,600 ft. long and protecting the port from Easterly weather, lies in a 130°/310° direction, with its North west end bearing 045°, 700 ft. from the South-east end of the inner breakwater.
DOCUMENTS: Also see "Melbourne". (Marine Board only): Inward Manifests to be lodged on arrival. Agents supply Manifests and non-negotiable copy Bills of Lading to Customs for checking prior to vessels arrival.
PILOTAGE: Prior advice through local Agents, ETA by radio telegraphy through Melbourne Radio (VIM) or Hobart Radio (VIH) to Marine Board Burnie. Immediate advice VHF Channels 16 and 12.
Pilot launch – 46 ft. white launch with buff cabin, name "Miowera". International signals apply. Boarding area on main harbour leads 210° (T) with Round Hill Pt. Lighthouse bearing 155° (T). Ladder 5 ft. from water, man ropes, no boat rope.
ANCHORAGES: See "Approaches".
RESTRICTIONS: Vessels up to 30 ft. draft, no restriction. Over 30 ft. Draft depending on tide. Maximum length 650 ft. 24-hour service, weather permitting.
MAX. SIZE: (See "Restrictions".) Tankers at Island Breakwater to 36 ft. draft at all states of tide.
HEALTH: Pratique automatic when from other Australian ports. Otherwise notify local Agent. Port doctor boards with Pilot.
RADIO: "Radio Hobart" (VIH).
TUGS: Tug(s) join East of Island breakwater. Usually lashed alongside with tug's lines (no extra charge). When on towing duty, usually ship's line.
BERTHING: Vessels equipped with vegetable fibre ropes or bare spring wires required to use shore springs. Charge for these is $1.05 per day per spring.
Berthing Signals: Exempt vessels are advised of their berth from harbour office signal tower.
By Day

VHF–R/T or:	*Berth*
Int. flag "A"	– South side Jones Pier.
Int. flag "B"	– North side Jones Pier.
Int. flag "C"	– South side McGaw Pier.
Int. flag "D"	– North side McGaw Pier.
Int. flag "E"	– Ocean Wharf.
Int. flag "F"	– Ocean Wharf East End.
Int. flag "G"	– Ocean Warf West End.
Int. flag "H"	– Tanker Berth.
Int. flag "I"	– Bulk Cargo Berth.
Int. flag "J"	– Ferry Terminal.

By Night
VHF–R/T or by lamp.
Quayage, Sheds and Depths
Ocean Wharf. On south side of inner breakwater. 1,000 ft. long, 91 ft. wide. Dredged depth 34 ft. for 600 ft. length, shoaling to 25 ft. at inshore end. Stern loading facilities at inshore end.
McGaw Pier. 790 ft. long and 145 ft. wide (added to Emu Pier, the original concrete breakwater). On North side is 700 ft. of effective berthage with dredged depths ranging from 30 ft. for 500 ft. length, shoaling to 12 ft. at inshore end. Apron width is 25 ft. On South side 600 ft. of effective berthage with dredged depths ranging from 27 ft. to 18 ft. at inshore end. Two cranes of 12 and 14 ton capacity, with outreach of 70 and 85 ft. respectively.
Jones Pier. 150 ft. South of McGraw Pier, is a wooden pile structure 700 ft. long and 100 ft. wide. On North side 500 ft. of effective berthage with dredged depths from 25 ft. to 18 ft. inshore. On South side 300 ft. of effective berthage with dredged depths from 30 ft. to 25 ft. inshore.
Bulk Berth. 900 ft. long with 700 ft. of effective berthage. This berth incorporates a bulk loader with a capacity of up to 1,270 tons per hour. The berth is also suitable for general cargo operations.
Ferry Terminal. Is 270 ft. long and 115 ft. wide. Vessels of up to 650 ft. may berth. The wharf is traversed by a 40 ton portal crane with a 15 ton auxiliary hoist. The crane may be hired when not required for terminal operations. Arrangements for this to be made with the Harbour Master. The stern loading ramp has a width of 28 ft. permitting two lines of traffic. The axle loading of the wharf is 50 tons. The berth is dredged to 31 ft.
STEVEDORES: Labour to be ordered (1) by 1600 for following day (weekdays), (2) by 1100 Friday for Saturday and Sunday, (3) by 1900 Sunday for Monday.
RADAR/VHF: No radar service. Port equipped with VHF, R/T operating International Maritime Bands. Pilot vessel, tug, and other floating plant similarly equipped.
MEDICAL: Notify Agent prior arrival of extra requirements other than pratique. General Hospital ½ mile from port. Current smallpox and cholera revaccinations arranged by prior notice.
TANKERS: Tanker Berth is 278 ft. long and 100 ft. wide, sited on South side of island breakwater. 38 ft. of water in this berth, which will accommodate vessels of up to 650 ft. in length. Diameter of lines are 10 in. No residue discharge facilities. 1 berth, maximum draft 36 ft.
DENSITY: 1,025 to 1,028.
TIDES: Spring Rise, 10·4 ft.; Neap Rise, 9·3 ft.; MTL, 6·2 ft.; HHWS, 13·0 ft.; LLWS, 0·0 ft.
FRESH WATER: All wharves – hose from wharf hydrants. Rate adequate – cost 12c per ton.
FUEL: Diesel fuel available from road tankers.
FIRE PRECAUTIONS: Normal. Twenty-four hour ferry service to be maintained to tanker berth.
DEVELOPMENTS: Export of sulphuric acid from tanker berth commenced 1970. New general cargo berth to be constructed 1971. Jones Pier to be demolished, date uncertain.
GANGWAY/DECK WATCHMEN: Watchmen commonly used. Hourly rate $1.51 per hour by day, $1.70 per hour at night. Further penalty rates apply on weekends and holidays.
OPENING/CLOSING HATCHES: Stevedores will close hatches.
SHIP CERTIFICATES:
Safety Construction.
Safety Equipment.
Safety Radio Telegraphy.
Load Line.
CUSTOMS ALLOWANCE: Tobacco per man on arrival 200 cigs. or 8 oz. tobacco. 120 cigarillos, 40 cigars or 300 biddies every ten days. 40 cigarettes or 1·6 oz. per day per man.
Wine: on arrival part bottle spirits. Every ten days, 2 bottles beer and one bottle wine per day. Every ten days one bottle spirits per man.
CARGO GEAR: Australian Navigation (Loading & Unloading) Regulations apply.
IDENTIFICATION CARDS: Required for Pakistan and Chinese crew only. Also see "Melbourne".
CONSULS: Nil.
REPAIRS: Limited repairs carried out. The Emu Bay Railway Company have a foundry and machine shop.
REPATRIATION: On crew member signing off Agent requires passport, identification card. Agent handles repatriation details and notifies Immigration Department, Hobart, re movements of crew member.
AIRPORT: Daily services: 11 miles distant.

TIME: Local time is Australian Eastern Standard time, i.e. GMT plus 10 hours. Tasmanian Summer Time applies. Dates of operation published in Australian Notices to Mariners.
HOLIDAYS: Cargo work performed on all holidays except Christmas Day, Good Friday, WWF Picnic, Anzac Day, Labour Day.
POLICE/AMBULANCE/FIRE: Police, 31.1444; Ambulance, 31.2111; Fire 31.1155.
TELEPHONES: Telephones are available at all wharves, through Marine Board, 15 cents per day plus calls.
AUTHORITY: The Marine Board of Burnie, PO Box 216, Burnie – 7320 Tasmania, Aust. Tel. 31.3444. No telex. Telegrams: Marine Board Burnie.

AGENT: Sub-Agent of James Patrick and Co. Pty. Ltd., Melbourne.

BUSSELTON, W.A.: 33.38 S. 115.20 E.

CERTIFICATES/DOCUMENTS/HEALTH/CARGO GEAR: See "Melbourne".
PILOTAGE: No Pilots.
ANCHORAGE: West of jetty in Geographe Bay about ½ mile from jetty. Depth at anchorage 30 ft.
RESTRICTIONS: Max. safe loaded draft 21½ ft. winter (May to September) or 22 ft. summer.
BERTHING: 2 berths. Depths 24 ft. 8 in. and 23 ft.
FUEL/TUGS/REPAIRS: Not available.
FRESH WATER: Available at jetty.
TIME: GMT plus 8 hours.
AUTHORITY: Harbour & Light Department, 1 Cliff Street, Fremantle, WA 6160.

AGENT: Sub-agent of James Patrick & Co. Pty Ltd., Fremantle.

CAIRNS, Queensland: 16.55 S. 145.47 E.

CERTIFICATES/DOCUMENTS/HEALTH/CARGO GEAR: See "Melbourne".
PILOTAGE: Pilot boards outside Fairway Beacon approximately 5 miles from port.
RESTRICTIONS: Maximum length 600 ft.
DEPTH: (LWOST) Channel 23 ft. Berth from 28 ft. to 35 ft. 2 ft. keel clearance required.
RADIO: VIK Cairns.
TUGS: 1 tug 6·3 tons bollard pull.
STEVEDORES: Port quota 180 men. Sugar handling rate 850 tons/hour.
FRESH WATER: Available.
FUEL: Lines at berths 8 and 10 (petroleum berths), road tankers other berths.
DEVELOPMENTS: Proposed widening and deepening of entrance channel, containerised shipping facilities at No. 6 Wharf (Generals) completed.
AUTHORITY: The Cairns Harbour Board.

AGENT: Sub-agent of James Patrick & Co. Pty Ltd., Brisbane.

DAMPIER, W.A.: 20.38 S. 116.45 E.

DOCUMENTS: Dampier is a first port of entry and all ships bound for this port are to radio through normal recognised coast stations, addressing their messages "Hamiron Dampier" and prefixing the message "Shipserve".

(*a*) In the case of vessels arriving from overseas:
- (i) 14 days before intended arrival, and estimated time of arrival and whether the port is the first port of call in Australia; and
- (ii) 7 days before intended arrival confirmation or any variation of the advice given in paragraph (i).

(*b*) In the case of all vessels:
- (i) 48 hours before intended arrival the ETA at pilot boarding ground East of Malus Island, and estimated draft forward and aft; and
- (ii) 24 hours before intended arrival, confirmation or any variation of advice given in immediately preceding paragraph (i).

PILOTAGE: Boarding area commences from a position bearing 090° distance 1·5 miles from Courtenay Head Light, thence 195° distance 2·0 miles, thence 090° distance 1·7 miles, thence 015° distance 2·0 miles, thence 270° distance 1·7 miles to point of commencement. Pilotage compulsory for all vessels entering, leaving, and manoeuvring within port except those of tonnage 150 tons or less and those whose Masters hold valid pilotage exemption.
MAX. SIZE: (Bulk Berth) Length 1,000 ft.; draft 51 ft.; Beam 140 ft.
HEALTH: In the case of all vessels arriving from overseas following information shall be sent to port health authorities between 12 and 24 hours before arrival, addressing message "Port Health, Hamiron Dampier" and prefixing the message "Shipserve". (Also see "Melbourne".)

Post Office closes down Saturday at noon, therefore messages concerning health cannot be received until 0900 on Monday.
- (i) Expected hour and date of arrival.
- (ii) Confirmation that Master has individually inspected all persons on board within 24 hours of arrival and that there are no cases of febrile illness (high temperature or fever) or skin rashes on board.
- (iii) Particulars of any cases of illness on board.
- (iv) Confirmation that all persons on board are satisfactorily vaccinated against smallpox and in possession of valid vaccination certificate.
- (v) A request to cross port Quarantine Line.

RADIO: VHF Channel 16.
TUGS: Three diesel tug boats, 2,400 hp, 1,750 hp and 400 hp, respectively, available to assist berthing and unberthing operations. Two line launches available for running mooring lines.
BERTHING: Generally ships berth portside-to, for unloading cargo and oil. 1 ore jetty; 1 service jetty.
STEVEDORES: Three gangs available (use ship's gear).
CARGO GEAR: See "Melbourne".
FUEL/WATER/REPAIRS: None available.
FIRE PRECAUTIONS: 1 Firefighting tug.
DEVELOPMENTS: Dredging in progress will give access to 150,000 DWT carriers.
GANGWAY/DECK WATCHMEN: Crew.
OPENING HATCHES: By Crew.
SHIP CERTIFICATES: See "Melbourne".
REPATRIATION: No facilities available.
AIRPORT: Daily service to Perth, and twice-weekly service to Darwin.
TIME: GMT plus 8 hours.
TELEPHONES: None available at Wharf.
SERVICES: None available.
AUTHORITY: Hamersley Iron Pty Ltd., PO Box 21, Dampier, WA 6713.

AGENT: Sub-agent of James Patrick & Co. Pty Ltd., Fremantle.

DARWIN, N.T.: 12.28 S. 130.51 E.

CERTIFICATES/DOCUMENTS:
2 Crew Lists, Form M & S 11 (3 at outports).
5 Passenger Lists, Forms M. 308 and 309.
1 Port of call list.
3 Barber's stocks and stock in ship's shops and canteens (Form 5) continuation on the back Form 5 AA.
1 List of customable articles, Form 5 (crew).
3 Return of goods of barber's stock, etc., Form 5 AA.
3 Stores List, Form 42 A.
1 Clearance from last port.
Ship's log.
1 Derat. Certificate.
1 Light dues if paid previously.

PILOTAGE: Twenty-four hours notice before arrival to Harbourmaster, Darwin, and confirmation two hours before arrival. Channel 16 used to contact Harbourmaster and pilot vessel. Boarding ground is Channel Rock Buoy where vessels embark pilot or anchor to await pilot. Usual safety precautions are to provide a lee and have pilot ladder with man ropes on lee side.
ANCHORAGES: Within harbour, clear of charted cable and prohibited anchorage areas. Depths mostly average 10 fathoms.
RESTRICTIONS: Radio pratique may be granted between 0600 and 2200 on application to Department of Health. This means vessel may be berthed, Doctor and Customs then board and clearance is given alongside between those hours. Berthing may be restricted by tide conditions and draft but necessary for Master and Agents to contact Harbourmaster when ETA is known; Agent then notifies vessel as to when berthing will take place.
MAX. SIZE: Passenger vessels up to length 709 ft. berthed Stokes Hill Wharf, depth alongside 32 ft. plus tide. Ore carriers up to 700 ft. and 90 ft. beam can be accommodated at iron ore facility, depth alongside 38 ft., plus tide (34 ft. plus tide in the approaches channel). Tankers up to 560 ft. berthed at Fort Hill Wharf, depth alongside 25 ft. plus tide. White Oil Tanker berth depth 38 ft. alongside.
HEALTH: Application direct to Health Department providing vessel healthy, if granted will enable berthing on arrival and clearance alongside between 0600 hours and 2200 hours providing also that berth available. A vessel arriving from another Australian port with pratique granted is not required take any further action. Should vessel have suspected fever or disease on board it should be reported by radio to Health Department who take whatever action necessary. Also see "Melbourne".
RADIO: Darwin Radio, call sign VID 6280 kcs. 2182 kcs. Morse 500 kcs.
TUGS: Join off berth. Charge of $A8 made if tug's towing line only is used.
BERTHING: Some tide restrictions during springs particularly Fort Hill berth.
STEVEDORES: ETA at least 24 hours before arrival as labour ordered before 1330 hours the day before required, except week-ends when labour ordered at 1330 hours on Friday for Saturday, Sunday, and Monday requirements.
RADAR/VHF: No port radar; VHF Channel 16 contacts Harbourmaster's office and Pilot vessel.
MEDICAL: Medical facilities and hospital available. Certificates required for smallpox vaccination and cholera if vessel from certain overseas countries.
TANKERS: Berth at Fort Hill Wharf which has minimum depth 25 ft. plus tide. Usual to beth vessel at high water if tide restrictions are necessary, and have vessel at safe draft for low water. White Oil tanker berth depth 38 ft. alongside.
DENSITY: Considerable variations experienced. Average 1025 s.g.
FRESH WATER: Unlimited. 30 tons per hour for each connection from three outlets.

FUEL: All grades available Fort Hill berth and all but distillate at Stokes Hill Wharf. At present none at Iron Ore Facility.
FIRE PRECAUTIONS: Watchman at approach to wharf. Towing-off wires on off side of vessel.
GANGWAY/DECK WATCHMAN: Required, owing to large rise and fall of tide. Ship's crew or shore watchman.
OPENING/CLOSING HATCHES: Optional, if alongside usually done by watersiders; not alongside by crew.
CUSTOMS ALLOWANCES: 200 cigarettes. One bottle spirits (26 oz.) three bottles beer.
CARGO GEAR: As required by Australian Navigation Act. See "Melbourne".
IDENTIFICATION CARDS: See "Melbourne".
CONSULS: Portuguese only.
REPAIRS: Limited small repairs. Slipway capacity 240 tons.
REPATRIATION: Facilities available.
AIRPORT: International and domestic flights.
TIME: GMT plus 9½ hours. Permanent.
HOLIDAYS: Approximately eleven throughout year. Cargo can be worked on most by arrangement.
POLICE, AMBULANCE, FIRE: Tel. Police 2121; Ambulance 2244; Fire 2222.
TELEPHONES: May be placed on board. Cost A$2 per day.
SERVICES: Nil.
DELAYS: Port congestion and occasional short delays for tide.
AUTHORITY: Correspondence to The Port Superintendent, NT Port Authority, PO Box 390, Darwin, NT, 5794.

AGENT: Sub-agent of James Patrick & Co. Pty Ltd., Sydney, NSW.

DERBY, W.A.: 17.17 S. 123.35 E.

CERTIFICATES/DOCUMENTS: See "Melbourne".
PILOTAGE: Not compulsory but recommended. Private Pilots arranged by agents Fremantle or Derby. Pilot boards Cockatoo Island in Yampi Sound. Two weeks advance notice required of Pilot requirement.
ANCHORAGES: N.N.W. of North Mary Ann Island with Derby front lead bearing 141° dist. 6·4 miles.
RESTRICTIONS: Numerous islands and reefs, strong tides. Navigate during day.
MAX. SIZE: 575 ft. length.
HEALTH: First port of entry. Vs. examined for pratique alongside. Also see "Melbourne".
VHF: Limited VHF, channels 6 and 16.
BERTHINGS: Tide range one of biggest in the world. Berth alongside dries 2 ft. 6 in. at springs. Several patches dry, 1–2 ft. Ground in berth level and it is "Practice of Port" vessels stay aground if stay over tide. Important to note above for circulating water for ships auxiliaries, as vs. makes own arrangements on board.
STEVEDORES: Irregular, but usually 3 gangs, 8 a.m.–5 p.m. with reasonable overtime.
TANKERS: Oil – discharge connection 236 ft. from southern end of jetty.
FRESH WATER: Up to 224 tons at 15 tons per hour. Could be restricted by drought.
TIME: GMT plus 8 hours.
CARGO GEAR: Due to extreme range of tide vs. with short derricks will have difficulty at LW. Also see "Melbourne".
AUTHORITY: Harbour 2 Light Dept., 1 Cliff St., Fremantle, WA 6160.

AGENT: Sub-agent of James Patrick & Co. Pty Ltd., Fremantle.

DEVONPORT, Tasmania: 41.11 S. 146.24 E.

DOCUMENTS: See "Melbourne".
PILOTAGE: Compulsory. Pilot boards up to 2 miles off harbour entrance.
RESTRICTIONS: Approach channel 23 ft.
BERTHING: 6 Berths. Berth lengths various from 550 ft. to 700 ft. Depths alongside from 23 ft. to 25 ft.
STEVEDORES: Arrangements to be made with private companies.
FRESH WATER: Available all wharves. Delivery rate 40 tons per hour.
TIME: GMT plus 10 hours.
TUGS: 1 tug of 250 h.p. available.
VHF: Available 24 hours a day. Mc/s 156·80.
FUEL: Road tanker delivery only.
AUTHORITY: Marine Board of Devonport, PO Box 478, Devonport, Tasmania, 7310.

AGENT: Sub-agent of James Patrick & Co. Pty Ltd., Melbourne.

ESPERANCE, W.A.: 33.52 S. 121.53 E.

CERTIFICATES/DOCUMENTS/HEALTH: See "Melbourne".
PILOTAGE: Compulsory except where Exemption Certificates held. Pilot boards 1½ miles N.E. Gull Island.
MAX. SIZE: Length 575 ft. loaded draft 30 ft.
RADIO: Limited VHF channels 6 and 16.
TUGS: None.
BERTHING: 3 berths. Tanker jetty 1 mile North of harbour depth 36 ft. in approaches, alongside 31½ ft., exposed to East-south-east preferable swing and berth head out, anchor down. Ground swell, and coir and/or nylon springs on hire basis supplementing ships moorings.
FUEL: Diesel only.
FRESH WATER: Available New Wharf and Jetty.
TIME: GMT plus 8 hours.
AUTHORITY: Esperance Port Authority, PO Box 35, Esperance, WA 6450.

AGENT: Sub-agent of James Patrick & Co. Pty Ltd. Fremantle.

FREMANTLE, W.A.: 32.1 S. 115.47 E.

DOCUMENTS: See "Melbourne". Also Inward and Outward manifests accordance Regulations Nos. 142 and 143 and schedule. These documents supplied by ship's agents.
PILOTAGE: Telegraphic Address, H.M. Fremantle. Notice required, 24 hours and 2 hours. VHF Channels 6, 8, 12, 16. Pilot boat. Steel riveted construction. Royal blue hull, whites superstructure. Optional pilot boarding ground, position Fairway Buoy, bearing 135° 1·8 mile. Compulsory pilot boarding ground, Hall Bank Buoy, bearing 090° 0·8 mile.
ANCHORAGES: Gage Roads 44 ft. Owen Anchorage 42 ft. Cockburn Sound 50 ft.
RESTRICTIONS: Inner Harbour draft 34 ft. 6 in. Range of tide 2 ft.
MAX. SIZE: Draft: Inner Harbour 34 ft 6 in. Outer harbour 41 ft. 6 in.
HEALTH: No restrictions except quarantine. Doctor not normally available between 2200 and 0600 hours. See "Melbourne".
RADIO: VIP Perth.
TUGS: Tugs join vessel in Gage Roads. Either ship's line or tug's line. Tug's line up to 12,000 tons $6 to $11. Tugs for ships to oil refinery at position 133° 2½ miles. Ships berth on arrival except through quarantine.
STEVEDORES: Shipboard stevedoring by private contractor, shore side by FPA – usually arranged by ship's agent. ETA should include particulars of cargo, showing heavy lifts, dangerous or hazardous cargoes, hatch stowage, gangs required, etc.
MEDICAL: Notice not necessary but advisable if treatment required. Full hospital facilities available. Cholera and smallpox vaccinations essential if ship comes from affected areas. International certificates must be current.
TANKERS: Kwimana Oil Refinery. Three berths, 42 ft. draft.
DENSITY: Salt 1025, generally at all tides.
FRESH WATER: Available 24 hr. a day, delivered by hose up to 65 tons an hour, 12 cents a ton.
FUEL: Marine fuel (2 grades); Marine diesel. Notice 14 days then 48 hrs.
PORT FIRE PRECAUTIONS: Watchman to be on duty. Ship heading out. Fenced off on land. Buoys 50 ft. out from ship marking prohibited area.
DEVELOPMENTS: Proposed extension to jetty to increase unloading rate to 1,000 tons/hour. Extensive future development planned in Cockburn Sound. Development of extensive ship overhaul and repair facilities proposed and handling of containerised cargo.
GANGWAY/DECK WATCHMAN: Watchman required – member of crew, or shore-based watchman available. Ordinary rate currently A$1.275 an hour.
OPENING/CLOSING HATCHES: By arrangement between ship's agent and stevedore.
CERTIFICATES: Health; Deratisation; Load Line; Ship's Register; Articles. Also see "Melbourne".
CUSTOMS ALLOWANCE: According to local customs dept.
CARGO GEAR: Strict surveillance of cargo handling gear by Commonwealth Government Dept. of Shipping and Navigation. Also see "Melbourne".
IDENTIFICATION CARDS: See "Melbourne".
CONSULS:

America, United States of
Austria
Belgium
Denmark
Finland
France
Germany
Guatemala
Italy
Japan
Netherlands
Norway
Philippines
Portugal
Sweden

REPAIRS: All types of deck and engine repairs possible.
DRY DOCKS: No dry docks – slipway up to 3,000 T.
REPATRIATION: Facilities exist for repatriation of crews.
AIRPORT: 17 miles to Perth International Airport.
TIME: GMT plus 8 hours.
HOLIDAYS: *Extraordinary Holidays – Port closed:* Labour Day (1st Monday in March); Good Friday; Anzac Day (25th April); Union Picnic Day (celebrated on a Wednesday usually late in October); Christmas Day (25th December).

Ordinary Holidays: New Year's Day (1st January); Australia Day (celebrated on a Monday late in January); Easter Monday; State Foundation Day (1st Monday in June); Boxing Day (26th December).

On ordinary holidays waterside labour available to work ships in following categories:

(*a*) Scheduled passenger ships.
(*b*) Marine casualties.
(c) Ships that can complete cargo handling operations prior to the next engagement of labour.

POLICE/AMBULANCE/FIRE: Victoria Quay Police Station Tel. 35.6262, 35.2783; Saint John Ambulance 35.3725; Fremantle Fire Brigade 35.1222.
TELEPHONES: Telephones can be supplied to any vessel – $12 installation plus cost of calls.
SERVICES: All special services available.

REGULATIONS: Normal port regulations. Special Regulations for Tankers berthing at Oil Refinery Jetties.
AUTHORITY: Fremantle Port Authority, 1 Cliff Street, Fremantle, Western Australia 6160. Tel. 35.3981. Cable Address "Fremport".

AGENT: James Patrick & Co. Pty Ltd., Box 133 PO, Fremantle, WA 6160. Cables "Rikpat". Tel. 5–1235. Telex Perth 92434. After hours tel. 3–2824.

GEELONG, Victoria: 38.11 S. 144.20 E.

DOCUMENTS:
3 Crew Lists Form M & S 11.
1 Store List Form 42A.
1 Articles owned or in possession of master, officers or crew, Form 5.
Three ports of call Form C & E 886.
1 Form QA 3 ship's cargo.
1 Form QA 4 ship's pets.
2 Forms QA 5.
2 Health reports Form AQ 360.

PILOTAGE: Pilot vessels *Wyuna* or relief *Akuna* cruise 3 miles SW Port Lonsdale except in heavy weather when further off. Radio call sign VKVS. ETA 24 hours prior to arrival, also deepest draft and pratique. Pilot vessel equipped VHF radio telephone on Int. frequencies. Off station 0900–1100 local time Mondays.
Channel 16 – 156·8 M/cs, Channel 12 156·6 M/cs.
Channel 8 – 156·4 M/cs. Channel 6 156·3 M/cs.
Pilots carry portable sets. Deep-laden tankers advised to rig pilot ladder from bridge to avoid swamping boat.
ANCHORAGE: Vessels over 30 ft. draft outside No. 2 beacon Pt. Richards and South of line of prolongation Pt. Richards Channel. Least depth 42 ft. Vs. over 27 ft. 6 in. draft – East of and within one mile of No. 18 Beacon Pt. Richards Channel. Least depth 31 ft.
RESTRICTIONS: (vs. with pilot) draft: a vessel must have 2 ft. of water under keel, with maximum of 6 in. allowable for tide.
Night navigation: inward, maximum draft 31 ft., outward, 600–700 ft. OA length, maximum draft 27 ft. Under 600 ft. OA length, maximum draft 31 ft.
MAX. SIZE: Maximum port draft 34 ft. 6 in. Vessels other than tankers normal maximum (practical) overall length approximately 600 ft. Enquiries should be made with regard to vessels in excess of 650 ft.
HEALTH: See "Documents". Also see "Melbourne".
RADIO: See "Pilotage".
TUGS: 4 large, 2 small. All equipped efficient towing hawser, cost $10, application at least 3 hours before required. For all service out of hours apply before 1600 hrs. Application for Saturday before 1900 hrs, before 1600 hrs. Friday subject to confirmation on Saturday before 1000 hours by telephone.
STEVEDORES: Labour ordering: Day labour must be ordered by 1600 the preceding day, Twilight shift labour by 1600 preceding day, ditto midnight shift, but these can be subject to confirmation 0800. Saturday labour must be ordered by 0900 Friday, Sunday labour by 1100 Friday (day and twilight shift), Sunday midnight before 0900, Friday. Monday labour is ordered at 1600 Sunday. Ships can order for a 1000 start, at 1600, which is subject to 0800 confirmation. Special requirements exist for labour requirements on public holidays.
RADAR/VHF: No port radar. Signal station at Port Henry equipped with VHF for traffic control.
MEDICAL: If vs. to be in port less than 24 hours advisable radio agent before arrival.
TANKERS: 4 berths depth alongside 36 ft. Hose connection diameters: 8 in. hoses – reduction from 10 in. available. Shore accommodation ladder provided at all berths. Ballast and slop discharge available all berths.
DENSITY: Normally 1025, may decrease to 1023 after much rain, or increase to 1027 in summer after prolonged dry spell.
FRESH WATER: Available at all berths from shore hose at 40–50 tph, 55c per thousand gallons. Water may be provided to vessels at anchor by using a tug as waterboat, delivery 25–30 tph, tug hire $52 per hour. At Lascelles Wharf, special water delivery facilities available from 9 in. main at 150 tons per hour.
FUEL: Diesel fuel all berths and Corio Quay line; bunker fuel up to 650 secs. CQ line; up to 3500 sec., refinery berths.
FIRE PRECAUTIONS: Stringent restrictions against burning or welding on vs. carrying dangerous cargoes. Standard fire precautions.
GANGWAY/WATCHMEN: Available if required by master. Watchmen's rate: $1.13 per hour ordinary time, penalty rates after hours.
OPENING/CLOSING HATCHES: Crew or stevedores, to master's requirements. It is normal to request bulk carriers to arrive at berth with hatches all open.
CERTIFICATES:
Deratisation Certificate (Health Requirement).
Ship's Articles (British) (Customs requirement).
Ship's Register ,, ,,
Load Line Certificate ,, ,,
Safety Equipment Cert. ,, ,,
Safety Radio Cert. ,, ,,
Last Port Clearance ,, ,,
CUSTOMS ALLOWANCE: 200 cigarettes, 8 oz. pipe tobacco, 40 cigars. Spirits: any bottle opened not to exceed one quart.
CARGO GEAR: Australian Navigation Act requirements. See "Melbourne".
CONSULS: Italian Vice-Consul in Geelong. Other Consulates in Melbourne available if required: American, Austrian, Belgian, Brazilian, Chilean, Danish, Chinese, Dominican, Ecuadorian, Finnish, French, German, Greek, Honduras, Icelandic, Japanese, Latvian, Mexican, Monaco, Netherlands, Norwegian, Panamanian, Peruvian, Philippines, Portuguese, Thai, Spanish, Swedish, Swiss, Uruguayan, Venezuelan.
REPAIRS: All services available.
DRY DOCKS: Slipways only.
REPATRIATION: Possible without difficulty.
AIRPORT: Nearest major commercial airport is Essendon, 50 miles distant, from which there are frequent interstate and international flights. Airport accessible by road in about 1 hour 15 minutes.
TIME: GMT plus 10 hours.
HOLIDAYS: Xmas Day, WW Picnic Day, Labour Day, Good Friday, Anzac Day, Australia Day, Queen's Birthday, Geelong Cup Day.
POLICE/AMBULANCE/FIRE: Police 9 8111; Ambulance 21 2655; Fire 21 2755.
SHORE LEAVE: No restrictions. Seamen aboard vessels berthed at Refinery Pier sign book on leaving pier and again on re-entering; this is in lieu of any form of dock pass.
DELAYS: Unusual to encounter delays, such delays as may be experienced can be caused by: (*a*) awaiting daylight or quarantine hours for berthing; (*b*) labour shortage at time of port congestion; (*c*) unavailability of preferred berth at time of port congestion. Delays due to industrial disputes infrequent.
AUTHORITY: The Geelong Harbor Trust Commissioners, 65 Brougham Street, Geelong, Victoria 3220. PO Box 344, Cable address "Harbor" Geelong.

AGENT: Sub-agent of James Patrick & Co. Pty Ltd., Melbourne.

GERALDTON, W.A.: 28.46 S. 114.36 E.

CERTIFICATES/DOCUMENTS: Quarantine notice and declaration QA3 Form A, Quarantine Notice QA 4 Form E2 Shipmaster's Bond QA 5, Departure Notice, 2 Crew Lists. Also see "Melbourne".
PILOTAGE: Compulsory. Pilot Boards in position with Point Moore Lt. Ho. 2 m. bearing 135° if conditions abnormal Pilot launch may not be able to reach this position then Port Authority would advise boarding point. Usually off Inner Knoll Buoy. Min. charge A$20; Max. A$120.
ANCHORAGE: Point Moore Lighthouse bearing 195° distance 2·2 miles in 6 fathoms. Good holding.
MAX. SIZE: 700 ft. Length; 28 ft. 6 in. max. loaded draft.
RESTRICTIONS: Swells up to 14 ft. in outer approaches. Loaded ships advised not to enter when swell excessive.
HEALTH: First port of entry, radio Port Authority not less than 12 hours prior to arrival advising state of health. Also see "Melbourne".
TUGS: One – 13 tons bollard pull. Compulsory.
BERTHING: 4 berths – 3×548 ft., one 594 ft., one general purpose, one tanker, one bulk grain, one ore loading. Under adverse conditions lines run to haul-off buoys to keep vs. slightly off wharf face.
CARGO GEAR: See "Melbourne".
STEVEDORES: 90 men working hours 8 a.m.–5 p.m. Monday–Friday. Extended shifts Monday–Thursday. Evening shifts all days except Saturday.
VHF: In operation.
FRESH WATER: At each berth 10–15 tons/hour.
FUEL: Light diesel, heavy fuel oil 80 tons/hour.
REPAIRS: Engine repairs available.
CUSTOMS ALLOWANCES: Each crew member 200 cigarettes or 40 cigars or 8 oz. tobacco and limited amounts spirits per man.
TIME: GMT plus 8 hours.,
TELEPHONES: Available at each berth (ordered through Agent).
AUTHORITY: Geraldton Port Authority.

AGENTS: Sub-agent of James Patrick & Co. Pty Ltd., Fremantle.

GLADSTONE, Queensland (including Barney Point): 23.50 S. 151.15 E.

DOCUMENTS: See "Melbourne".
PILOTAGE: Masters' advices through radio station, Rockhampton, not less than 24 hours before arrival, followed by amended advices where necessary as takes pilot launch 2 hours to reach Fairway Buoy from town. Pilotage compulsory all merchant ships. Pilot boards at Fairway Buoy. VHF Channel 16 may be used to contact Pilot Station, call sign "Gladstone Harbour Control"; 24 hour watch maintained. Pilot boat also has VHF. Pilot boat white launch and displays usual signals.
ANCHORAGE: Good anchorage inside Gatcombe Head about 7 cables South of Bushy Islet in 8 to 10 fathoms, sand and mud, north of Facing Island leads.
RESTRICTIONS: Entry restricted to deep draft ships dependent upon tide. A minimum keel clearance of 5 feet required at all times. Tankers carrying petroleum products may enter during hours of darkness only at Harbour Masters discretion.
MAX. SIZE: Maximum draft for entrance channels varies 38 ft. to 42 ft. depending upon tidal conditions. Length and breadth dependent upon wharf to which vessel is to proceed. Principal wharves are:
(i) Auckland Point Wharf containing three berths is 1,651 ft. in length. No. 1 berth coal loading 850 ft. length, 120 ft. width minimum depth alongside 37 ft. LWOST. Loading by movable conveyor belt, gantry, at 750 tons per hour. No. 2 and No. 3 berths general cargo, and oil tanker berths. Minimum depth alongside berths 33 ft. LWOST, width 120 ft.

(ii) Barney Point Wharf 677 ft. long, minimum depth alongside 40 ft. LWOST. Maximum size ships this berth approx. 60,000 tons deadweight.

(iii) South Trees Island Wharf 1,305 ft. long, minimum depth 45 ft. LWOST alongside. This wharf used exclusively for import bauxite/export alumina. Maximum size ship accommodated at wharf 70,000 tons deadweight, 835 ft. LOA.

HEALTH: Pratique granted when alongside wharf, unless proceeding anchorage inside port, which case quarantine officials board anchorage. Agents should be advised in advance in event any suspected fever or disease on board. Pratique granted in Australian ports normally covers vessel for any subsequent ports; there are, however, some ports (for example Weipa) which are exceptions. Also see "Melbourne".

RADIO: Radio messages passed to Agents via any costal radio station. Nearest Rockhampton Radio (VIR). All shipping cables to Agents, etc., should be prefixed "Shipserv" to enable delivery destination outside ordinary postal hours if necessary.

TUGS: Three tugs in service. Tugs normally join vessel in vicinity South Trees Point. Use of ship's or tug's lines optional. Charge of $10 if tug's line used.

BERTHING: Large vessels requiring load coal either Auckland Point Wharf or Barney Point Wharf normally swing and berth starboard side to, head to sea, on flood tide. Smaller vessels using these berths either port or starboard side to, depending upon tide. Vessels requiring discharge bauxite South Trees Island Wharf berth at periods of slack water (high or low) only. Vessels loading alumina this wharf berth either on flood tide or slack water – *never* on ebb tide. Tankers with petroleum products do not berth during hours of darkness.

STEVEDORES: Special ETA advices necessary if week-end labour required and must be ordered by 2 p.m. on previous Friday. Monday labour for vessels arriving after Friday must be ordered by 3 p.m. on Friday. Main commodities (other than coal, bauxite and alumina) requiring shore labour, are frozen meat and grain. Average loading rate frozen meat 7–8 tons per hour/per gang. Wheat approximately 1,500 tons per day of 8 hours.

MEDICAL: Dependent duration stay in port, prior notice for medical attention not required (other than notice of infectious diseases). Hospital facilities available. Current vaccination certificate for each member of crew required.

TANKERS: Diameters of discharge lines 8 in. for white oils and 6 in. black oils. No slop discharge facilities. Main tanker berth at Auckland Point Wharf minimum depth alongside 33 ft. LWOST. Black oil also discharged South Trees Island Wharf for use in alumina plant only.

DENSITY: Average density 1027–1028.

FRESH WATER: Available all wharves. Fresh water hydrants placed at intervals along wharves. Approximate cost $0.40 per 1,000 gallons.

FUEL: Diesel fuel, distillate and coal bunkers available. At least three days prior notice for fuel required. New bunkering facilities available June 1971.

FIRE PRECAUTIONS: Loading or discharging of petroleum not permitted except between sunrise and sunset. Where petroleum and goods of dangerous inflammable character are being unloaded, watchman shall be employed to collect matches from all persons in vicinity and to patrol wharf within the limits in which petroleum cargo is being handled. Every vessel carrying inflammable liquids when in any Queensland port shall display red flag, not less than three (3) ft. square with white circular centre six (6) in. in diameter.

DEVELOPMENTS: Planned to extend Auckland Point Wharf and provide grain silos and grain loading elevators. An additional berth with bulk-loading facilities at Barney Point is planned for 100,000 dwt vessels. Completion end 1972.

GANGWAY/DECK WATCHMEN: Services of watchmen is not recommended except in the case of petroleum tankers previously mentioned. Cost of watchmen approximately $1.30 per hour.

OPENING/CLOSING HATCHES: Either by ship's crew or shore labour.

SHIP CERTIFICATES: List of certificates usual for Australian Ports. See "Melbourne".

CUSTOMS ALLOWANCES: ½ lb. of tobacco or 200 cigarettes, to be opened. 1 only 26 ounce bottle, to be opened.

CARGO GEAR: To be in accordance with Commonwealth Navigation (Loading and Unloading Safety Measures) Regulations. See "Melbourne".

IDENTIFICATION CARDS: See "Melbourne".

CONSULS: None.

REPAIRS: Minor engine and deck repairs are undertaken.

DRY DOCKS: None available. Slipway capable of lifting vessels up to 125 tons displacement with maximum beam 23 ft. and maximum draft forward of 6 ft.

REPATRIATION: Facilities for effecting crew changes and necessary repatriations can be arranged. Prior notice required.

AIRPORT: Airport approximately 5 miles from port and is regularly served by two internal airlines. Twice-daily flights to Brisbane where connections with overseas airlines.

TIME: GMT plus 10 hours.

HOLIDAYS: Only five official holidays in year when it is *not* possible to arrange cargo work: Christmas Day; Anzac Day (25th April); Labour Day (1st Monday in May); Good Friday; Picnic Day (2nd Friday in July).

POLICE/AMBULANCE/FIRE: Telephone number these services in cases of emergency only is "000" and ask to be connected to the required service. Emergency call to Hospital is 72.1033.

TELEPHONES: Public phones available on wharf.

GENERAL: No cranes on wharves, Mobile cranes available for hire. No lighterage facilities. No provision for supply of electricity to ships. Passengers not normally embarked or disembarked this port, as no facilities for them.

SERVICES: No tank cleaning facilities. No slop facilities.

SHORE LEAVE: Crew members allowed ashore providing vaccination certificates in order.

DELAYS: No unusual delays other than berth availability or unusual tidal conditions.

AUTHORITY: 1. The Harbour Master, PO Box 123, Gladstone, Qld. 4680. Tel. 72.1533, 72.1445 (after hours). Telex Harbour Master, Gladstone.

2. The Gladstone Harbour Board, PO Box 259, Gladstone, Qld. 4680. Tel. 72.2011, 72.1490 (after hours).

AGENT: James Patrick & Co. Pty Ltd., 47 Gondoon Street, Box 349 PO, Gladstone, Queensland 4680. Cables "Rikpat". Tel. 22511. After hours tel. 21989.

GROOTE EYLANDT (Milner Bay) N. Territory: 13.59 S. 136.54 E.

DOCUMENTS:
3 Crew Lists.
5 Passenger Lists.
1 Port of Call List.
3 Stores Lists.
1 Crew's Personal Effects List.
Derat. Certificate.
Clearance from last port.

PORT LIMITS: The waters in Milner Bay bounded by a line commencing at the HW mark on the N.W. coast of Groote Eylandt in position lat. 13° 50′ 05′ S. long. 136° 24′ 29′ E. and proceeding in a 260° 44′ 10″ direction to a point in lat. 13° 50′ 28″ long. 136° 22′ 3″ E. at the high-water mark on the East coast of Connexion Islet; thence by a line following the contour of the coast of Connexion Islet at the HW mark to "Boulder" in position lat. 13° 50′ 46″ S., long 136° 20′ 14″ E.; thence by a line bearing 151° 30′ to a position lat. 13° 53′ 34″ S. long. 136° 21′ 47″ E.; thence by a line bearing 80° 44′ 10″ to a point being lat. 13° 52′ 54″ S. long. 136° 25′ 58″ E. thence by a line following the contour of the coast at high-water mark to the point of commencement.

PILOTAGE: *There is no Pilot at Milner Bay* and Masters are required to berth and depart from the jetty themselves. Approaching Groote Eylandt from Northwards, vessels should steer to a position 10 miles North of the North-east Islet, which is rocky on the Northern coast and rises to grassy hills. From the above position, steer to pass about 3 miles North of Chasm Islet until the recommended track on Chart Aus. 234 is reached. This track 221° passes about 1 mile East of Brady Rock (Light GP. FL. Ev 6 secs.) and continues on this course until Hand Islet (FL. 6 secs.) bears 250° when the course should be altered to steer for Hand Islet on the recommended track (250°) until reaching the position to alter course to 195° to pass down the middle of Warwick Channel. It is recommended to remain on this course until reaching the recommended track to the jetty, keeping clear of the 3 *fathom patch* south of Connexion Island.

If vessels enter via the Connexion passage, care must be taken to avoid the 3 fathom patch off N.W. Bluff and keep clear of the 27 ft. patch about 3½ miles North-eastward of Connexion Islet.

ANCHORAGE: Good holding ground is found ½ mile West of the jetty where there is a good sand bottom free of obstructions with about 40 ft. of water. Quarantine is granted at this anchorage.

MAX. SIZE: Vessel Maximum LOA 605 ft., maximum width 84 ft. 5 in., maximum draft 35 ft.

RADIO: The port is able to communicate with vessels which are fitted with VHF radio through normal international maritime channels and the call sign is: "Groote Eylandt".

HEALTH: Pratique granted at quarantine anchorage provided ship is healthy. If vessel has suspected disease or fever on board it should be reported to Health Department by radio before arrival.

BERTHING: The ore-loading jetty is situated in approximately 13° 56.5′ S. 136° 25′ E., with a depth of water alongside of 35 ft. MLWOST with a tide range of 6 ft. A launch is provided for running lines and for assisting in the mooring of the vessel.

The jetty consists of four breasting dolphins and two mooring dolphins which run in a 331° 44′ direction, parallel to the tidal flow which is predominately to the Northwards. As there is no tidal information for this area, the tidal direction should be checked with the shore prior to berthing, as the tidal stream is sometimes different half a mile from the jetty.

The line of dolphins is offset 8° from the jetty stem which runs out 1,350 ft. from the shore in a 249° 45′ direction so that care must be exercised in placing the vessel for loading. All breasting dolphins are fendered with vertical timbering.

When berthing, vessels should keep well clear of the loading head in the centre of the jetty, as it is possible that a vessel on a too fine approach could cause damage to the loading boom with the flare of the bow. Vessels usually berth port side to under normal conditions.

Loading rate is between 800 and 1,000 tons per hour and the vessel is required to shift ship to load each hatch as the loading boom is fixed. Shore labour is available to shift lines, etc., as required.

FRESH WATER: Not available.

FUEL: Not available.

CUSTOMS ALLOWANCES: 200 cigarettes, one bottle spirits, three bottles of beer per man.

MEDICAL: There Is a hospital and medical staff available if necessary. Valid vaccination certificates are required, covering the requirements of the Australian Government Department of Health.
FIRE PRECAUTIONS: There are no fire-fighting facilities at the jetty except fire extinguishers and the Master of the ship alongside is responsible for supplying any necessary equipment.
TIME: Time kept is Northern Territory "Standard Time" GMT plus 9 hr. 30 min.
HOLIDAYS: Cargo worked on most holidays by arrangement.
SHORE LEAVE: The area is a nature reserve and *no shore leave allowed to the crew.*

AGENT: The Groote Eylandt Mining Company Pty. Ltd. act as ships' Agents in all cases. Tel. address is: Manager Groote Eylandt, c/o Hematite Darwin N.T.

HOBART, Tasmania (including Electrona, Port Huon Risdon): 42.53 S. 147.20 E.

DOCUMENTS: See "Melbourne".
PILOTAGE: Pilotage not compulsory. Pilotage fee payable whether pilot employed or not, unless master holds valid certificate of exemption from pilotage. ETA usually sent vessels' agent at least 24 hours prior arrival. Advisable also send ETA to Harbour Master, Hobart. Continuous watch maintained on VHF, channel 16, call sign "Hobart Harbour". Pilot launches also maintain watch on channel 16 having established contact, converse on channel 6.

Three launches used for pilotage work. Usual vessel is 41 ft. steel built launch painted dark blue. Upperworks light grey. Word "Pilot" painted on each side of hull. No specific sound signals required for calling pilot.

For pilotage purposes Hobart divided into two areas, namely, Hobart, and the Huon and Channel Ports. In the case of Hobart or Risdon, pilot boards on imaginary line joining White Rock and Crayfish Point. For Huon and Channel Ports vessel from eastwards embarks pilot on imaginary line joining Kelly Point, and Piersons Point, or from Westward, on imaginary line joining Southern end of Partridge Island and Southport Island. No alternative pilot grounds.

Specific requirements for embarking pilots are those in force in most ports, namely, provide a good lee, a pilot ladder fitted with spreaders and manropes adequately lit at night.
ANCHORAGE: Anchorages with excellent holding can be found everywhere in estuaries of Derwent and Huon Rivers. Quarantine Anchorage situated off Kangaroo Bluff where excellent holding obtained in 10 to 13 fathoms.
RESTRICTIONS: With exception of oil tankers carrying petrol or similar highly flammable oil, there is no restriction on entry. White-oil tankers may not berth between hours of sunset and sunrise. Tide does not affect entry.
MAX. SIZE: Length 900 ft., beam 97 ft. 2 in., draft 34 ft. Vessels up to 35 ft. draft accommodated at Risdon.
HEALTH: Vessels requiring pratique anchor in quarantine anchorage and there boarded by doctor, immigration and customs officials. Full crew muster required. Quarantine authorities must be informed of suspected disease or fever at least eighteen hours prior arrival. Pratique automatic if granted at previous port (for all Australian ports). Also see "Melbourne".
RADIO: Hobart Radio, call sign VIH. Hours of duty, 0700 to 2000 Eastern Standard Time.
TUGS: Normally join vessels approximately one mile from berth. Usual to use tug's line for which additional charge of $2.50 is made, but ship's line may be used.
BERTHING: Port operates on a 24 hour per day basis, and, with exception of tankers carrying petrol and other light volatile oils, berthing of vessels can take place at any time. Tankers may berth only between hours of sunrise and sunset.
BRIDGES: Only one bridge, the Tasman Bridge, requires to be navigated and this only when berthing at Self's Point Oil Wharf or at Electrolytic Zinc Company's Wharf at Risdon. With exception of white-oil tankers, there is no restriction on the time of passing through this bridge. Clearance 150 ft. above mean water level.
STEVEDORES: Gangs ordered by 1600 on previous day, or 1400 on Fridays.
MEDICAL: Advance notice of required medical attention necessary including if possible, symptoms of complaint. As much notice as reasonably possible is required. Vaccination for smallpox compulsory. Inoculation against yellow fever or plague necessary if vessel has visited a port where either disease proclaimed.
TANKERS: Tankers when sending their ETA must state whether or not there are any leaks in the hull. All oil discharge lines 8 in. in diameter. 2 Oil berths, maximum draught allowance 32 ft.
DENSITY: 1025.
FRESH WATER: No restriction on availability. Rate of delivery approximately 30 tons per hour/per hose. Water available all berths. No water boats. Cost per 1,000 gallons 45 cents or part thereof.
FUEL: The following grades of fuel are kept in stock: marine fuel oil, light diesel and gas oil. Twenty-four hours notice required for bunkering.
FIRE PRECAUTIONS: No special fire precautions other than non-smoking or lighting of fires or use of naked lights.
GANGWAY/DECK WATCHMAN: Gangway watchmen are recommended. Watchmen work 12-hour shift. On Saturday, Sundays and holidays, twice normal rate.
OPENING/CLOSING HATCHES: Normally by stevedores.
CERTIFICATES: Register, Load Line Certificate, Deratisation Certificate, light dues, Articles of Agreement, clearance from previous port.
CUSTOMS ALLOWANCES: If vessel arrives as first port, allowance of tobacco for crew is 200 cigarettes in opened carton or equivalent in tobacco or cigars. Allowance of wines or spirits is any opened bottle, but not exceeding 26 fluid ounces.
CARGO GEAR: No additional requirements. See "Melbourne".
IDENTIFICATION CARDS: See "Melbourne".
CONSULS:

Belgium	Netherlands
China (Republic)	Norway
France	Denmark
Greece	Sweden
Italy	Germany

REPAIRS: No facilities for major repairs, but a number of engineering works which can perform small repairs.
REPATRIATION: Facilities available.
AIRPORT: Situated 11 miles from Hobart, and is served by regular airlines connecting with Melbourne from where services operate world wide.
TIME: Local time (Eastern Standard Time) 10 hours ahead of GMT. Summer Time in force from October to March when clocks advanced one hour.
HOLIDAYS: Official Holidays observed in Hobart: New Year's Day; Australia Day (late January); Regatta Day (mid February); *Labour Day (early March); *Good Friday; Easter Saturday; Easter Sunday; Easter Monday; Easter Tuesday (Bank holiday); *Anzac Day (April 25th); Queen's Birthday (mid June); Show Day (third Thursday in October); *Christmas Day; Boxing Day.
* Days on which no work is performed.
POLICE/AMBULANCE/FIRE: Police 342011; Ambulance 343131; Fire Brigade 345655. In emergency dial 000.
TELEPHONES: Arrangements exist for placing telephones aboard vessels at all berths.
GENERAL: Master may anchor vessel in Quarantine Anchorage at any time without services of pilot.
DELAYS: Not usual for any delays to occur in berthing. Occasionally a deep-loaded bulk carrier has to wait for high water at Risdon.
AUTHORITY: Marine Board of Hobart, GPO Box 202B, Hobart. 7001. Tel. 237371.

AGENT: Sub-agent of James Patrick & Co. Pty Ltd., Melbourne.

INNISFAIL/MOURILYAN, Queensland: 17. 32 S. 146.02 E.

CERTIFICATES/DOCUMENTS/CUSTOMS ALLOWANCES: See "Melbourne".
PILOTAGE: Order Pilot through Agent, as early as possible. Confirm through Agent or direct to Harbour Master, Innisfail. Pilot vessel, located in Mourilyan Harbour, watches on VHF 16 when vessel expected. Pilot vessel white with stone-colour cabin tops and blue trim. Pilot (and Doctor if applicable) boards 1½–3 miles East of harbour entrance. Approved pilot ladder and good lee required, *not* accommodation ladder. Vessels awaiting pilot anchor in boarding position above, good holding. Leading beacons – fixed red. Entrance beacons flashing – red port, green starboard.
RESTRICTIONS: No night-time arrival pilotage. On spring tides, entry restricted to at or near slack water. No turbine-powered vessels accepted. Berthing daylight only. Night-time sailings permitted.
MAX. SIZE: 515 ft. LOA without tug, 580 ft. LOA with tug. Beam, unrestricted. Draught, arrival or departure 25 ft. plus rise of tide (up to 9 ft. on springs, 5 ft. at neaps).
HEALTH: See "Pilotage". Also see "Melbourne".
RADIO: VIK Cairns, or VIT Townsville.
TUGS: No tug stationed at Mourilyan. Tug comes from Cairns or Townsville when required, e.g. when vessel over 515 ft. LOA. Tug not usually required for unberthing. Tug normally pushing or using tug's lines, no extra charge.
BERTHING: Ships always berth port-side-to at Mourilyan. 1 sugar and molasses berth, length 633 ft. depth 30½ ft. LWOST.
STEVEDORES: No waterside workers employed. Normal ETA advices to Agents for arrangement of bulk-loading staff.
DENSITY: Usually 1024–1027 irrespective of tide. After heavy rains, particularly January–April, considerable freshening occurs.
FRESH WATER: Good water readily available, shore hoses from wharf face. Approx. 30 tph per hose. 55c. per 1,000 gals.
FUEL: Limited quantities of fuel oil and diesel oil available by road-tanker.
GANGWAY WATCHMEN: Not normally required.
HATCHES: Worked by crew.
CARGO GEAR: See "Melbourne".
CREW I.D. CARDS: See "Melbourne".
CONSULS: Nil.
REPAIRS: No major facilities available. Most types of welding, light machinery, and pipe-fitting can be arranged. Technicians can usually be obtained for radar, etc., with advance notice by radio to Agents.
AIRPORT: Innisfail Airport about 13 miles from Mourilyan harbour. Served by two domestic airlines totalling about ten flights per week from southern centres and to Cairns, and about ten flights per week from Cairns and to southern centres.
TIME: GMT plus 10 throughout year.
HOLIDAYS: Various national, state and local holidays. Cargo usually worked on all holidays except Christmas Day.
POLICE/FIRE/AMBULANCE: Advise exchange (manual).
TELEPHONE: Mourilyan 196. $2.00 installation $2.00 per calendar day plus cost of trunk calls and phonograms.

GENERAL: Port normally used only for export of sugar and molasses. Deadweight (cargo on board on arrival) restrictions may apply to certain classes of vessel. Agents will advise details if applicable.
SHORE LEAVE: Not normally restricted. Distance to nearest township (Mourilyan) 6 miles, to Innisfail 10 miles. No public transport services from harbour.
DELAYS: Awaiting daylight or tide or, exceptionally, awaiting vacancy of berth on moderation of weather. No delays usually in loading.
AUTHORITY: Dept. Harbours and Marine, PO Box 34, Innisfail. Tel. 611599.

AGENTS: Sub-agent of James Patrick & Co Pty Ltd., Brisbane.

LAUNCESTON, Tasmania (including Beauty Point, Bell Bay, Inspection Head): 41.27 S. 147.07 E.

DOCUMENTS: Agents prepare Bills of Lading and Shipping Documents. Only documents required Crew List and Passenger List. Light Dues receipt is necessary if payment is made before arrival.
PILOTAGE: Telegraphic Address – "Portlaun" 24 hrs. notice ETA required. VHF Channel 16 and 12. G Flag to be flown.
Instructions for boarding given by Pilot over RT.
ANCHORAGE:
Position (*a*) Low Head 41° 03′ 32″, 146° 47′ 18″
(*b*) 1·15 miles 280° from (*a*)
(*c*) 0·9 miles 308° from (*b*)
(*d*) 0·85 miles 038° from (*c*)
(*e*) 0·9 miles 128° from (*d*)
thence 0·85 miles 218° to (*b*).
RESTRICTIONS: Night navigation undertaken except for tankers.
MAX. SIZE: Maximum permissible draft 28 ft. LW. 34 ft HW. Maximum length 650 ft. HW. Vessels draft 28 ft. may work river at LW progressively increasing to 34 ft. HW. Vessels 350 ft. and over cannot work channel during ebb tide.
HEALTH: Organised by ship's agent. Notify agent prior to arrival. Pratique automatic if vessel visits other ports in Australia prior calling Launceston. Also see "Melbourne".
RADIO: Melbourne VIM or Hobart VIH.
TUGS: Normally join at Point Effingham.
BERTHING: Tidal Port. Agent or Harbour Master will notify vessel of entry time.
BRIDGES: No bridges for large overseas shipping. Some inter-state vessels proceeding to Launceston will pass under Batman Bridge – 91 ft. mast clearance HW allows 3 ft. clearance.
STEVEDORES: Agents for ship arranges stevedores. No ETA required.
VHF: VHF Channels 12 and 16 operating on frequencies 156·6 and 156·8 respectively.
MEDICAL: Agents should be notified to prepare for medical attention or hospitalisation. Hospitals Launceston, Beaconsfield, and George Town.
TANKERS: One tanker berth. Max. draft permitted governed by entry to river. See "Max. size".
DENSITY: 1.025 to 1.028.
FRESH WATER: Fresh water available at all berths. Delivery 30 tons per hour by hose. Cost 25c to 40c 1,000 gallons plus $4 service charge.
FUEL: Available.
DEVELOPMENTS: Channel improvements in progress to admit 31 ft. draft LW. 38 ft. draft HW, and lengths to approx. 750 ft. for completion 1971.
GANGWAY/DECK WATCHMEN: Most vessels supply their own. May be supplied if required. Tidal port makes this requirement necessary.
OPENING/CLOSING HATCHES: Usually by Stevedores.
CERTIFICATES: Certificates of Loading Gear and Derrick Tests, etc., to be produced. Also see "Melbourne".
CUSTOMS ALLOWANCES: Allowance 40 cigarettes per day per man. Stores sealed on arrival; allowance per day per man 2 bottles beer, 1 wine; spirits 1 bottle per 10 days.
CARGO GEAR: Certificates of loading gear and derrick tests to be produced. Also see "Melbourne".
IDENTIFICATION CARDS: See "Melbourne".
CONSULS: Nil.
REPAIRS: All repairs possible.
DRY DOCKS: Steel and concrete graving dock located Launceston. Will accommodate ships up to 190 ft. length and 12 ft. draft. Clear width of entrance 40 ft.
REPATRIATION: Arranged through ship's agents.
AIRPORT: Approx. 40 miles to airport, regular services.
TIME: EST; clocks advanced by 1 hour October–March.
HOLIDAYS: Good Friday, Christmas Day and New Year's Day close holidays. Work on other holidays may be arranged through Agents.
POLICE/AMBULANCE/FIRE: Beauty Point and Inspection Head – Beaconsfield 37; Beaconsfield 115; Beaconsfield 120 (fire calls only). Bell Bay 82 1566; 82 1680; 82 1717 (fire calls only).
TELEPHONES: Ship-to-shore phones available.
DELAYS: Tidal delays could be experienced.
AUTHORITY: Port of Launceston Authority, PO Box 257C, Launceston 7250. Tel. 2 5901. Telegrams Portlaun.

AGENTS: Sub-agent of James Patrick & Co. Pty Ltd., Melbourne.

MACKAY, Queensland: 21.08 S. 149.13 E.

CERTIFICATES/DOCUMENTS/CUSTOMS ALLOWANCES: See "Melbourne".
PILOTAGE: Compulsory, service obtained by radio to agents at least 24 hours before ETA. Boarding ground to South of the line of leads with Slade Island summit bearing 351° (true) about one mile from outer harbour leads.
ANCHORAGES: To South of the line of sea leads, with Slade Island summit bearing 351° (343° Mag.), and green light on Southern side of breakwater entrance bearing 294° (286° Mag.), good anchorage with not less than 30 ft. LWOS. Bottom sand and good holding ground.
RESTRICTIONS: None. Day or night access.
MAX. SIZE: Up to 600 ft. with one tug. Largest vessels load at bulk sugar berth, maximum length governed by length of traverse of loading appliance which 445 ft. 8 in.
HEALTH: See "Melbourne". Inspection at anchorage or at berth.
RADIO: See "Brisbane".
TUGS: Two tugs available, 1×5 tons bollard pull; 1×10 tons bollard pull.
BERTHING: No specific requirements. Swinging basin 22 ft. LWOST.
STEVEDORES: As much notice as possible.
TANKERS: Berth at Breast Wharf. Load rate for bulk molasses 300 tons per hour through 10 in. dockline. 8 in. (Caltex) dockline for white petroleum. 10 in. dockline (Mobil) for black petroleum products. 8 in. dockline (CSR) for export of industrial alcohol.
DENSITY: Sea water.
FRESH WATER: Available all berths, rate of load 45 tons per hour.
FUEL: Available at Breast Wharf and North Pier Perth.
FIRE PRECAUTIONS: Normal requirements.
DEVELOPMENTS: Extension of breakwater plan adjacent to industrial land development to give more facilities.
WATCHMEN: Not obligatory.
OPENING/CLOSING HATCHES: Normally by crew, but can be done by stevedores if required.
CARGO GEAR: See "Melbourne".
IDENTIFICATION CARDS: See "Melbourne".
REPAIRS: Small repairs can be carried out. Oxy-welding and electric welding plants, compressors and air tools available. Salvage divers available.
REPATRIATION: Facilities available.
AIRPORT: Daily service to Brisbane and thence to world-wide destinations.
TIME: GMT plus 10 hours.
HOLIDAYS: Bank holidays as for Brisbane, plus Waterside Workers' Picnic Day.
TELEPHONES: None available.
SERVICES: Compass adjusting.
DELAYS: Unusual delays are abnormal.

AGENT: Sub-agent of James Patrick & Co. Pty Ltd., Brisbane.

MELBOURNE (including Coode Island, Port Newport, Port Melbourne, Williamstown, Yarraville): 37.50 S. 144.58 E.

DOCUMENTS:

	No. of copies required
Form M & S 11 (List of crew)	Two
Form 42A (Store List)	One
Form 5 (Articles owned or in possession of Master, Officers or crew)	One
Form C & E 886 (Ports of call)	Three
Form QA3 (Declaration of animals carried as cargo)	One
Form QA4 (Declaration of ship's pets)	One
Form QA5 (Shipmaster's Bond to cover ship's pets)	One
Form A Q360 (Health Report)	Two

Of the above, Forms 42A and 5 need only be compiled at first port of call in Australia. Passenger – individual Passenger Cards are utilised therefore no list of passengers required. Agents require seven copies of Manifest of cargo on board and at least one set copies Bills of Lading. These normally received by airfreight or air-mail direct from Agents at loading port outside Australia therefore not necessary for Masters to be in possession of either Manifest of cargo on board or appropriate copies of Bills of Lading.
PILOTAGE: Pilot Service will undertake to pilot vessels, other than tankers, up to 550 ft. LOA to all berths West of Victoria Dock entrance during hours of darkness and vessels up to 700 ft. LOA will be acceptable for daylight navigation to berths "B", "C", "D", "E" Appleton Dock and berths No. 27 South Wharf to No. 32 South Wharf. Swanson Dock, up to 750 ft.
ENTRY RESTRICTIONS: For navigating channels a min. under-keel clearance of 2 ft. for vs. drawing up to 36 ft. and clearance of 3 ft. for draft 36–40 ft. Depth of water available in River Yarra between Spotswood Sewer Tunnel and Victoria Dock entrance exceeds guaranteed depth of 31 ft. as shown on chart AUS 152. Draft of 29 ft. 6 in. acceptable at low water. Channel LDG to oil berths at breakwater, and Gellibrand, guaranteed depth of 37 ft. Consideration being given to increase this to 38 ft. to permit berthing of tankers draft 37 ft. at HW.
MAX. SIZE: See "Entry Restrictions" and "Berthing".
HEALTH: All overseas vessels at first port of entry to Australia,

or at any subsequent ports, subject to quarantine until pratique granted or until vessel released from quarantine. If examinations and inspections satisfactory vessel granted pratique for all Australian ports, provided all on board have satisfactorily completed Certificate of Vaccination within last three years, or if vessel is fourteen days or more from date of departure from last overseas port. A list of names and addresses of passengers also required at first port of entry. 24 hours qua antine clearance of overseas vessels available. Treatment of crew members for illnesses other than quarantinable diseases arranged by private practitioners through ship's Agent.

Radio Pratique: Concession of Radio Pratique is to all vessels carrying surgeons, provided these officers medical graduates of a university. Following requirements to be met in the case of a vessel requiring Radio Pratique.

(*a*) (1) ETA.

(2) that individual inspection of all persons on board has been made by Ship's Surgeon within twenty-four hours of expected time of arrival and no cases of quarantinable diseases or varicella in an adult or coloured person, not associated with cases in children, then existed on board or had occurred or had been on board within previous fourteen days: and

(3) that all members of crew currently satisfactorily vaccinated against smallpox (i.e. not less than eight days nor more than three years previously in the case of revaccination) and a satisfactory Vaccination Register is kept on board;

(4) that all passengers over age of 12 months have been satisfactorily vaccinated against smallpox before embarkation and are in possession of current valid International Certificate of Vaccination against smallpox (i.e. all certificates, duly authenticated, show that vaccination has taken place not less than eight days nor more than three years previously in the case of primary vaccination and not more than three years previously in the case of revaccination) except those who before embarkation submitted a medical certificate stating that they have a medical disability which would make vaccination inadvisable and except those who before embarkation signed a statutory declaration stating that they object to vaccination on religious grounds.

(*b*) Commonwealth Director of Health will advise master by wireless whether Radio Pratique is granted or not.

(*c*) A vessel granted Radio Pratique will fly "Q" flag by day and Quarantine signal by night and will on arrival at quarantine anchorage be boarded by Quarantine Officer with Immigration and Customs Officers. Quarantine Officer will inspect crew Vaccination Register and passenger manifest on which must be stated full name, address in Australia and vaccinal status of each passenger and will see cases of illness brought to notice by Ship's Surgeon, including all cases infectious disease and will receive Primary Health Report. If no cases of illness as referred in sub-paragraph (*a*) (2), Quarantine Officer will confirm Radio Pratique and issue Pratique Certificate for all ports. Master will not be required to submit Supplementary Health Report at subsequent ports. When Pratique confirmed, "Q" flag may be lowered.

(*d*) Notwithstanding that pratique for all ports may have been granted, Master will still be responsible for reporting any case of infectious diseases which may subsequently occur whilst vessel in Australian waters.

Should a case of infectious disease (not being a quarantinable disease or varicella in an adult or coloured person not associated with cases in children) occur on board whilst vessel at sea in Australian waters Master will be required to advise by radio Commonwealth Director of Health for State in which next port situated, who will arrange for a Quarantine Officer to see case on arrival, Master will not be required to fill in a Supplementary Health Form and vessel will be permitted to proceed direct to berth without flying "Q" flag.

Should a case of suspected quarantinable disease or a case of varicella in an adult or coloured person occur on board whilst at sea in Australian waters, Master required radio details to Commonwealth Director of Health for State in which next port situated and await instructions. Commonwealth Director of Health will decide according to circumstances whether inspect vessel outside Quarantine Line or permit it to proceed to berth and will advise Master.

(*e*) Should it come to notice in any particular case that Radio Pratique has been granted as a result of a wireless message sent in accordance with sub-paragraph (*a*) whereas in fact wireless message contains false information, matter will be investigated throughly and reported to the Director General of Health who will decide whether Radio Pratique will be denied in future to vessels on which Master and the Ship's Surgeon hold responsibility.

RADIO: Melbourne Radio VIM. See "General Information" below

TUGS: Tugs attend for inward-bound vessels at or in vicinity of Gellibrand Light for vessels proceeding either up River or to Port Melbourne berths. On departure and should vessels require attendance down river, service terminated in vicinity of river entrance. Tugs present for service at any point required by owner or agent. Ships lines, or tug lines at charge of A$10.00. Crews of tugs will not accept wire tow line. Wire tow line with rope end of 5 or 6 fathoms acceptable, rope section being available for tugs towing hook.

BERTHING:

Berths max. length		950 ft.
During darkness		850 ft.
Max. draft at LW day		35 ft.
Max. draft at LW night		34 ft.

Webb docks , 2, and 3 designed for roll on roll off vessels.

STEVEDORES: ETA Advices: Firm ETA, if possible, before noon on previous day to arrival. If not possible no later than 3 p.m. on day previous to arrival.

MEDICAL: No advance notice necessary for medical attention required on vessel's arrival. All hospital facilities available. No inoculations required for vessels coming to Australia but Master should possess International Health Cards for each member of crew.

TANKERS: Berths 3 and 4 Newport and 8 Yarraville withdrawn from service following completion Holden Oil Dock early 1970. No oil terminal has facilities for slop discharge, except in Holden Oil Dock.

Pipelines: Gellibrand Pier 30 in.+18 in. handling Crude Oil
Breakwater 18 in. Crude Oil
10 in. Spent Caustic
No. 1 Maribyrong 4 in., 6 in., 10 in., 12 in.

Two companies have facilities to collect waste oil from ships.

DENSITY: 1015.

FRESH WATER: Water available at wharf face at 100-ft. intervals. Rate 50–100 tph. Cost A$1.00 per 1,000 gallons.

FUEL: 24 hours notice required. All grades 1–1500 secs RI. Marine Diesel. Light Marine Diesel. Gas Oil 34 sec. Red No. 100F. Bunker Fuel 600 sec. Red No. 100F. Light Diesel 37 sec. Red No. 100F.

At Gellibrand and Breakwater Piers. Min. notice 48 hours; prefer notice 4–5 days.

Tanker fuel oil 450 SSF at 122° F. Volume – unlimited if 4 to 5 days notice given.

PORT FIRE PRECAUTIONS: Copy of Handbook "Emergency Action" is handed to Master of tankers together with booklet "Advice to Masters" printed in eleven languages.

DEVELOPMENT: Holden Oil Dock: A new oil dock at rear of existing oil berth at No. 8 Yarraville completed 1970. Accepting vessels up to 600 ft., and will be dredged to depth of 35 ft.

River Widening: Widening to 400 ft. has been completed except for short section in vicinity of Williamstown Ferry where for a distance of 220 ft. width is reduced to 270 ft.

Lower Yarra Crossing: New bridge with clearance of 170 ft. is being constructed to cross the Yarra completion late 1971, after which removal of Williamstown Ferry will enable river to be widened in that section.

Spotswood Sewer Tunnel: New sewer tunnel under construction and expected complete early 1971. Dredging in vicinity will be undertaken and within three months guaranteed depth of 33 ft. will extend from River Entrance to Victoria Dock. River will be dredged to 35 ft.

Navigation of Vessels: On completion of last two mentioned projects an increase in draft for day and night navigation can be anticipated and also increase in length for night navigation.

Swanson Dock (Container Berth): Additional berth on West side and first berth on East side completed December 1969 and early 1971 respectively. Latter berth is common user berth and a 45-ton transporter crane expected in service 1971.

GANGWAY WATCHMEN: Shore Watchmen not usually employed and this service left to discretion of Master. Current costs of service are as follows:

Wharf/Shed Watchmen:		
Ordinary time	0730–1530 hrs.	A$1.54 per hr.
Time and a half	1530–2300 hrs.	A$2.31 per hr.
Double time	2300–0630 hrs.	A$3.08 per hr.
Holds and Gangways:		
Ordinary time	0730–1530 hrs.	A$1.62 per hr.
Time and a half	1530–2300 hrs.	A$2.43 per hr.
Double time	2300–0630 hrs.	A$3.24 per hr.

OPENING/CLOSING HATCHES: Normally carried out by Stevedores. Ship's crew may if required by vessel to do so. Crew may close hatches prior to sailing; but if Stevedores instructed to do so, they then claim right to finish, unless ship sails before completion of work.

SHIP CERTIFICATES: Register – showing vessel's name, port of registry, gross and nett tonnages and Owner. Loadline Certificate which must be current. Safety Radio Certificate. Safety Equipment Certificate. Light dues receipt, ship's articles (British), clearance from previous port.

CUSTOMS ALLOWANCES: Two hundred cigarettes in an opened carton *or* ½ lb. cigars or ½ lb. tobacco. One bottle spirits (opened).

CARGO GEAR: This must comply with Australian Regulations, as issued by the Ministry of Shipping and Transport.

When working cargo with ship's gear, certificates should be available to attest to identification and good condition of all such gear. If vessel on first visit to Australia and certificates not available, a declaration by Master will be accepted provided gear in order. On subsequent visits certificates and identification of each item of gear must be readily produced.

IDENTITY CARDS: Not required to be carried by crew going ashore in Australia. However, Section 23 of the Migration Act 1958/1964 provides that Masters of vessels entering Australia from overseas shall have in their possession an identity card in an approved form for each member of crew. These provisions included in the Act to ensure positive identification available to departmental officers should any Seaman, not being an Australian citizen, desert vessel. Should vessel arrive Australia without required Seamen's identification cards, Seamen unable to go ashore until photographer called to vessel order photograph each crew member, and identification cards completed.

Following nationalities need not complete identification card required under Migration Act provided crew members in possession of relevant Seamens Identity certificates/discharge book; United

Kingdom, Canada, Ghana, South Africa, Japan and Fiji. All other nationalities are required to complete the required identification card preferably prior arrival Australia. Seamen's Identification Card obtainable from Australian Consul or from Australian Agents.

CONSULS:

American Consulate General, 14 Commercial Road, Melbourne. Tel. 26–1651.
Belgian Consulate, 106 King Street, Melbourne. Tel. 62–7104.
Brazilian Consulate, 411 Collins Street, Melbourne. Tel. 62–6921.
Chile Consulate, 30 Pascoe Ave., Bentleigh. Tel. 97–4217.
China Republic of Consulate, 422 Collins Street, Melbourne. Tel. 67–4050.
Danish Consulate (Royal), 628 Bourke Street, Melbourne. Tel. 67–6848.
Dominican Republic Consulate, 63 Mont Albert Road, Canterbury. Tel. 83–2645.
Ecuadorian Consulate, 382 Flinders Street, Melbourne. Tel. 62–1686.
Finnish Consulate, 160 Queen Street, Melbourne. Tel. 60–0521.
French Consulate, 34 Queens Road, Melbourne. Tel. 26–2591.
German Consulate-General, 480 Punt Road, South Yarra. Tel. 26–1261.
Greek Consulate, 34 Queens Road, Melbourne. Tel. 26–4524.
Greek Consulate (Royal), 239 Exhibition Street, Melbourne. Tel. 663–4179.
Honduras Consulate, 40 Washington Street, Toorak. Tel. 24–6413.
Icelandic Consulate, 277 William Street, Melbourne. Tel. 67–8531.
Italian Consulate-General, 34 Anderson Street, South Yarra. Tel. 26–1566.
Japanese Consulate, 34 Queens Road, Melbourne. Tel. 126–984.
Mexican Consulate, 84 William Street, Melbourne. Tel. 67–4929.
Netherlands Consulate-General, 34 Queens Road, Melbourne. Te . 26–2511.
Norwegian Consulate, 131 Queens Bridge St. Sth., Melbourne. Tel. 61–2093.
Panama Consulate, 37 Queens Street, Melbourne. Tel. 62–2594.
Peruvian Republic Consulate, 341 Collins Street, Melbourne. Tel. 62–5683.
Philippines Consulate, 100 Exhibition Street, Melbourne. Tel. 63–2640.
Portugal Consulate, 401 Collins Street, Melbourne. Tel. 62–4286.
Royal Thai Consulate-General, 15 Balaclava Road, East St. Kilda. Tel. 52–3303; 2 City Road, South Melbourne. Tel. 62–4555.
Spanish Consulate, 142 Mont Albert Road, Canterbury. Tel. 83–3828.
Swedish Consulate (Royal), 21 St. Georges Road, Toorak. Tel. 24–8172.
Switzerland Consulate, 31 Queens Street, Melbourne. Tel. 62–4250.
Uruguayan Consulate, 138 Flinders Street, Melbourne. Tel. 63–7111.
Venezuela Consulate, 8 Lisson Grove, Hawthorn. Tel. 81–5162.

REPAIRS: All major repairs possible.
DRYDOCKS: 3. Largest Dock 527 ft. × 72 ft.
REPATRIATION: All facilities available for effecting crew changes and repatriation – namely sea, air and rail.
HOLIDAYS: Sunday, Christmas Day, Good Friday, Labour Day, Picnic Day, Anzac Day: with exception of Sunday are regarded as "close holidays" and waterside workers cannot be required work on these days. Only work of special nature performed on these days by agreement.

Following ordinary holidays observed: Boxing Day, New Year's Day, Australia Day, Easter Monday, Queen's Birthday, Melbourne Cup Day.

On Boxing Day and New Year's Day, waterside workers will work on following classes of vessels only, namely:

(*a*) Passenger ships to sail on schedule.
(*b*) Ships to finish and sail before next pick-up of labour.
(*c*) Ships, which in opinion of local Board of Reference, should be declared "Urgent Vessels".
(*d*) Marine casualties.

On remaining ordinary holidays work performed if required by an employer. Work performed on holidays subject premium rates of pay.
POLICE/AMBULANCE/FIRE: Fire, Ambulance, Security – Port Emergency Service. Tel. 61–2861 or by, VHF Radio Channel 16 "Melbourne Port Emergency".
TELEPHONES: Telephone can be placed aboard at all berths. Charge 90 cents per quarter day includes service charge and local calls. Trunk calls cannot be made from shipboard phones.
GENERAL: Shipping Control Centre operates to co-ordinate movement of vessels within port, all arrangements being made after notification of arrival or departure time received from Ship's Agent or Master.

Radio call sign "Harbour Control" and following frequencies and channels available:

156·3 M.Hz. Channel 6 Used for Interstate Shipping.
156·4 ,, 8 Instructions to and from tugs and pilots.
156·6 ,, 12 Vessels at anchor.
156·8 ,, 16 Calling and safety channels.

Present radio procedure prior to entering Port Phillip Bay is to communicate initially with "Lonsdale" on Channel 16 then on a channel as directed by "Lonsdale" regarding estimated time of arrival, pilot arrangements, etc. When approaching Port communications with "Harbour Control" initially on Channel 16 then on channel as directed for berthing information.

SERVICES: Tank cleaning. Compass adjusters available.
SHORE LEAVE: Crew allowed ashore. Visitors to ship after dark require permit issued by Master. No passport required while ashore.
PORT AUTHORITY: Melbourne Harbour Trust Commissioners, 29 Market Street, Melbourne, 3000. Tel. 61–3281. Cable: Harbour–Melbourne.

AGENTS: James Patrick & Co. Pty Ltd., Box 4329 GPO, Melbourne, Victoria, 3001. Cables: "Rikpat". Tel. 61–2941. Telex. 30456. After hours Tel. 96–5131.

NEWCASTLE, N.S.W.: 32.56 S. 151.47 E.

DOCUMENTS: See Melbourne.
PILOTAGE: As much notice as possible through Maritime Radio, Sydney (VIS), amending 2 hours prior arrival. Amendment through Channel 16 VHF, to Harbour Control. Telegraphic address "Marboard". Pilot vessel painted high-visibility orange, "Pilots" on deckhouse in black paint. Boarding ground on side East of entrance. A good lee, speed 3–5 knots, no boatrope, ladder 8 ft. above water with manropes.
ANCHORAGE: No good anchorages off port. A restricted anchorage exists immediately off entrance. No anchorages within the port.
RESTRICTIONS: Entrance channel dredged to 36 ft. – a minimum keel clearance of 10% draft required. Certain berths within port may only be worked during slack water or early ebb tide.
MAX. SIZE: Maximum length of 800 ft., no beam restriction, draft up to 38 ft.
HEALTH: Pratique granted at all hours. Automatic rules apply where pratique granted in prior Aust. port. Vessels proceed directly alongside where pratique is granted. Also see "Melbourne".
HEALTH: Pratique granted 6 a.m. to 10.00 p.m. Automatic rules apply where pratique granted in prior Aust. port. Vessels proceed directly alongside where pratique is granted. Also see "Melbourne".
RADIO: All radio messages through Sydney (VIS).
TUGS: Tugs usually come alongside shortly after entering breakwater. Ship's lines for tug on lines, tug's lines for tugs alongside.
BERTHING: See "Entry restrictions". 30 berths varying from 500 ft to 2,025 ft. Depths alongside up to 38 ft.
RADAR/VHF: No port radar. VHF channels 16, 13, 12, 4. Pilot has own set. Also see "Sydney–VHF".
MEDICAL: All hospital facilities available.
TANKERS: One tanker berth – 33 ft. depth water alongside, 600 ft in length.
DENSITY: Density varies considerably throughout port, with particular reference to upstream rains.
FRESH WATER: Available all berths, 4–15 tons per hour delivery dependent on other demands.
FUEL: Normal bunkering available by either road or barge, or pipeline at inflammable liquids wharf.
FIRE PRECAUTIONS: Written notice to Fire Brigade for tankers.
DEVELOPMENTS: New cargo berth completed, suitable for unit and limited container traffic. Depth alongside 36 ft. ISLW. New grain berth with four loading heads can accommodate vessels up to 50,000 dwt.
GANGWAY/DECK WATCHMEN: Services of watchmen available and recommended ($1.50 hourly average).
OPENING/CLOSING HATCHES: Dependent on type of cargo and hatch (coal, wheat, ship's crews close hatches).
CERTIFICATES AND CUSTOMS ALLOWANCES: See "Melbourne".
CARGO GEAR: No additional other than wire preventers to derrick heads if rope guys used. Also see "Melbourne".
CREW I.D. CARDS: See "Melbourne".
CONSULS:

France: K. L. Robbins, French Consular Agent, 11 Watt Street Newcastle.
Netherlands: PO Gastelaars. Vice-Consul, 6 Bar Beach Avenue Newcastle.
Norway: W. E. Alexander, Vice-Consul, 17 Bolton Street, Newcastle.
Sweden: G. E. Sanderson, 44 King Street, Newcastle.

REPAIRS: Most deck and engine repairs.
DRY DOCK: One floating dock, government managed, 630 ft. × 82 ft. Dimensions – roughly 15,000 tons.
REPATRIATION: Normal facilities available.
AIRPORTS: Two, roughly 7 miles from city. Several flights daily to Sydney.
TIME: GMT plus 10 hours. No daylight saving.
HOLIDAYS: Cargo work can be arranged on holidays at higher rates. No Saturday p.m. work unless vessel is proceeding to sea.
POLICE/AMBULANCE/FIRE: dial 000 for Emergency.
TELEPHONES: 'Phones available at all working berths. Costs 50 cents daily plus cost of calls plus 30 cents booking fee.
SERVICES: Compass adjusters and surveyors available.
DELAYS: Waiting for coal berths occasionally, usually no wait for general cargo wharves.
AUTHORITY: Branch Manager, Maritime Services Board of NSW, Newcastle. Tel. 24593.

AGENT: James Patrick & Co. Pty Ltd., Box 447 PO, Newcastle, NSW 2300. Cables "Rikpat Newcastle NSW". Tel. 2–2353.

PORT AUGUSTA, S. Aus.: 32.29 S. 137.46 E.

CERTIFICATE/DOCUMENTS/HEALTH: See "Melbourne".
PILOTAGE: One mile N.W. of Eastern Shoal North Beacon. The regulation pilot ladder secured four steps up from water and manropes are required. Boat ropes not required.
RESTRICTIONS: 16 ft. low water. Minimum 2 ft. under keel No navigation at night. Maximum length 450 ft. overall. Tug required for vessels 410 ft. and over.
TUGS: From Port Pirie or Whyalla.
BERTHING:

No. 1	South	370 ft.	Depth 20 ft.
No. 2	Centre	400 ft.	,, 20 ft.
No. 3	North	420 ft.	,, 18 ft.

Total length of wharf 1,190 ft.

FRESH WATER: 10 ton per hour.
REPAIRS: Minor repairs only.
TIME: GMT plus 9½ hours.
TELEPHONE: Police 2241; Fire Brigade 2758; Hospital 2201.

AGENT: James Patrick & Co. Pty Ltd., Box 38–APO, Port-Pirie, SA. Cables "Rikpat". Tel. 323222 or 323423.

PORT GILES, South Australia: 35.02 S. 137.46 E.

On Western shore of Gulf of St. Vincent, 36 miles S.W. direction from Port Adelaide. Port officially opened 23rd May, 1970. For entry formalities not listed below, see "Adelaide".
PILOTAGE: Compulsory. On first entry into Australia, pratique and surveys carried out at Semaphore anchorage Port Adelaide where Pilot will also board. If proceeding direct to Port Giles, 12 hours pilotage notice required.
ANCHORAGE: Macdonnell sound, 7 miles from berth. Also see "Pilotage".
MAX. SIZE: Vessels up to 40,000 tons dwt. able to load fully and depart at lowest tide. Normal limit to length of vessel 675 ft., beam 95 ft.
BERTHING: The new jetty, about 1½ miles North of Giles Point, reaches out from the shore some 2,000 ft. to the seaward end dolphin. The ship's berth has a depth of 38 ft. below low water over a length of 840 ft. Grain transported from Silos to ship's side by conventional belt conveyor capable of handling 800 tons an hour. Alongside ship, elevated gallery with 5 swivelling and telescopic booms feeds grain into any hold without movement of ship along berth. Each boom has a maximum load rate of 400 tons an hour so that at least two must be used to achieve full ship loading rate.
TUGS: None. Mooring launch available, but if tugs required, must be obtained from Port Adelaide.
FRESH WATER: Available.
TELEPHONES: Available on berth.
FUEL/REPAIRS: None.
TIDES: Mean high water springs 6·6 ft., mean high water neaps 4·0 ft. (Edithburgh).
VHF: VHF radio telephone (Edithburgh Base Station).
AUTHORITY: Department of Marine and Harbours, 211 Victoria Square, (GPO Box 679E), Adelaide, South Australia, 5000. (Street Address), 5001 (Private Box).

AGENT: See " Adelaide".

PORT HEDLAND, W.A.: 20.18 S. 118.35 E.

CERTIFICATES/DOCUMENTS/HEALTH/CARGO GEAR: See "Melbourne".
PILOTAGE: Compulsory. Arranged through Harbour Master. Pilot boards 5·7 miles 350 degrees (T) from Sinucane Is. Water Tower.
RESTRICTIONS: Dredged outer channel 7 miles long, 600 ft. wide, depth 37 ft. LWOST. Inner channel 34 ft. LWOST. Vs. should not approach channel from East.
MAX. SIZE: See "Berthing".
TUGS: 2 available.
BERTHING: 1 berth Sinucane Island. Max. length 835 ft., max. beam 110 ft. Depth alongside 51.5 ft. LWOST. Mount Newman Iron Ore Loading Pier, max. length 925 ft., max. beam 130 ft. Depth 56 ft. LWOST. Government berth general cargo and salt, depth alongside 40 ft. LWOST, max. length 650 ft. or up to 780 ft. on prior advice. At jetty depth 20 ft. LWOST, max. length 400 ft.
FUEL: Black and white oil available at Government berth.
STEVEDORES: 4 gangs, continuous hours as required. Rate 9 tons/hour per gang. 50 tons/hour per gang for manganese.
FRESH WATER: Limited quantities only in emergency.
REPAIRS: Not available.
DEVELOPMENTS: New berth 1,000 ft. long and possible depth alongside 56 ft. Also second similar berth contemplated.
TIME: GMT plus 8 hours.
AUTHORITY: Harbour & Light Department, 1 Cliff Street, Fremantle, WA 6160.

AGENT: James Patrick & Co. Pty Ltd. PO Box 81, Anderson Street, Port Hedland, W. Australia 6721. Cables "Rikpat". Tel. 31–022. After hours tel. 31–809.

PORT KEMBLA, N.S.W.: 34.28 S. 150.54 E.

CERTIFICATES/DOCUMENTS/HEALTH/CUSTOMS ALLOWANCES/CARGO GEAR: See "Melbourne".
PILOTAGE: Compulsory. Boarding ground situated off entrance, leading beacons in line. Charges $2.3 per gross reg. tons and $1.15 maximum pilotage $21.00 Minimum $22.00. Pilots equipped VHF.
MAX. SIZE: Max. length 950 berthing space, depth 42 ft., depth Inner Harbour entrance 36 ft. Vessels up to 850 ft. length, 38 ft. draft acceptable.
HEALTH: See "Melbourne".
TUGS: Two available, 1,000 h.p.
BERTHS: Outer Harbour has 15 berths, Inner 4.
STEVEDORES: Available.
VHF: In Signal Station and Pilot Tender. See "Sydney–VHF".
DENSITY: Average 1025.
FRESH WATER: Available at all berths.
FUEL: Marine fuel, light diesel and gas oil available at Inflammable Liquids Berth on No. 6 Jetty also AIS Inner Harbour Berths.
DEVELOPMENTS: The provision of two additional cranes for No. 6 jetty, of 16 ton capacity, is in early planning stage.
In Inner Harbour, dredging will commence shortly to provide depth of 36 ft. for an additional berth, 800 ft. in length, on South-western side of Western Basin for the Australian Iron and Steel Pty Ltd. The company proposes at this stage to install four 30-ton cranes on this berth which will be used primarily for handling of finished products. Dredging will also be undertaken, in area immediately North of Ship Repair and Tie Up Berth in Eastern Basin, to provide a sufficient depth of water for roll-on/roll-off berth.
GANGWAY/DECK WATCH: Carried out by crew.
OPENING/CLOSING HATCHES: Crew/stevedores.
CREW IDENTIFICATION: See "Melbourne".
TIME: GMT plus 10 hours.
REPAIRS: Major repairs undertaken.
AIRPORT: Kingsford Smith International Airport, Sydney.
TELEPHONES: Pilot Station 40761; Signal Station 41089. Telephones available rental charge $1.75 per week. Minimum charge of $3.50.
AUTHORITY: Maritime Services Board of NSW, Circular Quay West, Sydney NSW 2000.

AGENT: James Patrick & Co. Pty Ltd., Box 83 PO, Port Kembla, New South Wales 2505. Cables "Rikpat". Tel. 4–2267. After hours tel. 95–1082.

PORT LATTA, Tasmania: 40.51 S.145.23 E.

DOCUMENTS:
4 Crew Lists, Commonwealth No. MSL.
1 Customs Store List, Commonwealth No. 42A.
1 Personnel Effects, Commonwealth No. 5.
1 Quarantine/Animals, Commonwealth No. QA4 and QA5.
1 Smallpox Vaccination Register.

PILOTAGE: Compulsory pilotage from anchorage to berth. Pilot remains on board throughout loading. Pilot station equipped VHF radio Channels 16, 12 and 6. Pilots and line boats stationed at small boat harbour, Port Latta. Pilot boards at anchorage. Vessels communicate with Port Latta Marine Department on normal ship-shore frequencies, through Australian coastal stations, addressing message to "Pickands Burnie" prefixed "Shipserv". ETA required 10 days, 2 days, 1 day prior. Accommodation ladder to be rigged and ready on port side.
ANCHORAGE: One mile radius from point with Rocky Cape Light. Bearing 130° (T) × 5 miles (16 fthms).
RESTRICTIONS: Vessels berth on arrival day or night, weather permitting. Approach channel and depth alongside berth 50 ft.
MAX. SIZE: Length, 850 ft. LOA; beam 130 ft.; draft 45 ft.; 9 ft. range of tide.
HEALTH: Commonwealth appointed health doctor will board on arrival, weather permitting, for crew inspection. Doctor requires one copy Crew List and one copy Smallpox Vaccination Register. Doctor boards only when Port Latta first port of call.
RADIO: Radio messages addressed to "Shipserv. Pickands, Burnie" and Agent.
TUG: Will join vessel at anchorage. Tug stationed at Port of Stanley and will stay with vessel throughout loading. The use of tug or ship line is at discretion of Pilot. No extra charge made for use of tug lines.
BERTHING: Vessels berth port side alongside using starboard anchor. Lines required: Six 120 fathom lines and one wire backspring at each end of vessel. One berth where vessel moors to buoys and alongside two dolphins. A 6,000 ft. long steel structure carries ore conveyor to two ship loaders each protected by a dolphin. Minimum depth of water in berth and approaches 50 ft.
MEDICAL: Minimum of 24 hours notice required by Agent to arrange doctor. Hospitals situated at Smithton, 19 miles; Wynyard, 25 miles.
TANKERS: Berth in daylight only if sufficient time to ensure one hour pumping before sunset. Hose 10 in. diameter, discharge line only, no facilities for receiving ballast or slops. Maximum permitted draft 45 ft.
DENSITY: 1,025.
FRESH WATER: Limited quantity from tug – 40 tons.
FUEL: Not available.
FIRE REGULATIONS: Standard Mines Department fire regulations.
OPENING/CLOSING HATCHES: Ship responsibility.
SHIP CERTIFICATES: Required: De-rat., Safety Equipment, Load Line, Registered Tonnage.
CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes or 8 ozs. tobacco per man. Wine/Spirit, One quart per man, bottle/bottles must be unsealed.
CARGO GEAR: None required.
IDENTIFICATION CARDS: See "Melbourne".
CONSULS: No consulates.

REPAIRS: Minor repairs can be carried out by local contractors.
REPATRIATION: Agents can arrange repatriation and crew changes.
AIRPORT: Nearest airport 25 miles at Wynyard with daily domestic flights to mainland for international flight connections.
TIME: Local time on Eastern Australian Standard. GMT plus 10 hours. Tasmanian summer exists between October and March, GMT plus 11 hours.
HOLIDAYS: Cargo loading continuous throughout public holidays.
POLICE/AMBULANCE/FIRE: Police, Stanley 40; Ambulance, Smithton 2–1221; Fire, Forest 58–3123.
TELEPHONES: No arrangements available for placing phone on board ship. Use of company phone can be arranged for business matters.
SHORE LEAVE: Shore leave is allowed providing sufficient crew remain on board to handle vessel for clearing berth.
AUTHORITY: Port Latta Marine Department. Tel. Rocky Cape 43–4104 and 43–4175. Telex Pickand 58522.

AGENT: Sub-agent of James Patrick & Co. Pty. Lid., Melbourne.

PORT LINCOLN, S.A.: 34.47 S. 135.54 E.

DOCUMENTS: See "Melbourne".
PILOTAGE: Compulsory. Pilot board 1½ miles South-east or East-south-east of Boston Point.
APPROACHES: Depth in approach channel 30 ft.
BERTHING: Kirton Point Jetty oil tanker berth at "T" head, berthing space 900 ft., depth 32 ft. Shipping pier depth 27 and 28 ft. Bulk grain loading berth 670 ft. long, depth 32 ft. Maximum beam permissible 80 ft. Broken Hill Jetty (Copper Bay) jetty and berth with mooring dolphins. Distance between outer dolphins 882 ft. Depth 34 ft. LWOST. Loading rate 1,900/2,000 per hour. Maximum beam permissible 80 ft.
FUEL: Not available.
FRESH WATER: Available at jetty and shipping pier. Not available at Broken Hill (Copper Bay) berth.
TUGS: 1 tug available.
VHF: Radio telephone in operation.
AUTHORITY: Department of Marine and Harbours, 211 Victoria Square, Adelaide, SA 5000. For Port Lincoln proper: Broken Hill Proprietary Co. Ltd., PO Box 21, Whyalla, SA 5600.

AGENT: Sub-agent of James Patrick & Co. Pty Ltd., Adelaide.

PORT PHILLIP, Vic.

CERTIFICATES/DOCUMENTS: See "Melbourne".
PILOTAGE: Two vessels, *Wyuna* and *Akuna,* one of which kept on station outside Port Phillip Heads, within limits of cruising station, except for short periods when making shore contacts and from 0900 to 1100 local time each Monday. *Wyuna* has two masts, buff coloured hull and funnel with white painted superstructure.

The *Akuna* relief pilot vessel, steamship, one mast, buff coloured hull, funnel and white painted superstructure. Pilot vessel on station exhibits by day from foreyard mast, horizontal striped flag, upper half white and lower half red. At night lights as prescribed in Rule 8 of the International Collision Regulations for a pilot vessel over 65 ft. in length.

Cruising Station: Cruising station extends seaward to 15 miles 221° from centre of fairway between Port Phillip Heads, from which position the Western boundary extends in 334° direction towards coast at Zealey Point, and Southern boundary in 092° direction towards Cape Schank until Arthur's Seat bears 050°, which line towards coast forms Eastern boundary of station. Generally, pilot vessel cruises from 2 to 5 miles 225° from Point Lonsdale Lighthouse in order keep Westward of confused seas caused by tide race through entrance.

Radio message sent direct to pilot vessel 24 hours prior to arrival advising ship's deepest draught and estimated time of arrival at Port Phillip Heads, subject to confirmation pilot vs. If not in sight, vessels stand off at least 5 miles from Point Lonsdale and make inquiries addressed by visual signals or VHF radio telephone to Point Lonsdale Signal Station.
RADIO: Masters requiring Pilots are informed that a W/T watch is kept on pilot vessel at the following times;

GMT	Corresponding to	Melbourne Time
0000–0200	,, ,,	1000–1200
0400–0600	,, ,,	1400–1600
0800–1000	,, ,,	1800–2000
1200–1400	,, ,,	2200–2400

Call sign for *Wyuna* is VKVS, frequency 500 kc/s, and *Akuna,* VLBX, frequency 500 kc/s. Continuous watch also kept on VHF radio telephone 156·8 Mc/s, channel 16. Fog Signals: In thick weather, pilot vessel will, in addition to normal fog signal, sound four short blasts on whistle or siren to identify itself.

Stringent regulations regarding pilot access. Ladder firmly to ship's side not less than 5 ft. (1·5 metres), not more than 30 ft. (9 metres). Treads of ladder not less than 19 in. (48 cm.) long, 4½ in. (11·4 cm.) wide and 1 in. (2·5 cm.) thick. In rough weather deep-laden tankers and bulk carriers rig from centre castle. Spreaders to prevent twisting. Two 3 in. man ropes secured on deck each side of ladder and long enough to reach water. Adequate lighting.
ANCHORAGE: Quarantine Anchorage: if, from Quarantine Regulations, southerly gales, or other causes, it is necessary to anchor off Quarantine Station, a vessel drawing more than 20 ft. should anchor to Northward, with jetty bearing 195°, in depths of from 48 to 54 ft., from 3 to 6 cables off-shore; and at night in white sector of jetty light, visible from 126° through South to 195°, preferably with that light bearing 180°, and Point Lonsdale light bearing 280°.

Symonds Channel Anchorage: good anchorage clear of all fairways, in red sector of Low light, and well to windward of southern shore in northerlies, is to be had in the middle of Symonds Channel close to its Southern end. A good berth is in a depth of about 40 ft. with Queenscliff High Light bearing 286°, and No. 3. (Tuckey) West Channel in transit with Coles Channel Light. Queenscliff Anchorage: in anchoring off Queenscliff, care should be taken to keep clear of West Channel fairway by bringing up as near as possible to North-western side of channel. A good berth in a depth of 38 ft. and in red sector of Low light, may be obtained with High Lighthouse bearing 284° distant half a mile, and fixed green light at Queenscliff South pier head bearing 336°.

Vessels awaiting berths in the Port of Melbourne are normally directed to anchor at pilot's discretion South of Gellibrand light and clear of the Melbourne ship channel.
RESTRICTIONS: Tides at Port Phillip Heads: see cautionary Notice No. 2 Admiralty Chart No. 1171.

In entrance tidal stream runs at strongest at times of High and Low water and ebb stream may at times exceed 9 knots. Care must be exercised to keep Westward off tidal stream in the Fairway whilst awaiting or embarking pilot.

Low-powered vessels and vessels over 34 ft. draught are requested to radio Pilot vessel as to a suitable time to arrive at Pilot Boarding Ground as their passage through the Entrance is governed by tidal stream.
MAX. SIZE: The maximum size draught restriction at Port Phillip Heads is 38 ft.; however, current depths of internal channels limits the maximum draught of vessels to 36 ft.
HEALTH: Pratique procedures and required information should be sought from the Department of Shipping and Transport, 35 Elizabeth Street, Melbourne, 3000. Also see "Melbourne".
RADIO: "Melbourne Radio" (Call sign VIM) station through which vessels can best route ETA cables. Cables to Pilotage establishment should be addressed "Seapilots" Melbourne.

AGENT: James Patrick & Co. Pty Ltd. Box 4329 GPO, Melbourne, Victoria 3001. Cables "Rikpat". Tel. 61–2941. Telex 30456. After hours tel. 96–5131.

PORT PIRIE, S. Aus.: 33.10 S. 138.02 E.

CERTIFICATES/DOCUMENTS/HEALTH: See "Melbourne".
PILOTAGE: Pilot boarding station is one mile NW of Eastern Shoal North Beacon. Regulation pilot ladder secured four steps up from water and man-ropes required. Boat ropes not required.

The port serviced by VHF in the following ways: Port Pirie Harbourmaster in office hours or Watchman outside office hours, all have channels 6, 12 and 16. Pilot Launch *E. A. Farquhar*; Mooring Launch *Tarparrie*; Motor Tug *Tenacious* (11 ton pull); Motor Tug *Mudgee* (5 ton pull). Vessels not boarded earlier than 0530 in summer months and 0600 in winter months.
RESTRICTIONS: Ships berth in order of first come first served except in special circumstances. Required depth under keel 4 ft. Oil tankers must be clear of channel before sunset. They are required use manilla or nylon springs, they are not permitted to change pipelines between sunset and sunrise.
MAX. SIZE: Overall length limit 580 ft. BP limit 550 ft.
RADIO: VHF (see Pilotage).
TUGS: Tug will be required for vessels of 410 ft and over.
BERTHING:

No. 1	24 ft.	LW	General Rail
No. 2	27 ft.	,,	Silo
No. 3	24 ft.	,,	Tankers
No. 4	19 ft.	,,	Tugs and Launches
No. 5	27 ft.	,,	Bulk Concentrates
No. 6	27 ft.	,,	Bulk Concentrates
No. 7	27 ft.	,,	Zinc Concentrates (Interstate)
No. 8	27 ft.	,,	Lead Pigs
No. 9	27 ft.	,,	Lead Pigs
No. 10	27 ft.	,,	Coke (Inwards)
No. 11	12 ft.	,,	Acid

There is 500 ft. overall length limit at No. 1 Berth. At Nos. 2, 3, 5, 6, 7, 8, 9 and 10 Berths the port maximum of 580 ft overall is the limit.
FRESH WATER: Fresh water available all berths at rate of 10–15 tons per hour.
REPAIRS: Subject special arrangements.
TIME: GMT plus 10 hours.
TELEPHONES: Police 9; Fire Dept. 42; Harbourmaster 158.

AGENT: James Patrick & Co. Pty Ltd., Box 38 APO, Port-Pirie, SA. Cables "Rikpat". Tel. 21 or 40. After hours tel. 479.

PORT STANVAC, S.A.: 35.06 S. 138.28 E.

DOCUMENTS: See "Melbourne".
PILOTAGE: Compulsory. Mooring Master acts as Pilot.
RESTRICTIONS: Approach channel depth 40 ft.
TUGS: Obtainable from Port Adelaide.
MAX. SIZE: Draft at Wharf 32 ft., draft at Sea berth 51 ft.
BERTHING: 2 berths. Jetty berth max. length 560 ft., depth 35 ft. Tanker berth max. length 1,000 ft., depth 60 ft.
VHF: Call sign "Port Stanvac". Channels 9, 14 and 16.
FUEL: Fuel and diesel at jetty. Fuel only at tanker berth.
FRESH WATER/REPAIRS: None.
AUTHORITY: Petroleum Refineries (Australia) Pty Ltd. GPO Box 1905, Adelaide, South Australia 5001.
AGENT: Sub-agent of James Patrick & Co. Pty Ltd., Adelaide.

PORTLAND, Vic.: 38.20 S. 141.37 E.

CERTIFICATES/DOCUMENTS/HEALTH: See "Melbourne".
PILOTAGE: Compulsory. Pilot boards ¼ to ½ mile from main breakwater. VHF channels 12 and 16, channel 16 listening hours 8.30 a.m.–5 p.m. ETA to Harbour Master using prefix "Shipserv". Pilot boat grey hulled tug 45 ft., white deck house, word Pilot on board above deck house. Charges $16 each way to $55 each way.
ANCHORAGES: Portland Bay clear ¼ to ½ mile North and NE of main breakwater. Holding ground good, though not recommended in strong Easterly or Southerly weather.
RESTRICTIONS: Tankers berthing daylight hours only.
MAX. SIZE: Draft 34 ft. 6 in., length 750 ft.
RADIO: See "Pilotage", also radio stations Melbourne, Sydney and Adelaide.
TUGS: Three available from 250 hp to 1,600 hp.
VHF: VHF Channel 16.
TANKERS: See "Restrictions". Diameter of load/Discharge lines 8 in. 1 berth only 32½ ft. draught. No slop facilities.
DENSITY: 1025.
FRESH WATER: Available all berths at loading rate of 20 tph at 60 cents per 1,000 gals.
FUEL: Available.
FIRE PRECAUTIONS: Equipment available at $500 per day (portable) plus delivery charge.
GANGWAY/DECK WATCHMEN: Crew perform this duty.
OPENING/CLOSING HATCHES: Carried out by crew.
CUSTOMS ALLOWANCES: (*a*) Tobacco: 400 cigarettes or 1 lb. tobacco or 80 cigars. (*b*) Wine/Spirit: 2 bottles beer per man per day. Spirit 1 bottle per man.
CREW IDENTIFICATION: See "Melbourne".
REPAIRS: Minor repairs only.
REPATRIATION: Available.
AIRPORT: 2 miles from port area.
HOLIDAYS: Xmas Day, Picnic Day, Anzac Day, Labour Day, Good Friday, No work carried out.
FIRE/POLICE/AMBULANCE: Police 2–1999; Ambulance 2–1666; Fire 2–2998.
TELEPHONES: Available at all berths $2.00 for connection.
AGENT: Sub-agent of James Patrick & Co. Pty Ltd., Melbourne.

RAPID BAY, S.A.: 35.32 S. 138.12 E.

DOCUMENTS: See "Melbourne".
PILOTAGE: Not compulsory but recommended. Pilot station as for Port Adelaide.
LOCATION: On Eastern shore of St. Vincent's Gulf about 55 sea miles South of Port Adelaide.
BERTHING: "T" shaped jetty 1,600 ft. long, "T" head 737 ft. berthing length. Depth 29 ft. LWOST. Loading rate 1,100/1,200 tons per hour. Height of chute above water LWOST 38 ft.
FRESH WATER: Small emergency supplies only.
FUEL: Small emergency supplies only by road tankers from Port Stanvac.
TUGS/REPAIRS: None.
OPERATIONS: Working hours flexible to suit vessels requirements.
VHF: Available.
AUTHORITY: Broken Hill Proprietary Co. Ltd., Box 21, Whyalla, SA 5600.
AGENT: Sub-agent of Messrs. James Patrick & Co. Pty Ltd., Adelaide.

ROCKHAMPTON, Queensland: 23.24 S. 150.33 E.

CERTIFICATES/DOCUMENTS: All determination carried out by ship's agents either in Rockhampton or at main agent's office. Also see "Melbourne".
PILOTAGE: Agent notifies Pilot of ETA, and boarding time then determined by pilot, taking into consideration circumstances prevailing.
ANCHORAGES: Anchorage for Port Alma is Timandra Buoy, approximately thirteen (13) miles from Port.
RESTRICTIONS: At Pilot's discretion. Minimum channel depth 25 ft. LWOST.
MAX. SIZE: Present facilities comprise 950 ft. Concrete Wharf plus Bulk Loading Berth and Conveyor also utilised as tanker berth. All berths carry 32 ft. LWOST.
HEALTH: Health regulations carried out by agents. Pratique only necessary when port is first port of call. See "Melbourne".
RADIO: VIR Rockhampton.
TUGS: Tug assistance obtainable if required from Port of Gladstone.
BERTHING: Berth at Pilot's discretion after receiving advice from agent as to ETA.
STEVEDORES: Agent advises Stevedoring Company of ETA. Requisitions to be lodged for labour before 1.00 p.m. on previous day. No requisition can be lodged from 1.00 p.m. Friday to 1.00 p.m. Monday.
VHF: On pilot vessel only.
MEDICAL: All medical requirements carried out by agent. Hospital available 40 miles from Port Alma.
TANKERS: 10 inch disch. lines. No slop facilities. 1 berth 32 ft. LWOST.
FRESH WATER: Fresh water available by road transport only, necessitating road haul or 40 miles, average cost $14.00/1,000 gallons.
FUEL: No bunkering facilities available. Installations contemplated in near future. All grades of fuel available by road transport.
FIRE PRECAUTIONS: Usual precautions as laid down by Marine Board of Queensland.
GANGWAY/DECK WATCHMEN: Crew.
OPENING/CLOSING HATCHES: Crew.
CUSTOMS ALLOWANCE: Under supervision by Custom's Department. 200 cigarettes or 1 lb. of tobacco each 10 days. Wine/Spirits no definite information available.
CARGO GEAR: As per the navigation Act. See "Melbourne".
IDENTIFICATION CARDS: See "Melbourne".
CONSULS: Norway telephone 24291.
REPAIRS: Minor repairs only.
REPATRIATION: Facilities available.
AIRPORT: Regular services 43 miles from Port Area.
TIME: GMT plus 10 hours.
HOLIDAYS: Christmas Day, Good Friday, April 25th and Waterside Workers' Picnic day.
POLICE/AMBULANCE/FIRE: Telephone No. 000. 40 miles distance.
TELEPHONES: No provisions for placing telephone on board ship. Public telephone on Wharf.
AUTHORITY: Rockhampton Harbour Board, Box 9, GPO, Rockhampton, Queensland 4700. Telephone 22205.
AGENT: Sub-agents of James Patrick & Co. Pty Ltd., Brisbane.

SAMSON POINT, W.A.: 20.37 S. 117.12 E.

DOCUMENTS/HEALTH: See "Melbourne".
ANCHORAGE: Anchorage can be obtained in a depth of about 4 fathoms, sand, with Jarman Island Lighthouse bearing 192° and Popes Nose bearing 259°, or nearer Samson Point in a slightly less depth.
BERTHING: Neck approach to jetty is 2,269 ft. long extending then to berths, one on each side of spring piling system on each side of jetty. Heavy coir moorings are used in conjunction with ships moorings as a precaution against swell conditions.

Vessels berthed "head in" and extra mooring arrangements enable vessels of up to 475 ft. to be moored alongside, but with vessels in excess of 400 ft. in length, No. 1 hatch cannot be used, either for loading or discharging. Although minimum depth of 22 ft. of water in normal berth, at LWOST it shallows to shoreward and vessels up to 475 ft. should only allow a depth of 18 ft. forward.

Vessels should only be berthed at slack water. Berthing signals are displayed from mast at end of jetty head.
STEVEDORES: Under normal conditions 3 gangs average 6–8 tons per gang per hour handling cargo.
CARGO GEAR: See "Melbourne".
FRESH WATER: Not available.
TIME: GMT plus 8 hours.
AGENT: Sub-agent of James Patrick & Co. Pty Ltd., Fremantle.

SYDNEY, N.S.W.: 33.55 S. 151.12 E.

DOCUMENTS: See "Melbourne".
PILOTAGE: Compulsory. Pilots boarding ground is within 2 miles of entrance to Port Jackson. Pilot vessels fitted with VHF for communication with other ships. Watch maintained on Channel 16 while at sea and messages conducted on Channel 6.
MOVEMENT DIRECTIONS: See under "VHF".

1. Vessel shall not enter port until authorised to do so by Port Operations Officer.
2. Vessel entering port shall report to Port Operations Officer –
   (*a*) when passing Sea Buoy, Bradley Head, Fort Denison and, where applicable, Longnose Point, and
   (*b*) as soon as secured at berth or anchorage.
3. Vessel proceeding to sea shall report to Port Operations Officer–
   (*a*) 15 minutes before departure.
   (*b*) when passing Longnose Point (where applicable), Fort Denison, Bradley Head and the Buoy and
   (*c*) when clear of port area.
4. Vessel moving from berth or anchorage in port to another shall report to Port Operations Officer –
   (*a*) 15 minutes before moving.
   (*b*) when passing Longnose Point, Fort Denison or Bradley Head, and
   (*c*) when secured at new berth or anchorage.

Note that –
   (*a*) a vessel must not be moved from any berth or anchorage in port without prior approval of Harbour Master (given by Port Operations Officer), and
   (*b*) Every Port Operations officer has been appointed to exercise powers of Harbour Master in giving enforceable directions relating to vessels in Port.

APPROACH DEPTHS: 80 ft. in entrance to Harbour, 42 ft. in East Channel, 45 ft. in West Channel.
HARBOUR BRIDGE CLEARANCE: 171 ft. 9 in. less 8 ft. for painting gantry.
HEALTH: See "Melbourne".
TIDES: Higher High Water 5·2 ft. Lower High Water 4·2 ft. Fort Denison.
RADIO: Sydney – VIS.
TUGS: Powerful modern tugs, operated by private companies, available.

BERTHING: See "VHF".
Woolloomooloo: 8 berths, depths 28 ft. to 37 ft.
Darling Harbour: 22 berths, depths 8 ft. to 36 ft.
Pyrmont: 14 berths, depths 27 ft. to 35 ft.
Glebe Is.: 8 berths, depths 32 ft. to 38 ft.
Sydney Cove: 3 berths, depths 12 ft. to 35 ft.
Walsh Bay: 12 berths, depths 23 ft. to 40 ft.
Balmain: 3 berths, depths 33 ft. to 38 ft.
White Bay: 3 berths, depths 36 ft.
Rozelle Bay: 6 berths, depths 9 ft. to 20 ft.
Snails Bay: 4 berths, depths 36 ft. to 40 ft.
Mort Bay: 2 berths, depths 31 ft. (approx.).
Oil Terminals: See "Tankers".

HEAVY LIFTS:
Woolloomooloo: Berth No. 11 – 2 level luffing 26 ton cranes.
Darling Harbour: Berth Nos. 8, 9 and 10 – 26 ton luffing crane.
Walsh Bay: Nos. 8 and 9 – 1 fixed electric derrick, 20 tons, outer end of wharf.
Balmain: Berth No. 2 – 3 electric portal jib cranes, capacity 20 tons each.
White Bay: Container Berths – Eastern Terminal, 45 ton travelling crane (Berths No. 5 and 6), Western Terminal, 45 ton travelling crane (Berth No. 4). Lancer 25 ton side loaders available. A 60 ton and a 150 ton floating crane available, and a 250 ton crane on Fitting Out Wharf at Garden Island Dockyard.

BULK LOADING: Glebe Island, Berth No. 7 (bulk wheat). Maximum permissible length and beam of ship using Bulk Berth: length about 700 ft., beam 107 ft. Berth No. 8 (bulk soda ash). Maximum length 326 ft., maximum beam 45 ft.
Note: Glebe Island Berth No. 8 is a private berth leased by Imperial Chemical Industries of Australia, and the plant is suitable only for the unloading of bulk soda ash.
Balmain, Berth No. 1 (bulk coal). Maximum length 650 ft., maximum beam 97 ft.

STEVEDORES: Private companies. Stevedoring regulations are the responsibility of an operations supervisor, nominated by the ship's Agent when applying for a berth.

VHF:
1. PORT OPERATIONS AND INFORMATION SERVICE
Service co-ordinates flow of shipping traffic within Port of Sydney to ensure expeditious movement of vessels in safety, and provides information to Pilots and Exempt Masters as aid to safe navigation in Port.
Maritime VHF Radio Service operated by Board for Ports of Sydney, Newcastle, Botany Bay and Port Kembla is integrated into Port Operations and Information Service.
Service manned continuously on watch-keeping basis, each watch being under control of qualified Master Mariner, known as Port Operations Officer, who is responsible to Harbour Master.
Rules to be observed by shipping contained in Port Operations and Information Service Manual, and all shipping using port will be required to observe these rules.
Instructions concerning Maritime VHF Radio Service have been revised to fit in with Port Operations and Information Service. The revised instructions also contained in Port Operations and Information Service Manual.
Copies of Manual may be obtained, on request from the Harbour Master's office.
2. SHORE STATIONS: (Call sign "Harbour Control".)
Interconnected system of stations handling messages for Signal Stations at Newcastle, Sydney and Port Kembla operated from central control using call sign "Harbour Control", will exercise control of service and provide facilities indicated below for area from 50 miles North of Newcastle to 50 miles South of Port Kembla and a distance of 50 miles to seaward.
Ships requested maintain watch on Channel 16 when in this area. If Channel 16 in use for distress, urgency or safety communications, Shore Station will maintain continuous watch on Channel 12 and ships may establish contact with Shore Station on this channel.
On the hour "Harbour Control" will give identification call followed by any general messages or navigational warnings.
On request Shore Station will provide following services:
(*a*) Navigational information.
(*b*) Locking weather reports from Signal Stations.
(*c*) Booking of ship's telephones, shore power supply, temporary lighting and other port services provided by Maritime Services Board of N.S.W.
(*d*) In addition, Shore Station on request from Pilots or Exempt Masters, allocates a channel for use between ships and attendant tugs during berthing operations.
Radiotelephone Discipline. To ensure that the full advantage of efficient communications is achieved, strict radio discipline and attention to procedure, particularly on the Safety and Calling Channel No. 16 is imperative. Messages must be as brief as possible.
3. ADVICE OF ETA – SYDNEY AND NEWCASTLE HARBOURS
Vessels proceeding to Sydney and Newcastle required advise either Shore Station, "Harbour Control" (per medium of Maritime VHF Radio) or "Marboard" (per medium of the coastal radio service) of estimated time of arrival at entrance to port concerned at least two hours prior to such time.
"Harbour Control" maintains continuous watch on Channel 16 for ships reporting ETA.
4. CHANNELS IN USE

Channel No.	*Title*	*Use*
16	Safety and Calling	Initial contact or emergency use. The calling entry to either Port Information, Port Operation or Intership channels.
12	Port Operation (Port information)	Primarily for ships passing and receiving navigational information to and from shore Station ("Harbour Control").
6	Intership	1. For intership communications. 2. Working channel for Pilot Vessels. 3. Allotted by "Harbour Control" for temporary use between ships and attendant tugs at *Port Kembla* on request of Pilot or exempt Master.
8	Berthing Operations	1. Allocated by "Harbour Control" upon request by Pilot or exempt Master for use in *Sydney Harbour* between ships and tugs during berthing operations.
13	Berthing Operations	1. Allocated by "Harbour Control" upon request by Pilot or exempt Master for use in *Newcastle harbour* between ships and tugs during berthing operations. 2. Allocated by "Harbour Control" on request of Pilot or exempt Master for preliminary instruction to tugs prior to commencement of Berthing Operations (Sydney only).
14	Berthing Operations	1. Allocated by "Harbour Control" upon request by Pilot or exempt Master for use in *Botany Bay* between ships and tugs during berthing operations. 2. Allocated by "Harbour Control" for Naval berthing operations and other special purposes.

5. DISTRESS AND EMERGENCY
In the case of fire, explosion, loss of life, sinking, collision, or such emergency, vessels should immediately call on Channel 16 (Safety and Calling) using international R/T distress signal "Mayday" or urgency signal "Pan", followed by name of vessel and signal letters, giving its position and type of emergency and if assistance required.
Other vessels on hearing a distress message must cease any transmissions immediately.
The signal "Mayday" should be used only when ship sending it is threatened by grave and imminent danger and requires immediate assistance.
The signal "Pan" (pronounced Panne) should be used by a station having a very urgent message to transmit concerning its safety, or that of another ship, or of some person on board or in sight.

TANKERS:

	Max. permissible length of vessel	*Depth alongside*
Gore Bay No. 1 Pier, Shell Co. of Aust. Ltd.	850 ft.	45 ft.
" " " 2 " " " " "	560 ft.	31 ft.
" " " 3 " " " " "	560 ft.	30 ft.
Berrys Bay No. 1 B.P. (Aust.) Ltd.	525 ft.	28 ft.
" " 2 " " "	600 ft.	33 ft.
Ballast Point Caltex Oil (Aust.) Pty. Ltd.	700 ft.	29 ft.
Pulpit Point Mobil Oil (Aust.) Ltd.	550 ft.	28 ft.
Chowder Bay Dept. of Navy	560 ft.	31 ft.

FRESH WATER: Available at all berths at a rate of flow of approximately 30 tons per hour.
FUEL: All grades available.
IDENTIFICATION CARDS: See "Melbourne".
CONSULS:

American Consulate General	29–2101
Argentine Consulate General	92–8733
Belgian Consul	32–3934
Brazilian Consulate	32–5603
Bulgarian Consulate General	36–4440
Chile Consulate General	90–7071
Chinese Consulate General	211–3266
Columbia Consulate General	26–2036
Danish Consulate General	27–2224
Ecuador Consul	25–1715
Embassy of Indonesia	37–5247
Ethiopian Consulate General	25–5578
France Consulate General	29–4778
Greece Consulate General	61–9514
Guatemalan Consulate General	61–9955
Israel Consulate General	32–4699
Italian Consulate General	27–9384
Japanese Consulate General	29–6636
Lebanon Consul General	32–6358
Maldives Republic of the Consulate General	35–1824
Mexico Consulate	29–2429
Netherland Consulate General	27–8951
Norwegian Consulate General	27–6377
Peru Consul	29–8144
Philippine Consulate General	27–2324
Polish People's Republic Consulate General	36–2672

Portuguese Consul	76–9220
Switzerland Consulate General	29–1291
Thailand Consulate General	27–2542
Turkish Consulate General	37–5175
Uruguayan Consul	29–2878
Yugoslavia Consulate General	36–7467

REPAIRS: Every facility available.
DRY DOCKS: Captain Cook Dock, Garden Island – length 1,139 ft., No. 1 Sutherland, Cockatoo Island – length 690 ft., No. 2 Fitzroy, Cockatoo Island – length 478 ft. Several smaller dry docks and a number of slipways available.
CERTIFICATES:
Last Port Customs Clearance.
Ship's Register.
Load Line.
Safety Radio.
Safety Equipment.
Ship's Articles (British Vessels).
Safety Construction.
SPECIAL REGULATIONS: *Smoke Restrictions* Ringelmann 2 limited to 10 minutes overall, 5 minutes continuous, in 60 minutes, Ringelmann 3 limited to 3 minutes in 30 minutes, in special circumstances only and as far as practicable from shore, Ringelmann 4 prohibited absolutely. Tubes must not be blown in port.

Breaches of Port Laws by a ship (in particular, oil spillages) dealt with by requiring Master to authorise ship's Agent to accept any summons and the Agent to undertake to appear, so as not to delay sailing. If Master refuses, he may be arrested, charged and released on bail. However, it is in Master's interests to give authority, because this allows time for consideration of whether any action is to be taken.
DUES: Commonwealth Light Dues payable at 18c on the nett register tonnage of vessel, valid for a period of 3 months, in Australian waters. Harbour and Light Dues payable at 5·5c on vessels gross tonnage, valid for 6 months for the State of N.S.W. only.
AUTHORITY: The Maritime Services Board of N.S.W., Circular Quay West, Sydney. Tel. 2 0545 (all hours). Address Communications to The Secretary, Box 32, GPO, Sydney. 2001.

AGENT: James Patrick & Co. Pty. Ltd., Box 3918 GPO, Sydney, N.S.W. 2001. Cables: "Rikpat".

THEVENARD, S. Aus.: 32.19 S. 133.39 E.

CERTIFICATES/DOCUMENTS/HEALTH/CARGO GEAR: See "Melbourne".
PILOTAGE: Compulsory. Pilots board 2 miles seaward of No. 1 light beacon.
RESTRICTIONS: Approach channel minimum depth 23¾ ft.
FUEL: Not available.
BERTHING: 2 berths, depth 27 ft. Bulk loading berth max. length 585 ft., max. beam 80. ft.
TUGS: None.
FRESH WATER: Small quantities available. Rate 12 tons/hour.
STEVEDORES: All arrangements with private companies.
REPAIRS: None.
AUTHORITY: Department of Marine & Harbours, 211 Victoria Square, (GPO Box 679E), Adelaide, S. Australia, 5000.

THURSDAY ISLAND, Queensland: 10.35 S. 142.13 E.

DOCUMENTS/HEALTH: See "Melbourne".
PILOTAGE: Pilotage compulsory. ETA 24 hours before arrival stating maximum draft and direction from which vessel arriving to: Harbour Master, Thursday Island. Further amended ETA if necessary prior to arrival. Pilot boards in vicinity of Tucker Buoy or Scott Rock Buoy as required. Harbour Master will advise boarding ground after receipt of maximum draft and direction from which vessel arriving. Pilot vessel white hull, yellow top, flying pilot flag. Vessel awaiting Pilot to anchor West of Black Rock in Normanby Sound.
ANCHORAGE: West of Black Rock in 5½ fathoms. Nurses' Home over shoulder of Black Rock 098 (T) with two white beacons S.E. side Goods Island in line 005 (T).
RESTRICTIONS: Daylight entry only. Draft restricted to 23 ft. LWOST.
RADIO: Thursday Island VII.
TUGS: No tugs.
STEVEDORES: 0800 pick up for day work. 1000 notice for night work. 1600 Friday notice for week-end work. Mainly general cargo handled. Approximately 8 tons per hour.
VHF: Channels 12 and 16.
MEDICAL: Notice of required medical attention with ETA message to Harbour Master. Hospital, four doctors available. Vaccinations, etc., as per Commonwealth of Australia requirements.
DENSITY: Salt at all states of tide.
FRESH WATER: Limited January to September. Usually unavailable October to December. Not recommended at any time. 700 gallons per hour (approx.) $1.50 per 1,000 gallons.
FUEL: Small amounts of diesel and distillate available at East Jetty.
GANGWAY/DECK WATCHMEN: Crew member on gangway sufficient.
OPENING/CLOSING HATCHES: By Stevedores.
CERTIFICATES: Normal Commonwealth of Australia requirements. See "Melbourne".
CONSULS: Nil.
REPAIRS: Deck and engine repairs, excluding large castings.
REPATRIATION: Available.
AIRPORT: Airport on Horn Island, 2 miles by launch, 4 miles by bus. Four flights per week. Ansett–ANA regular airline. Private charter plane available.
TIME: Australian Eastern Standard Time.
HOLIDAYS: Normal Queensland Public holidays. No cargo can be worked on Christmas Day, Good Friday, Anzac Day.
POLICE/AMBULANCE: Police 20. Ambulance 77.
TELEPHONES: None.
GENERAL: 4 hotels. Limited fresh food available, no laundry.
SERVICES: None.
DELAYS: As wharf space limited and berthing is on a "first come, first serve" basis, delays vary with amount of shipping.
AUTHORITY: Harbour Master, Department Harbours & Marine, PO Box 109, Thursday Island. Tel. 5.

AGENT: Sub-agent of James Patrick & Co. Pty Ltd., Brisbane.

TORRES STRAIT

Maximum draft for vessels piloted through Torres Strait is 39 ft. subject to height of tide and keel clearance required by Pilots.

Information from Australian Notices to Mariners is quoted hereunder:

(*a*) "*Gannet Passage.* This is the controlling area for traversing Torres Strait and the whole barrier reef. The latest survey shows an available depth of 5 fathoms 3 ft. in a passage 2·0 cables in width and 6·0 cables in length with Goods Island light bearing 086° 30′. Two light buoys mark the N. and S. sides of the passage. 'N' 305½° 2·59 miles and 'S' 299½° 2·59 miles from Booby Island light respectively

Mean HHW at Booby Island is 11·9 ft. and the mean LLW is 3·1 ft.

(*b*) "*Prince of Wales Channel.* Most of the water along the recommended track is between 6 fathoms 2 ft. and 7 fathoms." (A.H. 70/116, 25th Nov. 1966.)

"The Queensland Coast and Torres Strait Pilot Service will in future pilot vessels through Torres Strait and the inner route with a minimum keel clearance of 3 ft. (1 metre when the charts are changed to the metric system) in the Southern trade winds season from April 15th to December 14th inclusive, and with a minimum under keel clearance of 5 ft. (1½ metres) in the North-west trade winds season from 15th December to 14th April inclusive. The maximum draft at no time to exceed 39 ft. Masters of deep draft vessels are advised that reduction of speed may be necessary when traversing the above-mentioned area". (N. to M. No. 149, 23rd Jan. 1970.)

To order a Pilot

Southbound. – Radio Torres Sydney about 6 days before Thursday Island advising name of ship, date and time due off Goods or Booby Island, and where bound. Radio Straits Pilots, Thursday Island, 24 hours and 12 hours before arrival (use local time), confirming ETA and again at Carpentaria Light vessel. Pilot cutters at Thursday Island are fitted with VHF radio (Channel 16). Pilot boards two miles west of Gannet Passage.

Northbound. – If in an Australian port instruct agent to arrange giving as much notice as possible. If from an overseas port, radio Torres Sydney about 6 days before arrival at embarkation point advising name of ship, date and time due, and where bound. Radio Torres Sydney 48 hours before arrival, confirming or amending ETA The pilot can board in or off most Australian ports.

TOWNSVILLE, Queensland: 19.17 S. 146.48 E.

DOCUMENTS: Customs requirements:
3 Crew Lists, Form M. and S–11.
3 Passenger Lists.
3 Lists of Ports of Call.
1 Form 42A Ships Stores.
1 Form 5 Articles Owned by or in the possession of Master, Officers and Crew.
1 Form QA4 Quarantine Notice.
2 Forms QA5 Quarantine Shipmasters Bond.
2 Inward Manifests.
1 Bill of Lading.
1 Outward Manifest.
1 Form 40 Application for Clearance and Guarantee to Pay Duty.
Health:
Form Q360 Health Report which is taken aboard by Inspecting Officer.
Harbour Authority:
2 Copies of Inward and Outward Manifest.
PILOTAGE: The Pilot is ordered through the ship's Agent or direct to Harbour Master at least 24 hours before arrival. Telegraphic Address "Harbour Master". VHF Channel 16. Call sign "Townsville Harbour". Pilot launch is 42 ft. wooden launch. Light or sound signal by vessel requiring Pilot is International Call G. Pilot taken aboard within one mile seaward of Fairway Buoy. Ladder placed on starboard side. Location of anchorage for vessels awaiting a Pilot is off Magnetic Island between Bremer and Hawkins Point.
ANCHORAGES: Boundaries: Orchard Rocks/Cape Cleveland. Cleveland Bay Depths 27 ft. to 40 ft.
RESTRICTIONS: 2 ft. of water under keel at all times. LPG tankers cannot enter during hours of darkness.
MAX. SIZE: Length 700 ft., breadth 100 ft., draft dependent on tide. State of tide governing these dimensions: LW 28 ft. plus 8 ft. tide, giving 34 ft. depth.
HEALTH: Completion of Health Form Q360 and inspection by Medical Officer. In event any suspected disease or fever on board, notify via telegram no earlier than 24 hours and no later than 12 hours

prior arrival, advising where from and number of crew and illness. Pratique automatic after completion of forms and medical inspection at first port of call, but should circumstances arise it may be withdrawn immediately.
RADIO: Townsville Radio.
TUGS: Normally join at harbour entrance. Tug lines or (optional) ship's lines. Tugs equipped with VHF radio and operate on Channel 16, the same as Townsville Harbour.
BERTHING: Harbour Authority signals:
1. Large white flag indicates actual berth.
2. Small white flag indicates shore end berthing mark.
3. Small green flag indicates fore part of bridge mark.
4. Application for berth must be lodged 24 hours prior to berthing.

STEVEDORES: Times for ordering labour: Normal 2 p.m. previous working day. Bulk Cargoes 9.30 a.m. for night labour. Saturday or holidays 9.30 a.m. previous working day. Priority labour 2 p.m. previous working day. Notice required for difficult or long tows or a cargo requiring particular or special handling.
VHF: Channel 16 unless advised otherwise.
MEDICAL: Advance notice not particularly required unless urgent assistance required. Hospital facilities available. Health book inspected by boarding doctor.
TANKERS: Diameter of load/discharge lines: white fuel 10 in., black fuel 12 in. No residue discharge facility available. One tanker at berth at any time. Maximum permitted draft at berth 31 ft.
DENSITY: Average density 1,025 at all times.
FRESH WATER: Water is delivered by hose from shore connections. Rate of delivery 20 tons per hour. Approximate cost 16 cents per ton.
FUEL: Grades available fuel oil and light diesel oil. Notice required 24 hours.
FIRE PRECAUTIONS: Tankers required to have safety fire wires lead off foc'sle head and run as far aft as possible. Vessels at all times capable of manoeuvring with main engines.
DEVELOPMENTS: Depths will be increased as follows: Channel 28 ft. to 35 ft. Berths 1, 3, 4, 5, 7, 8, 9 from 31 ft. to 40 ft. Berths 2 and 6 will be 30 ft. Searoad Terminal 35 ft.

Wharf improvements: The present structure covering berths 2 to 5 will be strengthened, and a new berth system will be declared as berth 2, 3 and 4 having berths of a little over 800 ft. per berth. Accommodation will be provided for RORO and PAD vessels; also additional bulk loading and possible bulk discharge facilities will be provided for. Expected date completion No. 3 Berth end 1971. Alterations proposed for existing 20 ton electric cranes, which will give the following result. Individual crane lifting power will be reduced to 15 ton lifts. Radius of crane will be extended to 80 ft. Cranes will have matched speed, allowing for use in tandem to lift 20-ton containers. Cranes will be reallocated from their present position to fit into planned wharf development of No. 3 Berth.
GANGWAY/DECK WATCHMEN: Services available at ship's option.
OPENING/CLOSING HATCHES: Optional for either crew or stevedores.
SHIP'S CERTIFICATES:
Passenger Ship Safety.
International Load Line.
Ship Safety Construction.
Ship Safety Equipment.
Ship Safety Radiotelegraphy.
CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes or ½ lb. tobacco on arrival and then can be purchased by the packet from bar on board. Wine and/or Spirits: One opened bottle (26 oz.) spirits or wine on arrival and then spirits by the glass and wine by the bottle, from the bar on board.
CARGO GEAR: Australian Navigational Dept. requirements.
CONSUL: Netherlands representative, Tel. 71 6188.
REPAIRS: All deck and engine repairs can be carried out.
DRY DOCKS: Slipway with a capacity of 1,500 gross tons vessel. Slip can accommodate a 240-ft. length vessel. Air, power, and water are available at the slip.
REPATRIATION: Full facilities exist for effecting crew changes and arranging repatriation.
AIRPORT: Distance from airport 6 miles, regular services.
TIME: East Australian Standard Time = GMT plus 10 hours.
HOLIDAYS: Cargo can be worked on all holidays except Christmas Day, Good Friday and the Waterside Workers' Picnic Day.
EMERGENCY TELEPHONE NUMBERS: Police, Ambulance or Fire 000, and ask to be connected to service required. Non-emergency numbers. Police 712121, Ambulance 793722, Fire Station 712111.
TELEPHONE: Port Authority has phone connections available upon request. Cost: connection and disconnection fee, 50 cents; statement charge, 20 cents; local calls, 6 cents each plus any trunk calls at cost.
SERVICES: Services available for compass adjusting, radio and radar service.
SHORE LEAVE: Crew members allowed shore leave.
AUTHORITY: Townsville Harbour Board, The Strand, Townsville. Tel. 721011.

AGENT: Sub-agent of James Patrick & Co. Pty. Ltd., Brisbane.

USELESS LOOP (SHARK BAY), W.A.: 26.05 S. 113.24 E.

DOCUMENTS: See "Melbourne".
PILOTAGE: Compulsory. 4 weeks notice in first instance to Harbour & Light Department, Fremantle. The usual approach is through the Naturaliste Channel on course 128 (T) passing Cape Inscription Lighthouse abeam distant 3·5 miles. When Cape Inscription bears 287 degrees (T) distant 10·2 miles alter course to 166 degrees (T) proceeding on this course towards outer beacon at entrance to Denham Channel. Denham Channel 400 ft. wide dredged to 33 ft. LWOST is marked by 3 port hand beacons and 3 starboard hand beacons. Clearing beacons vessel then proceeds on course 126 (T) passing 3 further beacons to port. At third beacon alter course to 136 degrees (T) until inner beacon bears 345 degrees (T) distant 2·4 miles, thence alter course order reach position ½ mile N.E. of jetty for approach.
TUGS: None.
BERTHING: 1 berth. Conveyor belt system from Salt Stock Pile to ship gross rate 700 tons/hour. Dolphin type jetty length 620 ft. runs approximately North and South directions and 2·1 cables from Topper Island. Minimum depth at berth 33 ft. LWOST. Rise of tide approximately 3 ft. Winds predominantly S.E./S.W.
FUEL: Not available.
FRESH WATER: Not available.
REPAIRS: Not available.
AUTHORITY: Harbour & Light Department, 1 Cliff Street, Fremantle, WA 6160.

AGENT: James Patrick & Co. Pty Ltd., Fremantle.

WALLAROO, S.A.: 33.56 S. 137.37 E.

DOCUMENTS: See Melbourne".
PILOTAGE: Compulsory. Pilot boards from 1 to 1½ miles 260 (T) from Moonta Shoal Light Beacon.
RESTRICTIONS: Approach channel and basin 27·5 ft. LWOST.
BERTHING: 6 berths. Depths various from 24 ft. to 31 ft. Bulk loading berth maximum permissible length 650 ft., max. beam 80 ft.
TUGS/FUEL: None.
STEVEDORES: Arrangements with private companies.
VHF: Available.
FRESH WATER: Available all berths. Delivery rate 15 tons per hour.
REPAIRS: Minor repairs only.
AUTHORITY: Department of Marine & Harbours, 211 Victoria Square, GPO Box 679E, Adelaide, S. Australia 5000.

AGENT: Sub-agent of Messrs. James Patrick & Co. Pty Ltd., Port Adelaide.

WEIPA, Queensland (including Albatross Bay): 12.34 S. 141.35 E.

DOCUMENTS/HEALTH: See "Melbourne".
PILOTAGE: Vessels requiring Pilot may apply to Harbour Master, Weipa, 48 hours before arrival, confirming ETA 24 hours before arrival. Vessels to give Harbour Master their draft. Pilot boat can be one of a number of boats, and may be contacted on VHF Channel 16. Pilot boards within half a mile of Fairway Beacon.
ANCHORAGES: Anywhere in Albatross Bay, except in immediate vicinity of Fairway Beacon. Approaches: South Channel (about 7 miles long) Depth 33 ft. LWOST.
RESTRICTIONS: No restrictions, vessels enter channel within two hours of slack water.
MAX. SIZE: Maximum length overall 835 ft. Beam 115 ft. Maximum draft depending on tide. Three-foot keel clearance required. Also see "Approaches".
RADIO: Forcomal. Sydney Radio, and within 48 hours Thursday Island Radio.
TUGS: Join at No. 9 Beacon. Ship's lines used.
BERTHING: No specific requirements. Vessels usually berth near slack water.
STEVEDORES: Vessels loading bauxite to inform Comalco of ETA 48 hours prior arrival amending later if necessary. Loading rate 3,300 tons/hour. No stevedores at Weipa.
MEDICAL: Inoculations per Australian regulations. No notice required for medical attention, urgent cases flown out and treated at Cairns or Thursday Island.
DENSITY: Dry season 1026. Wet season 1022.
FRESH WATER: Supplied in cases of emergency only. 5 tons per hour. 48 hours notice required.
FUEL: Not available.
GANGWAY/DECK WATCHMEN: No watchmen available.
OPENING/CLOSING HATCHES: Work carried out by crew.
SHIP CERTIFICATES: Ship's register, load line certificate, safety radio and safety equipment certificate. Also see "Melbourne".
CARGO GEAR: No additional requirements. See "Melbourne".
CONSULS: None.
REPAIRS: No repairs available.
REPATRIATION: No facilities for crew changes.
AIRPORT: 7 miles from airport, served by Ansett ANA.
TIME: GMT plus 10 hours.

AGENTS: Sub-agents of James Patrick & Sons Pty Ltd., Brisbane.

WESTERNPORT, Vic.: 38.21 S. 145.14 E.

DOCUMENTS: Application for berth, tugs, mooring launches, telephones, and notification to load or unload, to be delivered by Ship's Agent to Harbour Master not less than 24 hours before arrival.

Customs Documents required:
Form M & S 11 Crew List, 3 copies.
M 42 A Stores List, 1 copy.
5 Articles owned by or in possession of crew, 1 copy.
C & E 886 Ports of call since commencement of voyage, 3 copies.
QA 3 Quarantine Form. (Animals carried as cargo), 1 copy.
QA 4 Quarantine Form. (Animals carried as pets), 1 copy.
QA 5 Ship Master's Bond re animals carried, 1 copy.
Q 360 Health report of all persons on board, 2 copies.
Inwards Manifest, 1 copy.
Outwards Manifest, 1 copy.

PILOTAGE: Port Phillip Sea Pilots at present carry out pilotage. Pilotage compulsory for merchant vessels except those specially exempted. All requests for Pilot to pilot vessel on station off Port Phillip Heads (call sign VLBX or VKVS), not less than 24 hours prior arrival. Pilot vs. equipped VHF. Vessels from the Westward embark Pilot from pilot vessel station off Port Phillip Heads. Vessels from Eastward embark Pilot from 36-ft. launch, 3 miles Southwards from West Head, at entrance Westernport.

In bad weather, vessels from East up to 32 ft. draught, obtain Pilot by proceeding in to Black Can light buoy moored 2 miles 084 deg. from Flinders Jetty Light. At night, buoy shows green flashing light every 4 seconds.

ANCHORAGES: Anchorage within port between southern edge Tortoise Head Bank, and Northern shore of Phillip Island. Anchorage 4 miles in length, East to West, and 1¼ miles wide, depths 9 to 15 fathoms at Western end, decreasing 6 to 10 fathoms at Eastern end.

RESTRICTIONS: No vessel shall enter port with less underkeel clearance than ten per cent of draught.

MAX. SIZE: Governed by underwater clearance. Vessels drawing up to 48 ft. may enter depending on state of tide, but underkeel clearance shall not be less than ten per cent of draught.

Oil jetties can accommodate vessels of up to 100,000 tons, depending upon water available.

Vessels drawing more than 40 ft. berth on first of ebb tide. See "Tankers".

HEALTH: Advise state of crew's health 24 hours prior arrival. If crew healthy, pratique granted subsequent to berthing. If crew's health suspect, Doctor boards prior berthing.

Pratique automatic when more than 14 days have elapsed since calling at a foreign port, and the vessel has subsequently been granted pratique first at another port within Commonwealth of Australia. Pratique may be granted only between 0600 and 2200 hours, and during daylight hours for non-European crews. Also see "Melbourne".

RADIO: Radio messages routed through Melbourne Radio Station (call sign VIM.)

TUGS: Tugs join vessel at Sandy Point. Ship's lines used by tugs.

BERTHING: Berthing subject to direction of Harbour Master. 9 berths including 4 at Stony Point.

STEVEDORES: None.

RADAR/VHF: No radar. Harbour Master may be contacted by VHF on Channels 14 or 16, i.e. 156·70 and 156·80 megacycles/second respectively.

MEDICAL: Two qualified medical practitioners available and fifteen-bed Nursing Hospital. Agent should receive prior notice of particulars of vaccinations required.

TANKERS: No ballast to be discharged overboard (this includes clean ballast). Two tanker berths, one capable of accommodating 100,000-ton tankers with 52 ft. of water alongside, and the other capable of accommodating 40,000-ton tankers, with 42 ft. of water alongside. Pipeline hose connections: 12 in. black oil; 10 in. white oil; 8 in. bunkers.

DENSITY: Average density 1030 oz. per cu. ft.

FRESH WATER: Available, Approximate rate 100 tons per hour. Approximate price 60 cents per 1,000 gallons. Delivery from hydrants at jetty head, and at Crib Point Refinery.

FUEL: Fuel oil and diesel oil available. Delivery rate approximately 350 tons per hour. 24 hours notice is required for lubricating oil.

FIRE PRECAUTIONS: Vessels shall not immobilise main engines whilst alongside jetties.

DEVELOPMENT: A Liquids Jetty under construction at Long Island Point, for export of indigenous crude oil and liquefied petroleum gas. The berth is designed to accommodate 100,000-ton tankers, and channel to berth has maximum depth of 40 ft of water at chart datum. The swing basin has 40 ft. of water, and 42 ft. of water alongside jetty.

GANGWAY/DECK WATCHMAN: A shore watchman may be hired. Cost borne by the vessel.

OPENING AND CLOSING OF HATCHES: Carried out by crew.

CERTIFICATES:
Clearance from last port.
Ship's Register.
Articles of Agreement.
Official Log Book.
Load Line Certificate.
Safety Radio Certificate.
Safety Equipment Certificate.
Derat. Certificate.
Light Dues Certificate (receipt).
Pratique Certificate from last port (if to be used in this port).

CUSTOMS ALLOWANCES: (*a*) Tobacco: each crew member permitted either 200 cigarettes or 8 oz. of pipe tobacco, or 8 oz. of Fine Cut Tobacco out of Bond. (*b*) Wine and/or Spirit: each crew member is allowed ¼ gallon of wines or spirits (opened).

CARGO GEAR: All vessels must comply with the Commonwealth of Australia Regulations prescribed under the Navigation Act. See "Melbourne".

IDENTIFICATION CARDS: Required for all nationalities except the United Kingdom, Canada, South Africa, Japan, Israel, Norway, Denmark, Fiji, Hong Kong, Malaysia, and South Korea. Also see "Melbourne".

CONSULS: None.

REPAIRS: Facilities for medium size deck and engine repairs.

REPATRIATION: Facilities available.

AIRPORT: Melbourne Airport, regular airlines; 55 miles distant.

TIME: GMT plus 10 hours.

HOLIDAYS: Statutory Holidays observed in Victoria, but in no way affect berthing, unberthing, or working of cargo in the port.

POLICE/AMBULANCE/FIRE: Police Tel. Hastings 7; Ambulance Tel. Crib Point 99403; Fire Tel. Crib Point 99221.

TELEPHONES: Port Authority insists that Public Telephone is placed on board. Cost of this service $7.00, plus cost all trunk calls.

GENERAL: Vessels secure to oil jetties using ship's lines and shore preventer wires.

SERVICES: Tank washings must be discharged ashore, and not into waters of the port. Licensed Compass adjuster available. Underwriters' Representatives available.

SHORE LEAVE: Crew members permitted shore leave, and launches can be supplied to vessels at anchor, provided vessels have pratique, and have been cleared by customs.

AUTHORITY: Ports and Harbours Branch, Department of Public Works, Treasury Place, Melbourne; or The Harbourmaster, Harbourmaster's Office, Stony Point Road, Crib Point, Victoria. 3919. Australia.

AGENT: James Patrick & Co. Ltd., Box 4329 GPO, Melbourne, Victoria 3001. Cables "Rikpat". Tel. 61–2941. Telex 30456. After hours tel. 96–5131.

WHYALLA, S.A.: 33.02 S. 137.36 E.

LOCATION: Situated on Western shore of Spencer Gulf opposite to and 27 miles by sea from Port Pirie. Open to all Southerly winds, which seldom interfere seriously with operations.

FACILITIES: Jetty for iron ore loading, and dredged harbour with one main wharf for steel and general cargo, and for bulk cargoes of coal, coke, limestone, pigiron, salt, etc. Harbour berths are safe berths.

DOCUMENTS: See "Melbourne".

PILOTAGE: Compulsory except for those vessels whose Masters hold Exemption Certificates. Pilots board ½ to 1½ miles East (105°) of Whyalla No. 1 Ore Loading Jetty. Vessels requiring Pilot should request service in sufficient time enable Pilot be ordered before 1600 hours Monday to Friday and should show prescribed signal within at least ten miles of Whyalla. If delayed berthing, Master informed by radio and recommended anchor at Pilot boarding station (see above).

ANCHORAGES: Quarantine line extends in direction 241° from Black Point to Coast Southwestward of port. Quarantine anchorage shown on Australian Chart AUS.135, lies Southeastward of quarantine line and Eastward of jetty. Anchor preferably North of harbour leads. Vessels should not anchor on harbour or jetty leads, but should anchor, draught permitting, approximately 1 mile North of Outer Fairway beacon. Holding ground good with hard clay and sand bottom.

RESTRICTIONS: Vessels will not be moved within port by pilot unless at least 10% of maximum draught in water beneath keel. Minimum clearance 2 ft. Also see "Berthing".

HEALTH: Whyalla is first port of entry. At least 48 hours notice of request for pratique required.

RADIO: Cable "Hematite Whyalla" also local Agent (*a*) on departure from previous port advising ETA and total cargo for discharge Whyalla (if any); (*b*) 48 hours prior arrival giving ETA; (*c*) 24 hours prior arrival giving ETA; (*d*) advise any alteration in ETA exceeding 2 hours; (*e*) advise estimated draught on arrival fore and aft. These cables necessary in order ensure loading and labour. Cables to be signed with Master's name. Cables sent outside working hours should be prefixed "Shipserv". In event vessel arriving direct from overseas port requiring pratique, following additional advice to be cabled: No. of crew, nationality, and whether health vaccination certificates required.

TUGS: All tugs fitted VHF radio. 4 tugs available between 2·5 and 23 tons bollard pull. Wire towropes not to be used unless risk of damage to tug undertaken by ship. Charge for use of tug's lines. Orders for tugs to be made at least 2 hours before required and not later than 1530 hours Monday to Friday. Ferry services undertaken to ships at anchorage outside harbour when requested.

BERTHING: No. 1 Iron Ore Loading Jetty no longer in service, lies near Eastern side of town, is 2,273 ft. long with (T) head formed by 6 dolphins. At night dolphins show fixed red lights.

No. 2 Jetty. Maximum length of vessel 820 ft., depth of water alongside 36 ft. LW. Stowage factor iron ore 13/15 cu. ft. per ton. No stevedoring incurred and generally cargo loaded lower holds and no trimming necessary. *Whyalla Harbour* about 1¼ miles to North of Iron Ore Jetty. Entrance channel 300 ft. wide and approximately 6,000 ft. long. Water depth in channel and basin 25 ft. LWOST. Depth of water at Harbour Wharf officially 27 ft. LWOST for 1,700 ft. from inshore end and 28 ft. at outer, berth length 600 ft.

DENSITY/TIDES: Specific gravity of water approximately 1028 to 1035 therefore vessels must load light. Considerable variation rise

and fall of tide, which approximately 5 to 6 ft. Spring tides 8 to 9 ft. In northern part of Spencer Gulf most marked weather effects on tide occur with passage of deep depression across Southern Ocean, on track from Cape Leeuwin to Tasmania. With onset of Northerly winds, as barometer starts falling, tides are below prediction; but as wind backs to North-west increase in level occurs, with gradual build up if wind remains steady. A strong gusty North-west wind, with such depression, backing to West-south-west at about time of low water, will cause storm surge of maximum amplitude, and heights may be expected from 2 ft. to 5 ft. above prediction. High levels will continue until wind backs and barometer starts to rise; but unless depression's passage is blocked wind easily backs rapidly to South-south-east within 12 hours, and with rapidly rising barometer tides return to normal (or below) in about that time.

STEVEDORES: Shift work 23 hours per day on continuous 7 day roster. Labour allocated previous day.

VHF: Available. Also see "Tugs".

MEDICAL: Resident doctors and hospital available.

FRESH WATER: Available at No. 2 Jetty and all wharves. Cost A$0.62 per 1,000 gallons.

FUEL: Bunkering not normally undertaken. Fuel oil, coal and diesel oil available at Whyalla Harbour Wharf in emergencies only.

REPAIRS: Essential repairs only. Consult ship's Agents before maintenance or repairs undertaken.

STORES: Chandlers do not attend ships direct and requirements should be placed through Agent. Provisions obtainable. Marine and Bonded Stores not available.

AIRPORT: 4 miles from Post Office; day service to Adelaide, distance 140 air miles.

TIME: GMT plus 9½ hours.

AMBULANCE: In event accident telephone Shipping Dept. BHP 419 or BHP 2205 (after hours Wharf Office BHP 375). St. John's Ambulance Services telephone 457777 available 24 hours a day. Aerial ambulance available for transfer of patients to Metropolitan Hospital.

AUTHORITY: The Broken Hill Proprietary Co. Ltd., PO Box 21, Whyalla, SA 5600.

AGENT: Sub-agent of James Patrick & Co. Pty Ltd., Adelaide.

WYNDHAM, W.A.: 15.27 S. 128.06 E.

CERTIFICATES/DOCUMENTS/HEALTH: See "Melbourne".

PILOTAGE: Compulsory for all vessels entering port excepting those whose Masters have pilotage exemptions. Pilot boards approximately 1 mile West of West Bluff on Lacrosse Island. Preferable for vessel arrive Pilot boarding ground at dawn, as Gulf negotiated daylight only. Pilot not always resident Wyndham, therefore essential give early advices when pilotage service required. Preferably 3 weeks notice to Harbour and Light Department, Fremantle, thereafter 48 hours prior arrival give ETA to Harbour & Light Department, Wyndham.

The approaches channel has minimum depth 21 ft. LWOST.

BERTHING: 852 ft. of berthage, 550 ft. of which at Southern end has 30 ft. of water at LWOST and the rest to North has slightly less. This latter is expected to be improved to 30 ft. in the near future. Maximum length of vessel permitted berth is 575 ft. Ordinary mooring used. Launch supplies to run lines. No tug available.

FRESH WATER: Available at approximately 10 tons per hour.

FUEL/TUGS/REPAIRS: None.

VHF: Limited facilities.

AUTHORITY: Harbour & Light Department, Box 402, PO, Fremantle. Local Authority: Wharfinger, Harbour and Light Department, Wyndham.

AGENT: Sub-agent of James Patrick & Co. Pty, Fremantle.

YAMPI SOUND, W.A. (Cockatoo Island and Koolan Island): 16.13 S. 123.33 E.

CERTIFICATES/DOCUMENTS/HEALTH: See "Melbourne".

PILOTAGE: Pilots available. Masters should refer Admiralty and local publications for this area.

RESTRICTIONS: Deep water approach channels.

BERTHING: Cockatoo Is. 1 berth. Depth alongside 42 ft. LWOST. Iron ore loading 1,600 tons per hour. Koolan Is. depth alongside 52 ft. LWOST. Iron ore loading rate 3,000 tons/hour.

FUEL/WATER/TUGS/REPAIRS: None.

TIME: GMT plus 8 hours.

AUTHORITY: The Dampier Mining Co. Ltd., POB 378, Fremantle.

AGENT: James Patrick & Co. Pty Ltd., Fremantle.

Azores

HORTA, Faial: 38.32 N. 28.38 W.

DOCUMENTS:

3 Crew Lists.
3 Passenger Lists.

For Customs

Arrival Declaration.
Manifest of Cargo for discharge or in transit.
Provisions List.
Request to commence load/discharge.

For Port Health

Deratisation Certificate or exemption.
Health Clearance from Last Port.

For Port Captain

Seaworthiness Certificate.
Certificate of Registry.
Tonnage Certificate.

PILOTAGE: Can be called by two long and one short blasts on the whistle, or by International Code flag "G". Radio contact with pilot station can be made via radio station CUG, or in cases of urgency, through the Horta Naval Radio station CTH.

Pilot launch painted black with "Pilotos" painted on each bulwark. If requested by Master, Pilot will board at entrance of Faial-Pico channel or Faial-St. George channel. Otherwise Pilot will board at port entrance. Vessels waiting for pilot must remain one and a half miles from the breakwater with Ponta de Doca Lighthouse in line with Aeria Larga Lighthouse on Pico Island.

ANCHORAGE: The best holding ground is with the breakwater light in line with the tower of San Francisco church bearing 271°, and with Ilheu Negro in line with Casa Jaoa Catita bearing 208°. Another line of good soundings is in the open channel dos Ingleses.

MAX. SIZE: For berthing, max. draft 22 ft. Depth in the artificial port is 36 ft. at high water. Depth at buoy moorings; 33 ft. Vessels of any draft can anchor outside the port.

HEALTH: If vessel has not touched any contaminated port, Pilot will haul up signal "TO" and Health Inspector will give free pratique. Master is obliged to send the Maritime Declaration of Health given by the Pilot to shore within one hour together with a Crew List and Cargo Manifest. If vessel has suspected case of fever on board or is coming from a port in a contaminated zone, pratique will only be given after Health Inspector has boarded.

RADIO: Commercial station CUG and Naval station CTH.

TUGS: None available.

STEVEDORES: Gangs are provided by local stevedores syndicate when requested by Master or Agent.

MEDICAL: Doctors and hospital facilities always available.

FRESH WATER: Can be provided by two water barges total capacity 100 tons, cost 38.50 escud. per ton.

FUEL: Not available.

GANGWAY/DECK WATCHMEN: Police Guard cost 10.00 escud. for four hours. Coast Guard (Cabos de mar) cost 50.00 escud. per day.

OPENING/CLOSING HATCHES: Performed by stevedores.

CUSTOMS ALLOWANCES: Up to 150 grammes tobacco and small allowance wine or spirits for each man.

IDENTIFICATION CARDS: Not required.

CONSULS:

France	Tel. 126	Italy	Tel. 84
Greece	,, 60	Netherlands	,, 439
Germany	,, 353	Norway	,, 111

REPAIRS: Machinery and electronic repairs can be effected.

REPATRIATION: Can be arranged.

AIRPORT: Lajes airport in Ilha Terceira has daily connection with International airport at Santa Maria. There is a daily boat service from Horta to Lajes. Faial airport under construction 10 km. from the port.

TIME: GMT minus 1 hour all year round.

HOLIDAYS: 1st January; 10th June; 24th June; 15th August; Corpus Christi; 5th October; 1st November; 8th December; 25th December.

POLICE/AMBULANCE/FIRE: Police tel. 15; Ambulance 17; Fire 16.

TELEPHONES: Can be connected on board vessels berthed alongside.

SHORE LEAVE: Allowed.

AUTHORITY: Capitao do Porto da Horta, Tel. 13.

AGENT: Casa Bensaude, Importacoes e Exportacoes SARL, Horta, Faial, Rua Vasco da Gama 42. Cables "Bensaude Horta". Tel. 22031.

PONTA DELGADA: 37.44 N. 25.40 W.

DOCUMENTS:

1 Store List.
4 Crew Lists.
4 Landing Passenger Lists.
4 In Transit Passenger Lists.
2 Manifests of Cargo Being Landed.
1 In Transit Cargo Manifest.
Ship's Register.
Load-line Certificate.
Safety Equipment Certificates (London Convention).
Deratting Certificate.

PILOTAGE: Good deep approach. Harbour Pilot boards ½ mile S.E. of breakwater. Radio Harbour Master direct or through Agent ETA 48 hours notice. ETA message to include draft, reason for calling, type of bunker required, fresh water required, oil products needed, nature of repairs and what cargo, if any, aboard.

Pilot station with visual signals tower and radiotelephony, at entrance of port installations. Tel. number 2 35 50. Pilot's motor-boat – Pilotos in capital white letters printed both sides hull, as well as flag "P" hoisted during day or one red, one white light at night.

When necessary, pilot motor-boat will complete identification by flashing word "Pilotos".

Besides usual signals of ICS, Pilots' Station, when necessary, will hoist on main signal tower the following:

By Day – Flag "X" of ICS – Wait Outside Harbour (for Portuguese

or foreign ships regularly visiting Ponta Delgada); Flags "OG" of the ICS – Wait outside Harbour (for all other ships);

By Night – Two green lights (one above the other) – Wait outside the Harbour (for Portuguese and foreign ships).

ANCHORAGE: Outside artificial harbour, in roadstead and off breakwater, anchorage suitable for all ships whose drafts are too deep for admission into artificial port – over 40 ft. depth. Good holding ground.

RESTRICTIONS: Vessel considered adversely trimmed when more than 10 ft. "by the stern" or 2 ft. "by the head".

MAX. SIZE: Up to 38 ft. draft.

HEALTH: The Pilot requests Master to hoist quarantine flag when vessel comes from an infected port, or when sick people carried on board. Port doctor then boards for inspection and nobody allowed to board or leave vessel before completion of inspection.

Animals: Importation and transit of all birds and small animals allowed but valid health certificate and valid rabic vaccination certificate required. All staff and crew members of vessels arriving from a port officially declared infected by smallpox, not allowed go ashore, unless in possession of vaccination certificate.

RADIO: San Miguel Radio, call sign CUG. Transmitting on 1663·5 kHz. Receiving on 2182 kHz. Radio telephone frequencies 4415·8, 8792·8, and 13175·5.

TUGS: One 1,100 h.p. tug operated by Junta Autonoma available for assistance during berthing and unberthing.

BERTHING:

No. 1 – Quay for small craft.

No. 2 – West Quay, 1,300 ft. long, minimum depth alongside, LW, 20 ft.

No. 3 – Central Quay, 630 ft. long, minimum depth alongside LW, 27 ft.

No. 4 – East Quay, 1,860 ft. long, minimum depth alongside, LW, 40 ft.

Mooring buoys in depths ranging from 20 to 30 ft.

RADAR/VHF: Harbour radar covers range of 20 sea miles; controls harbour inside waters. VHF location – main signal tower. Call sign – "Pilotos". Operating 24 hours on Channel 16. Range 20 to 25 miles.

Calls must be made on Channel 16 and then shift to Channels 20 or 22 as indicated by Port Operations Station. Channel 13 used for communications between tug, pilot station, Pilot aboard, during manoeuvres of mooring and unmooring. It should be understood that the Port Operations Station is not to be used for ship's business with Agents or Shippers of cargo.

MEDICAL: Large well-equipped hospital. Santa Casa da Misericordia de Ponta Delgada, tel. number 2 23 22.

TANKERS: Vessels carrying explosives, inflammable liquid or any other dangerous cargoes, before entering port, must hoist International Code Signal "B" at foremast during day and a red light at night. Upon boarding vessel the harbour Pilot enquires from the Master whether there are explosives and any other dangerous cargoes on board. Masters requested to supply accurate information as to quantity and nature in order to enable Port Authorities to select a suitable berth or anchorage for vessel.

Constant Readiness: Vessels carrying dangerous cargoes, while moored, must maintain engines and propulsion machinery in readiness to leave the port under full power, if necessary.

FRESH WATER: Available at all quays ex hydrants and can also be supplied by barges. Per metric ton, f.o.b., ex pipe line Esc. 7.50; per metric ton, f.o.b., ex water barge Esc. 40.00.

FUEL: Bunkers are readily available but, for their own convenience Masters should telegraph Agents quantity and type of bunkers required. In order to avoid possible delays to their own and other vessels, Masters are requested to replenish bunkers at the time suggested by their Agents.

GANGWAY/DECK WATCHMEN: Customs Guards are on duty upon the quay and at the entrance of the wharf. Customs guards are also placed on board and those assigned for this duty should be provided with meals (at regular meal times) and sleeping quarters on board.

CUSTOMS ALLOWANCE: Store rooms will be sealed but a reasonable quantity of stores, estimated as indispensable for consumption, may be removed before sealing. This amount should be ready for removal from the storeroom prior to arrival at berth.

CARGO GEAR: Two 10 ton travelling cranes at West Quay. Mobile cranes available at all quays. 10 ton floating crane. Small slipway for vessels up to 200 ft. long. Tender for passenger vessels. Water barges. Loading and discharging by lighters.

IDENTIFICATION CARDS: No crew members allowed ashore without landing cards, which are supplied by Agents.

CONSULS:

Belgium	Tel. 2 20 29	Italy	Tel. 2 42 46
Brazil	,, 2 26 38	Mexico	,, 2 27 04
Chile	,, 2 32 26	Netherlands	,, 2 31 94
Denmark	,, 2 28 50	Norway	,, 2 27 83
Dominican Rep.	,, 2 53 90	Panama	,, 2 20 45
Finland	,, 2 35 59	Spain	,, 2 25 02
France	,, 2 41 29	Sweden	,, 2 26 38
Germany	,, 2 39 35	Turkey	,, 2 26 67
Greece	,, 2 41 29	U.S.A.	,, 2 22 16

REPAIRS: Engine or other repairs can be undertaken. Repairs to electric installations, motors and refrigerating systems can also be undertaken as well as repairs to wireless stations (including VHF, radio-telephone equipment, radar, Echo-sounders, direction-finders, gyro-compasses, steering-gear, Sal logs and cinema projectors).

Workshops duly equipped to undertake hull and engine repairs. Also available divers and equipment for some underwater work. Small tugs, motor-launches and lighters. No dry-docking available. A seagoing salvage tug, owned by Junta Autonoma is stationed in the port.

REPATRIATION: Can be arranged.

AIRPORT: 14 km. from Ponta Delgada. Daily flights to Airport of Santa Maria and Lajes Field (Terceira) by Sata Airlines. Connections with weekly flights of PAA, TWA, Canadian Pacific and Transportes Aeroes Portugueses – TAP, to and from Europe and United States or Canada.

TIME: From first Sunday of April to First Sunday in October, GMT, minus one hour. From first Sunday of October to first Sunday of April, GMT, minus two hours.

HOLIDAYS: 1st January – New Year's Day, June 10th (Portugal Day), Corpus Christi, August 15th, October 5th, November 1st, December 1st, Monday before Ascension Day. Government offices close on afternoon of Maundy Thursday and on afternoon of Christmas Eve. Most firms close on Shrove Tuesday and Good Friday.

POLICE/FIRE/AMBULANCE: Police telephone 2 29 68; Fire telephone 2 23 33; Ambulance telephone 2 29 68.

TELEPHONES: Any ship moored alongside can be connected to the city's telephone network, upon request through the ship's agent.

GENERAL: Visual storm signals are shown on Main Signal Tower.

SERVICES: Fresh and dry provisions available all the year round.

SHORE LEAVE: Allowed.

PORT REGULATIONS: Ballast: Vessels must arrive with sufficient ballast to permit safe handling.

Ratguards: It is advisable to use ratguards while moored alongside.

Scupper Covers: Boards or other suitable devices must be used to cover outlets from lavatory discharges, etc., to prevent fouling of pier or craft alongside.

Garbage: It is absolutely forbidden to dispose of cinders, garbage, or any other refuse inside the harbour or within the territorial waters limit. Non-compliance is subject to heavy fines.

PORT AUTHORITY: Junta Autonoma Dos Portos Do Distributo De Ponta Delgada, St. Michaels, Azores Islands, Portugal.

Bahamas

FREEPORT, Bahamas: 26.30 N. 78.45 W.

Admiralty Chart No. 390 – Approaches to Freeport.
Admiralty Chart No. 398 – Freeport Harbour.

DOCUMENTS:

(*a*) Inwards:

Description	*Customs*	*Immigration*	*Agents*	*Total*
1. Crew Lists	2	—	1	3
2. In transit Passenger List	2	2	2	6
3. Disembarking Passenger List	2	2	2	6
4. Stores List	2	—	—	2
5. Gift shop inventory	2	—	—	2
6. Crew's Declaration	2	—	—	2
7. Ship's Report Inwards (supplied by Agents)	2	—	—	2
8. Maritime Declaration of Health (supplied by Agents)	1	—	—	1
9. Cargo Manifest for Freeport	4	—	2	6

10. Landing cards supplied by agents to be completed by each disembarking passenger.
11. Baggage Declaration forms supplied by agents to be completed by each disembarking passenger.
12. Clearance from last port will be collected by Customs.
13. Deratisation Certificate should be available for inspection.

If vessel's previous port of call was in Bahamas items (7), (8) and (13) need not be complied with.

When vessel requires Consular Despatch to country such as Venezuela, two extra copies items (1), (4) and (6) should be supplied.

(*b*) Outwards:

Description	*Customs*	*Immigration*	*Agents*	*Total*
1. Ship's Report Outwards (supplied by Agents)	2	—	—	2
2. List of embarking passengers (if any)	2	2	2	6
3. Outward Manifest Freeport cargo	2	—	2	4

If vessel clearing for another Bahamian port item (1) does not have to be complied with, but copy of next port's manifest required.

PILOTAGE: Compulsory for passenger vessels exceeding 199 gross tons and freighters exceeding 399 gross tons. Pilot station located in position in which Freeport light bears 050° (T) distance 3 miles. Approaching Freeport, particularly from North-west, keep at least 3 miles from shore, and, when off port, remain at pilot station until boarded by Pilot. Pilotage area extends from pilot station to off-shore refuelling moorings, anchorage to West of harbour entrance, and harbour. Pilots available any time of day or night. Harbour signal station maintains 24-hour watch for visual and radio signals.

Vessels can communicate by R/T on 2182 kcs and once have established contact will normally be asked to switch to one of following frequencies: 2638 or 2738 kcs. Vessel's can also communicate VHF Channels 16 and 14. Freeport call sign all frequencies "VSP 20" or "Freeport Harbour Control". Give ETA 48 hours in advance with subsequent corrections as necessary.

ANCHORAGES: Good offshore anchorage to West of entrance channel. Bottom lime and coral rock covered by sand and loose lime. Average depth being in region of 10 fathoms.

ENTRY RESTRICTIONS: Harbour is approached through straight channel 1,600 ft. in length, 300 ft. width and with controlling depth of 30 ft. below MLW. Turning basin 2,000 ft.×1,800 ft. Vessels may enter and leave harbour on 24-hour basis, weather permitting.

MAX. SIZE: Tankers in excess of 300,000 dwt can be accommodated at Sea Island berths. Maximum draft for harbour restricted to 28 ft. high water and 27 ft. for any state of tide.

HEALTH: Pratique granted by Customs Boarding Officer after Maritime Declaration of Health form completed by Master and Deratisation Certificate examined. Important that vessel should not commence refuelling nor work cargo until cleared. A vessel arriving from another Bahamian port, e.g. Nassau, does not require pratique. Event any suspected disease or fever on board, pratique may be withheld, pending examination by Government Medical Officer.

RADIO: Recommended that radio messages giving ETAs, etc., be transmitted via Miami Radio.

TUGS: Four modern tugs rated up to 4,200 h.p. available.

BERTHING: No specific requirements necessary apart from giving first ETA at least 48 hours prior arrival, to ensure availability of suitable berth.

STEVEDORES: Grand Bahama Port Authority (Harbour Division) are sole stevedoring company. Some limitation labour availability and difficult to obtain more than two gangs at any one time. Normal discharging rate 10 tons d.w. per hook per hour. Port Authority operate forklift trucks ranging from 2 to 30 tons capacity. First ETA at least 48 hours prior arrival, to ensure labour booked in time.

MEDICAL: No port medical officers and persons requiring attention must proceed approximately 7 miles to Freeport's hospital and dental clinic, or to Antoni Clinic which approximately same distance from port area. Advance notice to Agent desirable but not essential.

TANKERS: Refuelling berth Basin No. 2 maintained by Borco, suitable for vessels up to 550 ft. (LOA) with maximum draft of 27 ft. In addition two offshore moorings, draft 45 ft. Four Sea Island berths, draft 50 ft. to 80 ft.

DENSITY: Salt water. Rise and fall of tide between 3 ft. and 3 ft. 6 in.

FRESH WATER: Fresh water available by pipe-line at both offshore moorings (at 75 c. U.S. per ton – rate about 30 tons per hour), and in harbour. In harbour cost is 50 c. U.S. per ton when pumped from ashore, plus U.S. $5.10 for use of hoses. Average pumping rate 18 tons per hour per connection, with maximum two connections. Fresh water also supplied by barge at 75 c. U.S. per ton at rate of about 30 tons per hour.

FUEL: All grades available. 24 hours notice desirable.

DEVELOPMENTS: Presently under construction is Basin No. 4, dimensions 900 ft.×350 ft. with depth of 30 ft. Also under construction is easterly breakwater at harbour entrance to extend 800 ft. seaward. Westerly breakwater already in existence and extends 500 ft.

GANGWAY/DECK WATCHMEN: Not necessary as security guards patrol port area 24 hours a day.

OPENING/CLOSING HATCHES: Normally carried out by stevedores.

SHIP CERTIFICATES: Deratisation Certificate required.

TOBACCO ALLOWANCE: 50 cigars or 200 cigarettes or 1 lb. weight of tobacco.

WINE AND/OR SPIRIT ALLOWANCE: One quart of spirits per adult.

CARGO GEAR: Currently no cranes based permanently in harbour area. However, mobile cranes can usually be made available, although essential shipowners consult agents before accepting heavy lifts requiring shore facilities for discharge.

CREW IDENTIFICATION CARDS: Not required.

CONSULS: No foreign Consuls Freeport.

REPAIRS: Only minor repairs.

DRY DOCKS: None.

REPATRIATION: Facilities for crew changes and repatriation by air.

AIRPORT: Approximately 4 miles from harbour, served by following airlines: BOAC, Eastern Airlines, Air Canada and Pan American Airways.

TIME: GMT minus 5 hours.

HOLIDAYS: No cargo work in the port on following days: New Year's Day; Good Friday; Easter Sunday; Christmas Day. Work ceases 1700 hours on day preceding above holidays and commences 0800 on day after.

POLICE/AMBULANCE/FIRE: Police tel. 28333. Police station approximately two miles from harbour, and operates several radio-controlled vehicles. Ambulance tel. 31817. Ambulance based at Grand Bahama Clinic which approximately seven miles from harbour. Fire tel. 28888. Fire Station approximately seven miles from harbour and at present consists of one fire-truck with auxiliary vehicles.

TELEPHONES: Cannot be placed on board.

AGENT: E. H. Mundy & Co. (Bahamas) Ltd., PO Box F2492, Freeport, Grand Bahama Island, Bahamas. Tel. 41111 (6 lines). Cables "Mundico". Telex FP008. Ship Brokers, Shipping and Passenger Agents, Lloyds Agents, IATA Cargo and Passenger Agents.

NASSAU, Bahamas: 25.05 N. 77.20 W.

DOCUMENTS:

(*a*) Inwards:

Description	*Customs*	*Immigration*	*Agents*	*Total*
1. Ship's Report Inwards (supplied by Agents)	2	—	—	2
2. Maritime Declaration of Health (supplied by Agents)	1	—	—	1
3. In transit passenger manifest	2	1	2	5
4. Disembarking passenger manifest	2	1	2	5
5. Crew Lists	2	—	1	3
6. Crew Curio List	1	—	—	1
7. Stores List	2	—	1	3
8. Gift Shop Inventory	1	—	—	1
9. Cargo Manifest	3	—	3	6

10. Derat. Certificate – should be available for inspection.
11. Clearance from last port to be given to Customs.
12. Immigration landing cards must be completed by all passengers. (These are supplied by Agents.)
13. Customs Declaration forms must be completed by all disembarking passengers. (These are supplied by Agents.)
14. Cargo Tally Books – two per hatch where Nassau cargo is to be discharged.

If vessel's previous port of call was in Bahamas items 1, 2 and 10 need not be complied with. Item 9 – two cargo manifests supplied to Agents should show freight charges in detail.

Note: All non-Bahamian passengers finally disembarking at Nassau must be in possession of return ticket or have proper Bahamas Immigration Entry Permit.

(*b*) Outwards:

Description	*Customs*	*Immigration*	*Agents*	*Total*
1. Ship's Report Outwards (supplied by Agents)	2	—	—	2
2. List of embarking passengers	2	1	2	5
3. Manifest covering cargo loaded	3	—	3	6

If vessel clearing for another Bahamian port, item 1 does not have to be complied with, but copy of next port's manifest required.

PILOTAGE: Presently no signal station and Masters requested telegraph ETA at least 48 hours in advance with subsequent amendments as necessary to agents, who will inform Pilots. Pilot normally boards in approximate position one mile North of Western end of Hog Island (Paradise Island). When port closed due bad weather a red flag will be displayed at Western end of Hog Island by day and red light in same location at night. Vessels may anchor in vicinity of pilot station where depth of water allows. There are four Pilots and boats are clearly marked "Pilot" and display international pilotage signals. Pilots are accustomed boarding by pilot ladder.

ANCHORAGES: Anchorage just off Nassau Harbour extends over area North and East of Western point of Hog Island to approximately half a mile off shore, where it becomes too deep.

ENTRY RESTRICTIONS: No restrictions apart from adverse weather conditions or excessive draft which may make it advisable to enter on certain state of tide.

MAX. SIZE: No restriction length or breadth but safe draft is considered 35 ft. Largest vessel to enter harbour to date gross tons 34,172, length 715 ft., draft 31 ft. 7 in. Safe draft cargo pier 25 ft.

HEALTH: Provided vessel healthy Customs grant free pratique on receipt international declaration of health form completed and signed. If any suspected disease or fever on board Master should advise Agent by cable, who will inform appropriate authorities and advise Master clearance procedure. Once vessel obtained free pratique in one Bahamas Port and proceeds another there are no further procedures at next port.

RADIO: Communications can be directed through Radio Nassau on following frequencies:

W/T	Call letters	ZFR1	Transmitting	5320 K/cs.
			Receiving	5300 K/cs.
		ZFR3	Transmitting	4031 K/cs.
			Receiving	3695 K/cs.
R/T	Call letters	VPN2	Transmitting	2558 K/cs.
			Receiving	2198 K/cs.
		VPN3	Distress	2182 K/cs.

Agents normally use this station when sending messages.

TUGS: Tugs normally join vessel at entrance to turning basin. Usual for vessel to provide tow line.

BERTHING: No specific requirements but due congestion essential that Agent is kept well informed of ETA.

BRIDGES: No bridges affecting entrance to main berths.

STEVEDORES: Master should include in ETA number gangs required and tons per hatch for discharge, as shipping documents do not always arrive in advance. Discharge rate approximately 10 tons per hour.

MEDICAL: Full medical services available. In serious cases requiring immediate attention Agent should be advised so that doctor may board on arrival.

TANKERS: Limited facilities provided for tankers at Clifton Pier on South-west side of Island. Vessels moor to dolphins off shore and discharge through submarine pipe line. Vessels proceeding Clifton Pier (unless otherwise advised) should pick up pilot off Nassau and clear customs. Only oil imports are for domestic purposes and there is no oil refinery. Maximum draft Clifton Pier 36 ft.

DENSITY: 1025.
FRESH WATER: Available Prince George Wharf on old section but not yet provided on new deep water pier recently completed. Rate 10–15 tons per hour from hose connections on dock. Public Water Department supplies hose and connections. Price approximately 0·57 c. per ton depending on amount required. No water barges available.
FUEL: No fuelling facilities available with exception of small quantities diesel which may be delivered by road tanker. Nearest bunkering station Freeport, Grand Bahama.
PORT FIRE PRECAUTIONS: No special requirements. Vessels carrying explosives should notify Agent in advance so that Authorities may be advised.
FUTURE PORT DEVELOPMENTS: New cargo terminal constructed on Arawak Cay which is an Artificial Island produced when entrance channel and turning basin were dredged. Is situated on Western side of harbour with depth alongside 26 ft. Roll-on and roll-off facilities will also be available.
GANGWAY/DECK WATCHMEN: Vessel to supply own watchman if required.
OPENING/CLOSING HATCHES: Roller hatches usually opened and closed by vessel's crew but older wooden hatches and tarpaulins handled by stevedores.
SHIP CERTIFICATES: Only certificate normally required for inspection is Derat. Certificate.
CUSTOMS ALLOWANCE: Quantity should be reasonably based on individual requirement and length of stay in port. Actual amount is at discretion of Customs Officer clearing vessel.
CREW IDENTIFICATION CARDS: Not required.
CONSULS (based in Nassau):
Haiti, Consul-General Mr. Julio Bordes; Vice-Consul Mr. Jean Massena.
United States of America, Consul-General Mr. Turner B. Shelton, PO Box 597; Consul Mr. E. Lewis Crossen; Vice-Consul Mr. John Boritas.
Honorary Consuls (situated in Bahamas):
Belgium, Mr. Michael Ramsey, PO Box 52, Nassau.
Costa Rica, Mr. Clovis A. McAlpin.
Denmark, Greta Lay Oakes, PO Box 4949, Nassau.
Dominican Republic, Mr. F. Wesley Gleason, PO Box 5840, Nassau.
Ecuador, Mr. Norman Edwards, B.O.L.A.M., Nassau.
El Salvador, Miss Anna Astrid Avila, PO Box 4883, Nassau.
France, Mr. Michael Ramsey, Consular Agent, PO Box 52, Nassau.
Germany, Mr. Henry Kaufmann, PO Box 6225, Nassau.
Greece, Mr. Andrew George Esfakis, Hon. Vice-Consul, PO Box 248, Nassau.
Italy, Mr. Galliano Vouch, Consular Agent, PO Box 168, Nassau.
Netherlands, Mr. Allan C. Butler, Hon. Consul, Nassau.
Norway, Mr. Leslie C. Higgs, Hon. Consul, PO Box 992, Nassau.
Peru, Mr. Columbus O'Donnell, PO Box 29, Nassau.
Sweden, Mr. Aubrey Bethell, PO Box 1008, Nassau.
REPAIRS: Only limited repairs and requirements should be passed to Agent in advance of vessels arrival.
REPATRIATION: Crew changes can be arranged but accommodation expensive and not always available at short notice.
AIRPORT: Extremely good air services. At certain periods airlines become fully booked and suggested that reservations be made in advance.
TIME: Local time (Eastern Standard Time) 5 hours behind GMT. Daylight Saving Time 4 hours behind GMT applicable 27th April to 26th October.
HOLIDAYS: New Year's Day (1st January); Good Friday; Easter Monday; Whit Monday; Commonwealth Day (25th May); Labour Day (5th June); Queen's Birthday (6th July); Emancipation Day (3rd August); Discovery Day (12th October); Christmas Day (25th December); Boxing Day (26th December). Cargo can be worked on all holidays except Labour Day and Christmas Day.
POLICE/AMBULANCE/FIRE: Police 24444; Ambulance 22221; Fire 24444.
TELEPHONES: No facilities for placing telephones on board.
GENERAL: (*a*) Bonded Stores only available to passenger vessels regularly calling Nassau. (*b*) Passenger Vessels: Is of assistance to Agent to know how many passengers disembarking and how many in transit.
SERVICES: Most specialised services unavailable, e.g. radar, radio, gyro, tank cleaning, compass adjusting. If Agent given sufficient notice arrangements can be made for technicians to be flown from Miami.
SHORE LEAVE: No limitations.
AGENT: Curry & Mundy Limited, Boyle Building, East Street, PO Box 1281, Nassau Bahamas. Cables "Mundico" Nassau. Telex N.S. 167. Tel. Office 23055, 24476, 28877, 22958; Outside office hours 43040, 21996.
Shipbrokers, Shipping & Travel Agents, Forwarding Agents, Stevedores and Export Packers. IATA Airfreight Agents. Representatives for United Kingdom Mutual Steamship Assurance Association Limited.

Bahrain Island

MINA SULMAN: 26.12 N. 50.37 E.

DOCUMENTS:
International Declaration of Health.
5 Crew Lists.
Ship's Report (given by Customs on arrival).
Valid Smallpox Vaccination for all crew members.
PILOTAGE: Mina Sulman Pilots board either at Sitra Anchorage (see "Sitra") or by special arrangement at Outer Middle ground buoy. Pilotage compulsory except for Naval vessels and small locally-owned craft whose Masters are familiar with the port and control.
Vessels with draft up to 29 ft. 6 in. able to enter Mina Sulman dredged channel near time of high water and on a few occasions vessels with a draft of 30 ft. have been handled. Vessels of less than 25 ft. draft may generally enter or leave at any state of tide and also during dark hours unless there are factors detrimental to safe navigation. Generally, vessels berth during daylight hours only, but may leave at any time between 0600 hours and 2300 hours.
Port equipped with 3 800 h.p. tugs, 3 pilot cutters and a number of mooring launches and work boats.
Pilot cutters mostly black with white-painted wheel-house and cabin accommodation.
MAX. SIZE: Average size of ships handled range between 450 ft. and 550 ft. in length and having breadths of between 60 ft. and 70 ft. (Also see "Pilotage".)
HEALTH: Port Health Authorities board vessel on arrival at berth alongside Deep Water Jetty and grant pratique.
RADIO: Vessels intending call Mina Sulman should advise Agents via Bahrain Radio, call sign GNV, their ETA, draft, hatch distribution and any other requirements, giving as much notice as possible.
TUGS: Will usually join vessel between Nos. 7 and 8 Channel Buoys during final approach to Deep Water Jetty.
BERTHING: Arrangements are made with Harbour Master by ship's Agents for necessary berthing as required.
VHF: Vessels equipped with VHF should, when within range, contact Mina Sulman Harbour Office on Channels 6 or 16 which have frequencies of 156·30 and 156·80 respectively.
MEDICAL: Upon application to ship's Agent, the medical examination of crew members can be arranged. Personnel will either be sent to private doctor or to Public Health Department as circumstances dictate. Serious cases will be referred to government hospital doctor.
FRESH WATER: Well water available and can be delivered on berths at Deep Water Jetty at rate of approximately 20 tons per hour per hose.
BUNKERS: Bunkers available Mina Sulman and provided by barge of 8,700 barrels capacity, which is owned by the Bahrain Petroleum Company. All usual grades of commercial oil available.
GANGWAY/DECK WATCHMEN: Not customary to employ deck watchman.
IDENTIFICATION CARDS: These cards necessary for any crew member wishing to proceed ashore. Identification card is surrendered to Immigration Authorities at main entrance to port in return of a pass. On return to port, the pass is surrendered and seaman's identity card returned to him.
REPAIRS: Good facilities for both hull and engine repairs which can be effected by the two principal slipway companies. Facilities exist to receive single vessels of 1,000 tons deadweight, and a tower crane capable of a 15 tons lift at 40 ft.
REPATRIATION: It is possible for whole crews or just individual crew members to join or leave vessels at Bahrain. As much notice as possible should be given to Agents to enable arrangements to be made for their reception, hotel accommodation and transportation.
AIRPORT: Bahrain International Airport regularly served by main international airlines, with frequent services to Europe, U.S.A., Far East, and Australia. Also frequent inter-gulf flights.
TIME: GMT plus 4 hours.
OFFICIAL HOLIDAYS: Public holidays in accordance with Muslim calendar as follows: 3 days during Ied al Fittr; 3 days during Ied Al Adha; 3 days during Muharram; 12th R'Awal Prophet's Birthday; Accession of H.H. The Ruler, 16th December; 25th December; 1st January. Apart from 6 days, two during each of the religious anniversaries, all holidays will be worked in the port as on Fridays, the Sabbath day.
TELEPHONES: Can be provided at each berth on Deep Water Jetty at charge of BD's 1,200 fils per day per phone (approx.). In case of emergency, dial 79 for ambulance; 77 for Duty Police Officer; 75 for Fire Brigade.
SERVICES: Bahrain well provided for services including repairs, stores and supplies, fumigation surveys, adjustments, radar and gyro compas repairs, professional diving, and underwater brushing.
SHORE LEAVE: Permitted.
AUTHORITY: Director General of Customs and Ports, Bahrain Government. Port Office, POB 453, Bahrain, Arabian Gulf.
AGENT: See "Sitra".

SITRA: 26 09 N. 50.40 E.

OPERATORS: The Bahrain Petroleum Co. Ltd., Awali, Bahrain. Cables: "Bapco Bahrain".
DOCUMENTS: Crew list 3 copies. Passenger list 3 copies. Customs Declaration 2 copies. Health Declaration 2 copies. Log Book for Inspection by Customs Officers.
PILOTAGE: Not normally provided between Bahrain Light Vessel and Sitra Anchorage. For vessels navigating Sitra Deep Water Channel with drafts in excess 40 ft. Company will, upon request, arrange pilotage assistance where possible. Mooring Master boards vessel on arrival Sitra Beacon if berth available. If pilot does not approach vessel arriving, vessel should anchor in anchorage. Freighters will not be berthed until Agent has given pratique. Pilot boat, a tug or launch exhibiting International pilot flag by day and lights by night.

APPROACHES: Without accepting any responsibility, following suggestions made by Bapco marine staff, for Masters not familiar with approaches to Sitra. Courses inbound will depend upon draft. Vessels wishing utilise "Deep Water Departure Channel" should follow reciprocal of courses described for "Deep-water departure Channel". Vessels with drafts less than 30 ft. requested to *Keep Clear* of this channel, and use "Sitra Inward" buoy as follows.

(a) *Under 30 ft. Draft*

(i) From position (Lat. 26° 27.8′ N. Long. 51° 00′ E) 2½ miles S.E. of No. 3 Beacon (Lat. 26° 28.5′ N. Long. 50° 57.4′ E) course should be set to position ¾ mile North of "Sitra Inward" buoy (Lat. 26° 21.2′ N. Long. 50° 49.7′ E), leaving "Caisson Wreck" buoy (Lat. 26° 24.2′ N. Long. 50° 52.7′ E) at least ½ mile to starboard.

(ii) From position ¾ mile North of "Sitra Inward" buoy course should be set towards No. 16 buoy (Lat. 26° 12.9′ N. Long. 50° 46.3′ E).

(iii) When vessel has reached a position with No. 16 buoy, 1½ miles ahead, course can be adjusted to due South, passing westwards of "Vidal" buoy (Lat. 26° 14.1′ N. Long. 50° 47.2′ E) until "Sitra Beacon" bears due West. Course can then be altered to pass South of No. 18 buoy (Lat. 26° 10.3′ N. Long. 50° 43.9′ E), and thence to Sitra Anchorage, thus keeping clear of the deep water channel.

(iv) "Sitra Beacon" located at South end of North Shoals (see "Pilotage" and "Anchorage").

(b) *Deep-water departure Channel*

(i) Following "Alteration of Course" Positions, based upon radius of turn of 5 cables. This may necessitate an increase in Engine Revolutions, together with Full Helm, in some vessels.

(ii) The Company Mooring Master unberthing the vessel will normally leave vessel after having crossed Sitra Middle Ground Bar; marked by small Pillar buoys on the 43-ft. contour, North and South; and with the vessel proceeding to pass 2 cables South of "Sitra Beacon" (Fl. 6 sec.) and close North of No. 18 Buoy (Qk. Fl. R.).

(iii) When No. 18 Buoy comes abeam, course should be altered to 090° (T) which will bring Sitra Beacon dead astern, bearing 270° (T).

(iv) As No. 27 Buoy (Qk. Fl. W.) comes abeam to port, course should be altered to 022° (T), until buoys 21, 23 and 25 are sighted in line, bearing 344° (T), whence course should be altered to 344° (T).

(v) On course 344° (T) Buoy No. 25 (Fl. 5 sec.) and Buoy No. 23 (Int. Qk. Fl.) will be passed close on the port side and Buoy No. 16 (Fl. R. 6 sec.) a "Middle Ground Mark" on the starboard side.

(vi) As No. 21 Buoy (Gp. Fl. (3) 5 sec.) comes abeam to port, course should be altered to 015° (T), which should bring Buoy No. 12 dead ahead and Buoy No. 21 dead astern. The bearings of these buoys should be watched closely to gauge and correct for cross set which is sometimes quite strong on this course and the next. On this course No. 14 buoy (Fl. R. 10 sec.) will be left to starboard.

(vii) On No. 19 Buoy (Fl. 3 sec.) coming abeam, course should be altered to 002° (T) bringing Buoy No. 15 (Occ. 5 sec.) dead ahead. Buoy No. 12 (Fl. R. 2 sec.) will then be left close to starboard and No. 17 Buoy (Qk. Fl. W.) will be left to port.

(viii) In order to pass over a cable eastwards of Buoy No. 15, course should be altered to 016° (T) as Buoy No. 10 (Gp. Fl. (3) R. 10 sec.) comes abeam to starboard and then altered to 356° (T) as Buoy No. 15 comes abeam to port. This course would pass 3½ cables West of Bahrain Approach Beacon (Gp. Fl. (2) W. 10 sec.). It may be advisable to reduce engine revolutions shortly after steadying on course 356° (T), in order to be able to increase if required to provide better steerage on rounding the beacon.

(ix) When the Bahrain Approach Beacon bears 051° (T) course should then be altered to 051° (T). As this heading is approached, it should be found that Buoys No. 8 (Fl. R. 2 sec.) and No. 6 (Gp. Fl. (3) R. 6 sec.) are in line to starboard, as Bahrain Approach Beacon comes abeam at 2½ cables, and then should commence to open. Buoys No. 13 (Int. Qk. Fl.) and No. 11 (Qk. Fl.) are parallel to the course on the port side of the vessel, give clearance on the 43 ft. patches and give the extent of the bar which should be traversed at Slow Speed.

(x) On No. 11 Buoy coming abeam to port, course should be altered to 054° (T) passing between No. 9 Buoy (Fl. 10 sec.) and Buoy No. 4 (Qk. Fl. R.), followed by Buoy No. 7 (Fl. 5 sec.) to port.

(xi) When Buoy No. 2 (Gp. Fl. (2) R. 10 sec.) bears East, course should be altered to 071° (T) to pass close South of Buoy No. 5 (Fl. 3 secs.).

(xii) Buoy No. 5 should be close abeam to port, when the course is altered to 057° (T) and speed reduced to cross the spit which extends in a southerly direction from No. 3 Beacon (Fl. 6 sec.) in a minimum depth of 44 ft. at Chart Datum.

(xiii) When Buoy No. 1 (Fl. 1 sec.) bears 040° (T), course should be altered to 040° (T) bringing the Bahrain Light Vessel Gp. Fl. (3) 20 sec.) on the starboard bow. One and a half miles after Buoy No. 1 has been left to port, the minimum depth of water is greater than 50 ft., and it is safe to go Full Ahead.

(xiv) Masters can expect to have to make adjustments from time to time, to the recommended courses, due to set. Effects of tide and current should be watched for at all times.

ANCHORAGE: Within Port of Sitra vessels must anchor North of imaginary line between Sitra Beacon and Sitra middle ground outer buoy, order keep departure channel clear. Good holding ground in about 8 fathoms. Vessels *must not* obstruct fairway or approaches to wharves by anchoring South of above-mentioned imaginary line. Northern limit of anchorage marked by North Shoals Beacon on 5-fathom line. Due presence of pipes and power lines, anchoring or use of anchors prohibited in vicinity of or between No. 1 (Island) Wharf and No. 2 wharf except upon advice of Company Mooring Master.

ENTRY RESTRICTIONS: Berthing carried out night and day Draft restrictions see "Size of Vessel". Merchant vessels carrying explosives not permitted enter Sitra Anchorage, unless permission has been granted and anchorage allocated. Such vessels advised anchor in position 2 miles due East of South Shoals Beacon.

SIZE OF VESSEL: No. 1 (Island) Wharf overall length 923 ft., consisting of two berths (Nos. 5 & 6), which normally accommodate vessels up to 900 ft. LOA. Maximum draft 44 ft. No. 2 (T-Head) Wharf has continuous overall length 1,666½ ft. Vessels up to 820 ft. normally accommodated on two outer berths (Nos. 1 & 2), but this flexible depending remaining Wharf frontage after first vessel berthed. Maximum draft 43 ft. Two inside berths at No. 2 (T-Head) Wharf, berths No. 3 & 4, are divided by approach trestle and restricted to overall length 560 and 550 ft. respectively. Maximum drafts up to 32 ft. Coastal tanker wharf is single berth and can accommodate up to 240 ft. LOA. Maximum draft 16 ft. Deep-water channel between Sitra Anchorage and Bahrain Light Vessel has minimum depth in shoaler areas of 44 ft. Chart Datum. This permits unrestricted use of channel for vessels drawing up to 40 ft. Drafts up to 44 ft. permitted by utilisation of tidal range over shoaler areas. Additional channel for drafts up to 30 ft. provided to south-east of main deep-water channel. Purpose of this channel is to keep main deep-water channel free for deep-drafted vessels.

Masters who intend utilise Deep Water Departure Channel with drafts in excess of 40 ft. are requested advise Port Captain, Sitra, not later than 48 hours in advance.

Masters of departing vessels requiring utilise rise of tide, to cross bar N.E. of Bahrain Approach Beacon, and that South of No. 3 Beacon should be underway, passing Sitra Beacon not later than *3½ hours before* next predicted *High Water Mina Sulman*, or at a time not later than that which would allow vessels to make the passage between Bahrain Approach Beacon and No. 3 Beacon at reduced speed of 8 knots, having full benefit of tide, and passing first beacon *1½ hours* before predicted *High Water Mina Sulman*.

HEALTH: Bahrain Port Health Regulations based on International Sanitary Regulations adopted by World Health Organisation May 1951. Quarantine signals must be prominently displayed approaching Sitra. Pratique normally granted by Bahrain Government Port Health Officer or Agents' representatives. If neither available, Company Mooring Master also authorised grant Pratique to healthy tankers scheduled for immediate berthing.

RADIO: All radio communications routed through "Cable & Wireless", Manama Bahrain. Cable address "Bapcoship Bahrain" through Bahrain Radio Station Call Sign "GNV". Vessels requested keep "Bapcoship Bahrain" fully advised estimated times of arrival and provide "Bapcoship Bahrain" with ETA, arrival draft and draft to which vessel loading, not later than 48 hours steaming time from Sitra. Times should be quoted and shown as being GMT.

Bahrain Radio (GNV)

W/T Medium Frequency. Continuous watch 24 hours a day for

Calling and Safety	500 Kcs.
Working	487 Kcs.

W/T High Frequency

Time	*Transmitting frequency*	*Searching*
0300–0500 GMT.)		
0700–0900 GMT.)	8,710·4 Kcs.	8,354– 8,374 Kcs.
1500–1600 GMT.)		
0500–0700 GMT.)		
1100–1500 GMT.)	12,709 Kcs.	12,531–12,561 Kcs.
1600–1700 GMT.)		
0900–1100 GMT.)	17,175·2 Kcs.	16,708–16,748 Kcs.

R/T Medium & High Frequency. Continuous watch 24 hours a day for

Calling and Safety	2,182 Kcs.
Working	2,607 Kcs.
	2,656 Kcs.
H.F. Working	4,422·2 Kcs.
H.F. Working	8,748·1 Kcs.

Radio telephone calls on High Frequency may be made at any time, if arrangements are made by W/T, during W/T schedules.

R/T Very High Frequency. Continuous watch 24 hours a day for

Calling and Safety	Channel 16
Traffic	Channel 26

"*Sitra Port Control*". Continuous watch 24 hours a day on V.H.F.

Calling and Safety	Channel 16
Normal Working	Channel 9
Alternative Working	Channel 6 and 14

BERTHING: Vessels required be sufficiently ballasted with clean ballast water before coming alongside. Minimum tanker drafts normally acceptable are:

16,000 DWT to 20,000 DWT 12′F 20′A
20,000 DWT to 30,000 DWT 14′F 22′A
30,000 DWT to 40,000 DWT 15′F 24′A
40,000 DWT to 50,000 DWT 16′F 25′A
50,000 DWT to 60,000 DWT 19′F 26′A
60,000 DWT to 70,000 DWT 21′F 27′A
70,000 DWT to 90,000 DWT 23′F 28′A
Over 90,000 DWT 25′F 29′A

Mooring Masters may decline berth vessels if not sufficiently ballasted. Berthing operations conducted on 24-hour basis at discretion

of Mooring Master; wind, weather, tide and other circumstances permitting. Mooring Masters will decline berth vessels if not properly equipped with satisfactory mooring lines, or if deck appliances inoperable, or if steering gear, telegraphs and whistles not in an efficient condition. Anchors and cables should be cleared ready for letting go. Master should notify Mooring Master of any defects or peculiarities pertaining to vessel. Masters requested maintain continuous watch on VHF for berthing instructions. Vessels must be equipped with *at least* five lines forward and four lines aft. These lines must be sufficient length enable moorings to be "doubled up" in bad weather. Method of mooring at discretion of Mooring Master.

TUGS: Tugs normally join in Sitra Anchorage after pilot has boarded. Tugs lines used during berthing operations. During unberthing ship's lines used for forward tug, and tug's line for after tug. Mooring Master will decide number of tugs.

MEDICAL: Advance notice to Agents preferable. Good hospital and medical facilities.

RESIDUES: Limited slop tank facilities for oily residues at all berths.

DENSITY: Average 1,030 oz. cu. ft.

FRESH WATER: Limited quantities of well-water available at Sitra Wharves. Is saline and mainly used for washing purposes, although can be used for drinking. Delivery rate about 15 tons per hour. Nominal delivery charge. Vessels berthed for water only in emergency and additional docking charge. Water by lighter available Sitra Anchorage by arrangement with Agents.

FUEL: Bunkers available all berths and by Lighter. Fuel Oil maximum 1,500 secs. Redwood. Marine Diesel. Diesel Gasoil. Vessels should give at least 24 hours notice.

FIRE PRECAUTIONS: Vessel receives full details regulations on berthing. Vessels must have firewires, and engines must not be immobilised whilst alongside.

DEVELOPMENTS: Aluminium terminal under construction for bulk carriers up to 35 ft. draft.

GANGWAY/DECK WATCHMEN: An officer must be on deck during all loading or discharging operations. A deck watch must be maintained for moorings and hose connections.

TOBACCO ALLOWANCE: No restriction.

WINE AND/OR SPIRIT ALLOWANCE: Ship's requirements. Bond sealed but can be re-opened upon application. Liquor trafficking between vessels alongside Wharves or between vessels and shore strictly prohibited.

CREW IDENTIFICATION CARDS: Discharge Book or Passport to be deposited with Immigration when going ashore.

CONSULS: British Political Agent. United States Consul in Ras Tanura can come to Bahrain on request through Agents.

REPAIRS: Local marine repair companies can undertake limited repairs of general nature.

REPATRIATION: Facilities for crew change and repatriation by sea or air.

AIRPORT: Served by regular Airlines located about 15 miles from Sitra.

TIME: GMT+4 hours. No changes during year.

HOLIDAYS: Numerous holidays do not affect operation of Port, which operates 24 hours a day, seven days a week. Local Sabbath is Friday.

TELEPHONES: No facilities for placing telephones on Ships.

NAVIGATION: Port Captain will be available for advice concerning navigation of channel.

SHORE LEAVE: Permitted, but consult Agents.

PORT REGULATIONS: Port Captain should be contacted for any queries not covered by lists of regulations provided on arrival.

PORT AUTHORITY: Port Captain, Sitra. The Bahrain Petroleum Company Limited, Awali, Bahrain.

AGENTS: Gulf Agency Co. (Bahrain) Ltd., P.O.B. 412, Manama, Bahrain. Cables: "Confidence". Tel. 4717. Telex: 211 (A/B "Gacship 211"). After office Tel. 5461, 62-26-39.

Barbados

BRIDGETOWN 13.05 N. 59.36 W.

DOCUMENTS:

Crew Lists (5 copies).
Passenger Lists (5 copies).
Health Certificate (1 copy).
Ship information (3 copies).
Vaccination Report on Crew (1 copy).
Vaccination Report on Passengers (1 copy).
Deratisation Certificate.
Manifest (1 copy).
Bill of Lading (1 copy).
Clearance from Last Port (1 copy).
Ship Stores List (2 copies).
Crew's Declaration List (1 copy).
Animal Declaration List (1 copy).

Ship should be entered within 24 hours and articles deposited in Shipping Office if staying longer than 48 hours.

PILOTAGE: Pilotage compulsory for all vessels entering Bridgetown Harbour. Agents of vessels intending visit port required give ETA as early as possible on Form A. Four hours notice weekdays and eight hours Saturdays and Sundays are minimum requirements.

Watch kept on VHF Channel 16, 156·80 Mc/s. Working frequency VHF Channel 12, 156·60 Mc/s. Pilotage vessels power-driven launches approximately 40 ft., painted grey. Signals for Pilot Boat: International.

Pilotage Station: 5 cables West of Fairway Buoy Admiralty Chart 502. No alternative station in bad weather. Usual pilotage ladder in good condition should be rigged on port side when approaching harbour.

ANCHORAGES: Quarantine anchorage as indicated Admiralty Chart 502. Explosive anchorage as indicated on chart. Carlisle Bay anchorage see Chart 502.

ENTRY: Bridgetown Deep Water Harbour offers 24 hours service to ships with draft up to 31 ft. 6 in. A harbour for small craft (careenage) caters to ships up to draft 13 ft. 6 in. high water.

MAX. SIZE: Maximum length permitted in Deep Water Harbour 800 ft., draft 31 ft. 6 in. Oil Carriers Pier outside Deep Water Harbour maximum draft 52 ft. Length 850 ft.

HEALTH: Pratique may be obtained by radio or from Pilot or Health Officer on arrival. In case of suspected disease Port Doctor should be notified by radio through agents.

RADIO: Cable and Wireless, Barbados Radio; Call sign 8PO.

TUGS: Tugs join ship at entrance to basin of harbour. Tug's lines used, free of charge.

BERTHING: All unoccupied berths accessible at all times in normal weather conditions.

STEVEDORES: Gangs must be ordered before 1500 hours on day preceding date of arrival and by 10 a.m. on Saturday for Sunday or following Monday. Average rate of cargo discharged:

Bag Stuff, 22 tons (weight) per hour.
General Cargo, 12 tons (weight) per hour.
Ships specially equipped for handling palletised cargo, 30 tons per hour.
Average rate of loading of cargo: General cargo 12 tons; Bag stuff 18 tons.

MEDICAL: Agents should receive advance notice of required medical attention as soon as possible. Modern 800 bed hospital. Private clinics and usual medical facilities available.

TANKERS: Tanker berths, two berths for ships of up to 52 ft. draft, one berth for ships up to 31 ft. 6 in. draft. No slop-tanks. ASA Fittings.

DENSITY: 1025 ounces.

FRESH WATER: Easily available. Delivery 50 tons per hour. Cost, 75 cents EC per ton. Delivery by hose-pipe through hydrants installed in each berth.

FUEL: Bunker C, marine diesel, marine diesel medium (gas oil). Intermediate fuel, all grades. Twelve hours notice in advance of ETA.

DEVELOPMENTS: Possibility of extending quay wall 500 ft. Northward, increasing berths for deep-draught vessels by two. Also providing new accommodation for small craft of draught up to 14 ft. Provision for containerisation and bulk handling of flour and other commodities. No firm plans or dates.

GANGWAY/DECK WATCHMEN: Watchmen's services necessary. Cost, Watchmen EC. 1.28 per hour.

OPENING/CLOSING HATCHES: By stevedores.

SHIP CERTIFICATES: Load Line Certificate, Certificate of Registry. Deratisation Certificate.

TOBACCO ALLOWANCE: Two packages or 100 cigarettes per person.

WINES AND SPIRIT ALLOWANCE: At discretion of Customs Officer.

CARGO GEAR: Ship to supply cargo gear.

CREW IDENTIFICATION CARDS: Not required.

CONSULS:

U.S.A.	Embassy
China	Embassy
Venezuela	Consul
Norway	Hon. Consul
Finland	" "
Greece	" "
Mexico	" "
Sweden	" "
Holland	" "
Denmark	" "
Spain	" "
Belgium	" "
Germany	" "
Dominican Republic	" "
Republic of France	" "

REPAIRS: Minor repairs can be carried out by Central Foundry Ltd.

DRY DOCK: One small dry dock length 240 ft., breadth 46 ft., depth 13 ft. Lifting capacity 800 tons.

REPATRIATION: Facilities for crew changes available.

AIRPORT: Served by regular lines. Distance from harbour about 13 miles. Island is served by 8 weekly flights from Europe, and 39 weekly flights from N. America.

TIME: GMT Minus 4 hours (permanent). No alteration in clocks during the year.

GENERAL: Bridgetown dredged to minimum depth of 32 ft. LWOST, and well-buoyed fairway gives easy access to mouth of harbour which open to the North. A breakwater with jointed arm runs roughly South then South-east to connect with a cross berth running East, which in turn meets quay wall running North. All roads and apron surface 8 to 10 ft. above sea level. Mean tidal variation about 2 ft. 6 in. Quay wall 1,200 ft. long has two transit sheds each 50 ft. away from wall face. One shed 475 ft.×90 ft., and the other 425 ft.×90 ft., making total floor area 81,000 sq. ft. They are both 24 ft. high at eaves. A third smaller transit shed lies on cross berth

and has floor area 21,600 sq. ft. with height of 18 ft. at eaves. Approximately 6,000 sq. ft. of South-western end of this shed allocated for Customs examination of incoming passengers, and space in this area also provided for tourist information bureau and duty-free shop where liquor, handicrafts and other items available duty free. Inland and East of the two large transit sheds is stacking area with approximately a quarter of a million sq. ft. of surface and further to East of this lies another similar area reserved for further development.

Outer end of breakwater is 1,650 ft. long, used mainly for passenger ships. However, when transit shed berths are occupied it is possible to work cargo ships on this area which approximately 30 ft. wide, by using short wheel-base trailers from breakwater arm to transit sheds. When passenger vessels berthed alongside breakwater a service of small mini-buses is operated. Inner arm of breakwater just over 980 ft. long carries three sugar-loading towers capable of transferring sugar into vessels at a total rate of approximately 500 tons per hour. Towers connected by conveyor-belt system to bulk sugar located in South and East of stacking area and capable of holding about 80,000 tons sugar. Adjacent to sugar store are tanks for fancy and vacuum pan molasses. Underground pipes lead from these tanks to delivery points on breakwater adjacent to sugar-loading towers.

Cross berth of harbour 500 ft. long erected on concrete piles with wave slope on south side where surging into harbour dissipated. All berths in harbour equipped deliver fuel in bulk and following pumping rates possible:

Bunker "C"	6,000 barrels per hour
Marine diesel	4,000 barrels per hour
Marine diesel medium	1,000 barrels per hour
Intermediate fuel oil	600 barrels per hour

All berths equipped with telephone, outlets and connections for delivery of fresh water.

Cargo handling is by ship's gear to apron where removed by fork-lift trucks to transit sheds. Deliveries made to the rear of the shed where loading ramp at platform height provided. One mobile crane 5 tons maximum capacity and one 20 tons available. Management must be notified prior to acceptance any lift in excess 5 tons.

AUTHORITY: Government of Barbados, Port Department, Bridgetown Harbour, Barbados, West Indies. Cables "Portman Barbados". Tel. 61011–61012–61013.

AGENT: C. F. Harrison & Co. (Barbados) Ltd., PO Box 304, Barbados, West Indies. Cables "Harrison Barbados".

Belgium

ANTWERP: 51.14 N. 04.23 E.

DOCUMENTS:
Belgian Tonnage Certificate.
Ship's Register.
2 Lists Passengers in Transit.
2 Lists Passengers Disembarking.
2 Personal Effects Lists.
3 Crew Lists indicating full date of birth.
2 Store Lists indicating alcoholic beverages in bottles and size of bottles.
International Health Declaration.
Manifests and usual ship documents.

PILOTAGE: Access to the river Scheldt via Wielingen channel (west), Belgian sea-pilot cutter near buoy A1 (51.22 N. 2.53 E.). Black hull with a white number on bow, yellow funnel with black top, red flag with white letter P. Via Oostgat channel (North), Dutch sea-pilot cutter near Middelsteenbank buoy (51.39.30 N. 3.19 E.), blue flag with white letter L. Signals P or G of international code for both channels. VHF contact Channel 6. At Flushing Roads, Pilot disembarks and river pilot boards vessel until reaching locks where dock-pilot takes over until moored in berth. In case of suspension due heavy weather, Flushing pilot station can be contacted on VHF Channel 14.

DEEP-SEA PILOTAGE: See "Dover" or "Brixham".

ANCHORAGE: There is sufficient anchorage for deeply loaded vessels at all times around the A1 buoy, and for smaller vessels around the MSB buoy. Unlimited possibilities for anchoring at Flushing roads. Limited at Middelgat.

RESTRICTIONS: No restriction on night entry except for tankers destined for Petrol Pier South, or Hemiksem, which are not allowed to pass during darkness.

MAX. SIZE: Ships up to 820 ft. length, 125 ft. beam and 36 ft. 6 in. to 42 ft. draft can enter subject to tide and weather conditions. ETA required at least 24 hours in advance. Any vessel in excess of above dimensions should get prior approval.

HEALTH: No special requirements to obtain free pratique. Vaccination Certificates must be valid. Recent Derat Certificate required. In case of contagious illness aboard, advise Agent.

RADIO: Cable agents ETA Flushing, maximum fresh water draft, and requirements via Ostend Radio–OST or OSU (radio telephone). Radio Antwerp–OSA operates only on medium frequency.

TUGS: Tugs ordered at Pilot's request according to weather conditions and tide. Generally at Liefkenshoek for Van Cauwelaert and Baudouin locks and between N. Ballast and Saaftingen for Zandvliet lock. For supertankers, tugs may join at Bath. Ship's lines are usually used for towage. If ship asks for tug lines there will be a charge of 600 Fr. per line.

BERTHING: Deeply loaded vessels normally moor two hours before high water and two hours after high water.

STEVEDORES: To enable agents to order gangs, important to obtain in good time accurate ETA Flushing. Latest time to order gangs; normal day-shift 0800/1600 before 0630 same day; first shift 0600/1400 before 1600 previous day; Monday from 0600/1400 before 1600 previous Friday. Failure to give exact ETA may result in losing 12/24 hours also cost idle time gangs. No work performed Saturday and Sunday unless overtime paid.

RADAR/VHF: Chain Stations from Saaftingen to Kruisschans Roads, but radar only to help pilot determine position. In fog vessels do not normally proceed. Masters can keep close contact day and night on VHF; pilot cutter; Channel 6 (156·30 mHz). Flushing Radio; Channel 14 (156·30 mHz). Kruisschans Radio; Channel 12 (156·60 mHz). Vessels not equipped with VHF can rent a portable portaphone.

MEDICAL: Ample medical attendance in the port and hospital facilities available.

TANKERS: Five major tanker berths accepting vessels up to 42 ft. draft.

SIBP: hoses all 12 in., slop discharge possible for vessels discharging at their installation.

Esso: hoses 10–12 in, 14–16 in. hydraulic couplings, slop discharge possible when berth is free.

Albatross: hoses 24 in., slop discharge possible but vessel to shift. Max. size allowed 35,000 dwt.

Petroleum Pier South: Max. draft 31 ft. 6 in. for length 580 m.; max. draft 25 ft. for length 620 m. One hose 16 in., no slop discharge.

DENSITY: Fresh water in docks, slightly brackish in the river.

FRESH WATER: All berths supplied by shore connections.

FUEL: All grades available. Minimum 24 hours advance notice preferred.

FIRE PRECAUTIONS: No floating objects allowed alongside during loading/discharge/ballasting.

DEVELOPMENTS: The navigable channel and estuary are dredged continuously, draft of 45 ft. expected in 1972/1973. New installations are foreseen, 8th and 9th docks on the right bank of the river, junction of 5th harbour dock and Amerika dock is planned for 1973, extension of port on left bank of river.

GANGWAY/DECK WATCHMEN: Not compulsory but recommended in general and specially for ships berthed at river quays because of rise and fall of tide.

OPENING/CLOSING HATCHES: Normally opened/closed by crew. Stevedores usually helping lift beams. Tramp vessels according charter party.

SHIP CERTIFICATES:
Registered Tonnage Certificate.
Belgian Tonnage Certificate (issued at first call valid as long as tonnage remains unchanged).
Derat. Certificate.

CUSTOMS ALLOWANCES: 200 cigarettes or 100 cigarillos or 50 cigars or 250 gr. tobacco per man. Spirits ¼ litre per head.

IDENTIFICATION CARDS: Not required.

CONSULS:

Argentina	32.89.80	Ireland	32.74.76
Austria	33.38.54	Italy	33.56.61
Brazil	32.52.08	Netherlands	32.45.37
Chile	32.76.11	Norway	32.90.33
Colombia	32.29.21	Panama	33.21.73
Cuba	39.16.67	Poland	30.39.20
Denmark	32.01.98	Portugal	33.52.43
Finland	32.70.28	Spain	32.71.41
France	38.23.91	Sweden	38.98.12
Germany	32.78.13	Switzerland	33.95.40
Greece	37.50.02	Turkey	27.13.90
Greek Maritime Office	33.41.07	U.S.A.	32.18.00
Great Britain	33.17.12	Uruguya	32.72.51
Guatemala	33.62.21	Venezuela	33.65.31

REPAIRS: All kinds of repairs possible.

DRY DOCKS: Beliard Murdoch: No. 1 L. 738 ft., B. 109 ft.; No. 2 L. 885 ft., B. 134 ft. Mercantile: 5 docks from L. 480 ft. up to 836 ft., B. 60 ft. up to 129 ft. City dry docks: 10 docks from L. 60 ft. up to 685 ft., B. 30 ft. up to 83 ft.

REPATRIATION: All arrangements for crew changes and repatriation can be made.

AIRPORT: Zaventem Airport (distance 50 km.) served by regular airlines. Antwerp airport Deurne (distance 15 km.) only regular service with Amsterdam and London (3 flights per day). Plans to extend.

TIME: During the whole year GMT plus one hour.

HOLIDAYS: New Year's Day; Easter Monday; 1st May; Ascension Day; Whit Monday; 21st July; Assumption (15th August); 1st November; 11th November; Christmas Day. Cargo work can be arranged when labour available and at surcharge 100 per cent.

POLICE/AMBULANCE/FIRE: Harbour Police tel. 32.18.40; Alarm and accidents tel. 906; Ambulance tel. 900; Fire tel. 900.

TELEPHONES: At shipyards and oil terminals telephone is placed on board or in the vicinity without extra cost for local calls. Long-distance calls at special request.

AGENTS: Muller-Thomsen, S.A., Borzestraat 21, Antwerp. PO Box 524. Tel. 33.89.20. Telegrams Mineral. Telex 31259.

BRUSSELS: 50.51 N. 04.22 E.

DOCUMENTS: Same as Antwerp and to be handed to agent at Antwerp roads, where clearance obtained.

PILOTAGE: Notice of ETA Antwerp roads should be given 24 hours beforehand to Antwerp agent, who will apply for upper

Scheldt Pilot. This Pilot takes over at Antwerp roads and brings ship up rivers Scheldt and Rupel to Wintam lock. Canal Pilot boards Wintam lock. Boatmen service on canal optional, but advisable for ships over 164 ft. length and according weather conditions. Boatmen for possible mooring Wintam lock entrance always available. Wintam equipped with VHF.

ANCHORAGES: Use of anchors strictly regulated on canal and only permitted certain areas in emergency.

ENTRY RESTRICTIONS: Ships proceed upstream from Antwerp to Wintam day and night accordance state of tide, direction of current, length and draft.

MAX. SIZE: Overall length: 344 ft. 06 in.; Extreme breadth: 48 ft. 02 in.; Maximum draft: 19 ft. 00 in.

HEALTH: See Antwerp.

RADIO: See Antwerp.

TUGS: Normally tug joins vessel Wintam lock. Ship's lines always used. Although not compulsory, towage advisable in accordance length and draft or weather conditions.

BERTHING: No specific requirements for berthing in canal. Owing dense traffic, ships should moor strongly.

BRIDGES: Ships can reach outer harbour with clearance of 100 ft. and pass under fixed bridges to inner harbour with clearance of 20 ft. Road bridges open on demand. Railway bridges open according timetables, which subject change.

STEVEDORES: Arrangements made by agents.

RADAR-VHF: No radar equipment. Wintam lock and tug boats equipped with VHF.

MEDICAL: No notice required for medical attendance. Hospital facilities available. In case of accident or emergency call phone number 906. No particular inoculations or certificates required.

TANKERS: Oil usually imported by tank barges. No slop facilities. Maximum draft permitted for wine tankers, gas tankers and acid carriers: 19 ft.

DENSITY: Canal is fresh.

FRESH WATER: Fresh potable water delivered from shore in Willebroek lock at average rate of 10 tons per hour during passage through lock, and in outerharbour at maximum rate of 20 tons per hour according diameter of hose. Cost 26 fr. (Belgium) per ton.

FUEL: All grades available. At least half a day notice should be given.

PORT FIRE PRECAUTIONS: The usual precautions to be taken by tankers and ships handling inflammable or dangerous goods.

FUTURE PORT DEVELOPMENTS: Complete schedule for modernizing canal, including building two larger locks, widening and deepening canal to be worked out over several years. Works of first new lock near present Kapellelock already started.

GANGWAY/DECK WATCHMEN: Services of shore watchmen optional.

OPENING/CLOSING HATCHES: Carried out by ship's crew.

IDENTIFICATION CARDS: Not needed.

CONSULS:

Algeria	(2)	37.81.33	37.82.41
Bolivia	"	74.11.57	
United Kingdom	"	19.11.65	
Chile	"	12.01.50	
Costa Rica	"	17.80.66	
Denmark	"	17.99.13	
Salvador	"	37.58.75	
Spain	"	11.73.90	
Ethiopia	"	17.61.81	
France	"	17.31.79	17.24.63
Greece	"	43.07.78	
Honduras	"	48.20.00	
Iceland	"	11.81.26	11.81.24
Italy	"	37.19.34	37.90.56
Liberia	"	44.49.40	
Luxemburg	"	33.99.77	
Monaco	"	74.10.60	
The Netherlands	"	11.39.60	
Nicaragua	"	72.68.08	
Norway	"	11.82.91	
Panama	"	12.63.30	
Peru	"	11.60.63	
Portugal	"	38.47.90	
Switzerland	"	12.78.43	
Tunisia	"	44.71.56	
Uruguay	"	70.58.50	

REPAIRS: No shipyards in Brussels, but in Boom and Temse, not far from Brussels, and Antwerp. Minor deck and engine repairs by small shipyard on canal.

REPATRIATION: Arrangements for repatriation can be made with maritime authorities on Antwerp roads when proceeding Brussels. Consuls in Brussels arrange for crew changes or repatriations (Consulates closed Saturdays, Sundays and Holidays).

AIRPORT: Brussels Airport served by regular airlines. Air terminal situated in centre town, directly connected with Airport by special railway.

TIME: GMT plus 1 hour throughout year

HOLIDAYS: Official Holidays Belgium: January 1 (New Year), Easter Monday, May 1 (Labour Day), Ascension Day, Whit Monday, July 21 (National Holiday), August 15 (Assumption Day), November 11 (Armistice Day), December 25 (Christmas). Most offices closed on Saturdays.

POLICE/AMBULANCE/FIRE: General call, emergency: 906; Police: 02/13.28.40; Fire: 02/11.55.55.-02/11.10.00.

TELEPHONES: Only placed for warships at one particular berth.

GENERAL: Bus 47 near left bank and street-car 58 near right bank of outer harbour, lead to town centre (10 minutes). General Information Office situated on de Broukèresquare (town centre) Ship stores can be obtained, but no bonded stores.

SHORE LEAVE: Crew members allowed ashore without restriction.

PORT REGULATIONS: At night only main gate of outer harbour on right bank is open.

PORT AUTHORITY: "Société du Canal et des Installations Maritimes de Bruxelles" (Port of Brussels Authority). Harbourmaster's Office: 6 Place des Armateurs, Bruxelles 2. Telephone number: 02/25.10.00, ex. 45 and 47 (office hours).

Private numbers: Harbourmaster: 02/72.43.11; Assistant Harbourmaster: 02/70.91.74. Wintam lock: 03/78.00.50.

AGENT: Sub-agents of Muller-Thomsen S.A., Antwerp.

GHENT: 51.02 N. 03.44 E.

DOCUMENTS:

2 Crew Lists (Benelux forms).
2 Passenger Lists.
2 Store Lists.
2 Lists personal effects of crew, such as camera, radio, cigars, cigarettes, tobacco, etc.
1 Bill of Health.
1 Belgium Tonnage Certificate.
1 List Dangerous Cargo.
1 Manifest or Bill of Lading.

PILOTAGE: Cables 24 hours in advance to: "Belgisch Loodswezen, Vlissingen", when coming from the West; "Nederlands Loodswezen, Vlissingen", when coming from the North. Radio VHF pilot boat west: Channel 6; North: Channel 6; VHF Vlissingen: Channel 14.

Pilot boat positions: West: Wielingen Buoy A.1; North: NSB Buoy.

Anchorages if awaiting pilot: West: Buoy Scheur No. 2, between A.1 and Akkaert Buoy; North: Schouwendiep, Middeldiep. Schelde: Roads Flushing, Pit of Terneuzen, Everingen, Braeckman and Sloe.

Signal to require Pilot assistance: West, Night: "G", if VHF give destination; Day: "G Flag". North, Night: "G"; Day: "G".

ANCHORAGES: Terneuzen Roads.

ENTRY RESTRICTIONS: None, navigation day and night, but over 32 ft., tidal entrances.

MAX. SIZE: Length: 245 m.; Beam: 33 m.; Draught: 11.75m.

Berths: For heavy tonnage, over 8,000 tons dwt.: Sifferdok, Texaco Dok, Sidmar Wharf. Other docks for smaller tonnage, varying from maximum 6,000 to 8,000 tons dwt.

HEALTH: Medical Officer of Public Health Service "Saniport-Ghent" inspects Bill of Health.

RADIO: Cable agents ETA, draught, cash required: via Ostende radio "OST" for vessels coming from West; via Scheveningen radio "PCH" for vessels coming from North.

TUGS: Meet vessels Terneuzen Roads; ships use own lines.

BRIDGES: Three bridges on Ghent/Terneuzen canal, Sluiskil, Sas-van-Gent, and Zelzate bridge. All open day and night, on signals by Pilots.

STEVEDORES: Will be advised by agents of ETA, and must be ordered, by noon in order commence at 06.00 next working day (first shift); by 16.00 to commence 07.45 following day (normal working day); by 07.00 to commence 14.00 same day (afternoon shift); by 10.00 to start 13.30 (normal working half a day).

RADAR/VHF: No radar. VHF port operations channel 5.

MEDICAL: Agents to be advised by radio or cable if urgent assistance required. Hospitals available. First aid tel. 900.

TANKERS: Berths: Fina, Anglo Belge des Petroles, and Texaco. Texaco have pipe-lines for loading and discharging 10 in. but all kinds of fittings available. Slop discharge: Two tanks each 40,000 barrels available; vessels to discharge by own power.

S.G.:

Aeroplane fuel	770
Light gas-oil	840
Super fuel	745
Heavey gas-oil	950
Diesel oil	825
Fuel	735
Half light gas-oil	935

Two berths at Texaco each with one main and one spare pump for each product. This dock also temporarily limited to 11.50 m., but capable accommodate 50,000 dwt. vessels.

DENSITY: Fresh.

FRESH WATER: Supply by boat during ordinary working hours. Inner Ghent harbour: BF 30.0 per m3. Ghent port industrial berths alongside canal: BF 45.0 per m3. For supply after normal working hours or urgent supplies: extra charge of BF 10.0 per m3. For supplies on Saturdays, Sundays or Holidays: extra charge of BF 300,0 for Saturday; BF 500.0 for Sunday or holidays. Rate of delivery: 20 m3 per hour. A minimum of 5 m3 will be paid for.

FUEL: All grades delivered by barges or trucks. At least 24 hours notice required.

DEVELOPMENTS: In view of new lock: 290 m. × 40 m. × 13.50 m., canal will be further deepened, order allow in near future vessels with draught of 12.50 m. Sifferdock will be equipped with handy, powerful cranes, order gives quickest possible despatch to bulk carriers.

WATCHMEN: Not compulsory, but available. Price for working days: ± BF 1,500.0 per 12 hours shift.

HATCHES: Opening and closing by crew.

SHIP'S CERTIFICATES: Belgian Tonnage Certificate required.

CUSTOMS ALLOWANCE: Each crew member: 200 cigarettes, or 40 cigars, or 200 gr. tobacco. Wine practically free: Spirits: one opened bottle each man.
IDENTIFICATION CARDS: Not needed. Seaman's books only.
CONSULATES:

Germany	Tel. 25.91.68	Guatemala	Tel. 25.88.61
Central African	"	Haiti	" 25.22.37
Republic	" 28.10.81	India	" 25.62.62
Chile	" 51.89.65	Italy	" 25.85.66
Korea	" 22.68.03	Norway	" 51.00.62
Costa-Rica	" 25.04.15	Panama	" 52.31.27
Denmark	" 23.44.81	Netherlands	" 25.18.16
Finland	" 23.50.11	Peru	" 25.35.43
France	" 25.97.30	Portugal	" 51.12.32
Great Britain	" 25.68.75	Sweden	" 26.19.26
Greece	" 25.58.91	Tunisia	" 26.41.42

REPAIRS: Practically all kinds deck/engine repairs possible.
DRY DOCKING: Only for smaller vessels. Two dry docks: length 446 ft.; beam 42 ft. 8 in.; depth 17 ft. 3 in.; (2) length 255 ft.; beam 36 ft.; depth 14 ft.
REPATRIATION: adequate facilities.
AIRPORTS: National airport Zaventem near Brussels; 35 miles from Ghent. All world airlines. Ostend Airport (Middelkerke) 45 miles.
TIME: GMT plus 1 hour. Permanent.
HOLIDAYS: New Year's Day; Easter Monday; Labour Day (1st May); Ascension Day; Whit Monday; National Day (21st July); Assumption Day (15th August); All Saints Day (1st November); Armistice Day (11th November); Christmas Day. Cargo can be arranged on these days at special rates.
TELEPHONE: Police help 906; Ambulance 900; Fire Brigade 25.26.27; Water Bailiff 51.00.20; Port Taxi 51.09.88; Port Authorities 51.04.57.
PORT AUTHORITY: City Corporation of Ghent, Port Administration, Vliegtuiglaan 1, Ghent. Tel. 09/51.05.50. Telex 460 Ghent.

AGENT: Wm. H. Muller & Co., Antwerp. *Sub-Agent:* L. & J. Lalemant, P.v.b.a., 67 Doornzelestraat, Ghent. Brokerage, agency, chartering, inland waterways' freighting, forwarding, customs clearance, insurance, sampling, stevedoring, owners. Tel. 09/25.75.01/08. Telegraphic address: Lalemant-Ghent. Telex Chartering (11)281–282–283; Shipping (11)284.

OSTEND: 51.14 N. 02.55 E.

DOCUMENTS:
2 Crew Lists or passenger Lists.
4 Cargo Manifests.
2 Copies Bills of Lading.
3 Freight Lists prepared by agents.
2 Customs Provision Lists prepared by agents.
General declaration prepared by agents.
Customs declaration outward bound prepared by agents.
PILOTAGE: (*a*) from Pilot boat between "S.W. Akkaert" and "A.1" lightbuoys. Black hull, white number forward on both sides of hull, yellow funnel black top. Displays by day at top of mast, red square flag with letter P in white; by night lights prescribed by International Regulations. Contact pilot boat: channel 6 VHF. Morse or flag signal: G.8. In low visibility: sound signal G.8 to be made at least 3 seconds after usual fog signal. Pilot boat answers with sound signal H at least 3 seconds after sounding prescribed fog-signal.
Anchorage awaiting pilot: between S.W. Akkaert, N.E. Akkaert and A.1 lightbuoys. Depths at least 18 m MLLWS. Advice from pilot boat VHF channel 6. If pilot boat not on station, shipping informed by Ostend Radio in radiotelefonic frequency 2761 KH/z (108 m) announced on 2182 KH/z (137 m) on following hours: 01.03–08.03–13.03–16.03 and 21.03 GMT.
(*b*) from pilot station Ostend. ETA to "pilot station Ostend" via "Radio Ostend" at least 2 hours before arrival. Harbour pilot boat will meet as far as 51° 15'30 N. 2° 30 E. Pilot boat shows by day: red square flag white P; by night: international prescribed lights. Anchorage: 51° 15' 30 N. 2° 30 E. depths: at least 7 m MLLWS. Pilot station Ostend operates VHF channel 9 (only for pilotage matters).
ENTRY RESTRICTIONS: Any restrictions imposed are shown on mast of signal station at end of Eastern harbour entrance pierhead.
MAX. SIZE: Entrance of lock to Commercial Docks restricted to max. beam 57 ft. 6 in. and draft max. 24 ft. Entrance to lock of Fishing Port restricted to ships with max. beam 50 ft. and max. draft 23 ft. Harbour channel restricted to 30 ft. draft.
HEALTH: Pratique obtained from Belgian pilot. Any advice on health matters also obtainable from pilot services.
RADIO: Ostend Radio – OST.
TUGS: Government tug 1250 Pk available, meets outside harbour Tug lines optional; charge for use of tugs' lines: BRT 250 tons and less: 40 FB per ½ hour. BRT more than 250 tons: 50 FB per ½ hour.
BERTHING: According draft. Any specific instructions given by harbour pilots or agents.
STEVEDORES: ETA advices week-days before 0600. For Sat. or Sunday work advise before 1500 Fridays. All stevedoring arrangements made by agents.
MEDICAL: Advance notice to agents for medical attention 6 hr. before arrival. Hospital services available. Medical information can be obtained on R/T via Ostend Radio.
TANKERS: Only small coastal tankers. Only discharge in Fishing Port. Max. length 285 ft., max. beam 50 ft., max draft 23 ft., or Ostend-Bruges canal, max. length 312ft. beam 57ft. draft max. 21 ft. 16/5 to 16/10; max. 18 ft. 16/10 to 16/5.
FRESH WATER: Available quayside in docks. Rate delivery approx. 15 tons per hour. Cost 32 fr. per ton.
FUEL: All grades.
PORT DEVELOPMENTS: New deep water quay with max. depth 30 ft. LLW.
GANGWAY/DECK WATCHMEN: Not necessary. If required, cost approx. 900 frs. per shift of 8 hrs.
OPENING/CLOSING HATCHES: Normally carried out by crew. Can be done by stevedores but will then be charged.
SHIP CERTIFICATES: Load line cert. Tonnage cert. Radar and radio certificates.
TOBACCO ALLOWANCE: 200 cigarettes or 100 cigarillos or 50 cigars or 250 gr. tobacco. Fresh supply weekly.
WINE AND SPIRIT ALLOWANCE: 1 litre per man in opened bottles.
CARGO GEAR: No additional requirements.
CONSULS:

Austria	72342	Chile	00000
Guatemala	71789	Great Britain	71615
Germany	75585	Monaco	71813
Portugal	70915	Denmark	71813
Norway	71271	Uruguay	00000
France	71497	Sweden	71295
Finland	71734		

REPAIRS: All types deck and engine repairs.
DRY DOCKS: In Fishing Port 2 slipways available, one 1,000 tons deadweight, the other 500 tons; one of approx. 3,000 tons will be completed in 1971. One floating dry dock of 5,700 tons in Government repair docks.
REPATRIATION: Through immigration officers and Maritime Police, tel. 71941 and 76788.
AIRPORT: 3 miles from port, served by regular airlines.
TIME: Local time GMT plus 1 hour all year round.
HOLIDAYS: New Year (1 Jan); Easter Monday (changeable); Labour Day (1 May); Ascension Day (changeable, in May); Whit Monday (changeable); Independence Day (21 July); Our Mary Ascension Day (15 Aug.); All Saints' Day (1 Nov.); Armistice Day (11 Nov.) Christmas Day (25 Dec.). Cargo work can be arranged on those days at sufficient notice.
POLICE/AMBULANCE/FIRE: Police tel. 71111 and 71057; Ambulance tel. 900; Fire tel. 71010 and 71086.
TELEPHONES: No arrangements for placing on board.
SERVICES: Compass adjusting, radio and radar repairs.
PORT AUTHORITY: Harbourmaster, Slykenslaan 1 Ostend. Tel. 72469 and 81687.

AGENT: Sub-agents of Muller-Thomsen S.A., Antwerp.

ZEEBRUGGE: 51.20 N. 3.12 E.

DOCUMENTS: Crew, passenger lists in duplicate; list of dangerous goods; Ship's Register; normal customs documents.
PILOTAGE: Location A.1 buoy off Ostend and 14 miles N.W. of Zeebrugge LH Radio and VHF. Pilots available around the clock – pilotage compulsory except for small coasters.
ANCHORAGES: Around A.1 buoy pilot station: 51′ 22″ N. 02° 53′ E.
ENTRY RESTRICTIONS: None except tide: LW 9 m. 30.
MAX. SIZE: No limits except draft: 40 ft. HW.
HEALTH: Pratique at pilot station.
RADIO: Ostend Radio for all messages: call sign 18180 Z OSRAD B.
TUGS: Four permanent powerful tugs; join vessel on entrance of pier; ship's lines used.
BERTHING: Depending on tide and draft.
STEVEDORES: 24 hours notice required to arrange gangs.
RADAR/VHF: No radar. VHF Channel 9 for Pilot.
MEDICAL: Advance notice advisable: doctor always available – hospital facilities, vaccination available.
TANKERS: Lines normal diameter. No slop residue tanks available. Two tanker berths 42 ft. LW.
DENSITY: 1025.
FRESH WATER: Available, 30 tons per hour, very cheap.
FUEL: All grades, 24 hours notice required.
PORT DEVELOPMENTS: Container quay depth 40 ft. LW. Completion 1971. Draft increase to 45 ft. expected end 1972.
GANGWAY/WATCHMEN: Advisable for gangway, 2 for moorings.
OPENING/CLOSING HATCHES: Normally by crew.
SHIP CERTIFICATES: Registry, tonnage and usual certificates.
CUSTOMS ALLOWANCES: Daily normal use.
CARGO GEAR: Normal requirements. Eleven cranes 3 tons up to 8 tons.
CREW IDENTIFICATION CARDS: Normal papers.
CONSULS: None.
REPAIRS: Repairs afloat by local workshop.
REPATRIATION: All facilities.
AIRPORTS: Ostend, Brussels, Antwerp.
TIME: GMT plus 1 hour.
HOLIDAYS: Work possible any day.
POLICE/AMBULANCE/FIRE: 900.
TELEPHONES: only shore telephones.

AGENTS: Sub-agent of Muller-Thomsen S.A. Antwerp.

Bermuda

HAMILTON, (incl. Freeport): 32.17 N. 64.47 W.

DOCUMENTS:
Ship's Register.
Derat. Certificate.
Clearance previous Port.
4 Crew Lists.
4 Passenger Lists.
2 Provision Lists.
2 Crew Personal Effects Lists, i.e. cameras, binoculars, cigarettes, etc. 5 copies Cargo Manifest if discharging.

PILOTAGE: Pilot ordered by Agent on receipt of vessels ETA. Pilot boards vessel approximately 2 miles East of Island with St. David's Lighthouse bearing 240° true. Boats black hull varnished superstructure.

If vessels ETA alters, Bermuda Harbour Radio which in direct contact with pilot station can be contacted by VHF Channels 10, 12, 16, 26. At present, pilotage is confined to daylight hours only with exception of vessels calling for medical aid – some of which handled off-shore.

ANCHORAGES: Grassy Bay and Great Sound. These anchorages are used mainly by passenger liners as they are close to Hamilton Harbour and are protected from heavy weather. Also used by large vessels carrying out extensive repairs.

ENTRY RESTRICTIONS: Restricted by draft of 26 ft. Daylight piloting only.

SIZE OF VESSEL: Largest ship to enter to date, length 690 ft., draft 26 ft.

HEALTH: Pratique granted on 24-hour basis and can be obtained by wireless by sending message via VRT to "Health Bermuda" requesting free pratique be granted. If any suspected disease or fever on board advise "Health" as well as Agent.

RADIO: Commercial radio station operated by Cable & Wireless Ltd., call letters VRT Bermuda. Bermuda Harbour Radio, controls channel traffic, call sign ZBM Bermuda.

TUGS: Tugs normally join vessel in harbour if requested. Tugs not compulsory and ordered depending on the size of the vessel and weather conditions. Ship's lines used during tug operations.

BERTHING: Dock and tugs are agreed upon between Agent and Pilot prior ship's arrival.

STEVEDORES: Ordered by Agent after receipt of ETA. Average discharge general cargo 10 tons per hour.

VHF: Operated by Bermuda Harbour Radio. Contact on Channels 10, 12, 16, and 26.

MEDICAL: No advance notice required for medical attention if other than critical cases. First-class hospital facilities available. Vaccination certificates required for all seamen.

TANKERS: Shell Bunkering Berth, Freeport, Ireland Island. Discharge lines 8 in. and 10 in. No slop discharge facilities.

DENSITY: 1025.

FRESH WATER: Delivered by barge. Order prior arrival to avoid delay. Delivery price 27/6 per ton.

FUEL: Grades available: Bunker "C" fuel oil, viscosity 100 SSF at 122° F. Diesel oil. Viscosity 3616 at 100° F.

FUTURE DEVELOPMENTS: Night pilotage will be allowed when the lighting of channel for St. Georges Harbour will be completed.

GANGWAY/DECK WATCHMEN: Not required.

OPENING/CLOSING HATCHES: Usually carried out by stevedores.

TOBACCO/WINE ALLOWANCE: Custom allows about one carton cigarettes and limited amount of spirits per man.

CREW IDENTIFICATION CARDS: None required.

CONSULS:

Belgium	1–1120	Netherlands	2–0303
Chile	2–4883	Norway	2–3815
Colombia	1–1387	Portugal	1–2019
France	1–2964	Sweden	2–3815
Germany		Switzerland	2–8333
(Federal Republic)	2–5693	United States	1–2908
Mexico	1–1094		

REPAIRS: All types minor deck and engine repairs can be carried out. Also major temporary repairs.

DRY DOCKS: Only yacht dry docks available.

REPATRIATION: First-class facilities available for repatriation and crew changes.

AIRPORT: Distance from airport 8–10 miles. Connections to all parts of world. Average 15/20 flights per day.

TIME: Local time GMT minus 4. Permanent.

HOLIDAYS: New Year's Day; Good Friday; Commonwealth Day (May 24th); Queen's Birthday (celebrated annually in June); Cup Match (Thursday and Friday before first Monday in August); Remembrance Day (November 11th); Christmas Day, Boxing Day (December 26th).

POLICE/AMBULANCE/FIRE: Police 2-2222; Ambulance 2-2000; Fire 00.

TELEPHONES: Can be placed on board at cost of £6 sterling.

GENERAL: Port of Freeport, Ireland Island, situated in the Port of Hamilton at the old British Dockyard is used exclusively by the Royal Navy and Shell Bunkering.

AGENT: Wm. E. Meyer & Co. Ltd., PO Box 510, Hamilton, Bermuda. Cable "Meyerco Bermuda". Tel. 1-5988, 1-5989, 1-5912; after hours: Clifford R. Simmons, Manager, 1–1747; J. Henry Hayward, Manager, 3–1553; Leon D. Fox, President, 3–0732.

Shipping, Insurance, Travel Agents. Marine repairs, tug and barge operators, stevedoring operators.

ST. GEORGE'S, 32.22·5 N. 64.41 W.

DOCUMENTS:
Ship's Register.
Derat. Certificate.
Clearance previous port.
4 Crew Lists.
4 Passenger Lists.
2 Provision Lists.
2 Crew Personal Effects Lists, i.e. cameras, binoculars, cigarettes etc.
5 copies Cargo Manifest if discharging.

PILOTAGE: Pilot ordered by Agent on receipt of vessel's ETA. Pilot boards vessel approximately 2 miles East of Island with St. David's Lighthouse bearing 240° true. Boats black hull, varnished superstructure. If vessels ETA alters, Bermuda Harbour Radio which in direct contact with pilot station can be contacted by VHF Channels 10, 12, 16, 26. Pilotage day or night.

ANCHORAGES: (*a*) Five Fathom Hole, located at Eastern end of Island and is point where Pilots embark/disembark. Used by vessels not required to enter or those awaiting daylight. (*b*) Murray's Anchorage, used instead of Five Fathom Hole during times of heavy weather (daylight hours only). Also, by vessels unable enter St. George's Harbour and wishing take on water, carry out repairs, etc. A stand-by anchorage for vessels waiting berth at Esso oil bunkering pier and for vessels leaving this pier and awaiting daylight. (*c*) St. George's Harbour, when weather conditions such that Five Fathom Hole and Murray's Anchorage unsuitable to land ill/injured persons vessel proceeds directly to St. George's Harbour and anchors.

ENTRY RESTRICTIONS: Entry to St. George's Harbour restricted by draft of 30 ft. Murray's Anchorage restricted by draft of 38 ft.

SIZE OF VESSEL: Largest ship to enter to date – length 628 ft. However, size controlled by maximum draft of 30 ft.

HEALTH: Pratique granted on 24 hour basis and can be obtained by wireless by sending message via VRT to "Health Bermuda" requesting free pratique be granted. If any suspected disease or fever on board advise Health as well as Agent.

RADIO: Commercial radio station operated by Cable & Wireless Limited, call letters VRT Bermuda. Bermuda Harbour Radio, controls channel traffic, call sign ZBM Bermuda.

TUGS: Tugs normally join vessel in harbour if requested. Tugs not compulsory and ordered depending on the size of the vessel and weather conditions. Ship's lines used during tug operations.

BERTHING: Dock and tugs agreed upon between Agent and Pilot prior ship's arrival.

STEVEDORES: Ordered by Agent after receipt of ETA. Average discharge general cargo 10 tons per hour.

VHF: Operated by Bermuda Harbour Radio. Contact on Channels 10, 12, 16, and 26.

MEDICAL: No advanced notice required for medical attention if other than critical cases. First-class hospital facilities available. Vaccination certificates required for all seamen.

TANKERS: Esso Oil Pier: Discharge lines 8 in. and 10 in. No slop discharge facilities.

DENSITY: 1025.

FRESH WATER: Delivered by barge. Order prior arrival to avoid delay. Delivery price 27/6 per ton.

FUEL: Grades available: Bunker "C" fuel oil, viscosity 122 SSF at 122° F. Diesel oil, viscosity 3616 at 100° F.

GANGWAY/DECK WATCHMEN: Not required.

OPENING/CLOSING HATCHES: Usually carried out by the stevedores.

TOBACCO/WINE ALLOWANCE: Customs allow about one carton cigarettes and limited amount spirits per man.

CREW IDENTIFICATION CARDS: None required.

CONSULS:

Belgium	1–1120	Netherlands	2–0303
Chile	2–4883	Norway	2–3815
Colombia	1–1387	Portugal	1–2019
France	1–2964	Sweden	2–3815
Germany		Switzerland	2–8333
(Federal Republic)	2–5693	United States	1–2908
Mexico	1–1094		

REPAIRS: All types minor deck and engine repairs can be carried out. Also major temporary repairs.

DRY DOCKS: Only yacht dry docks available.

REPATRIATION: First-class facilities available for repatriation and crew changes.

AIRPORT: Distance from airport two miles. Connections to all parts of world. Average of 15/20 flights per day.

TIME: Local time GMT minus 4. Permanent.

HOLIDAYS: New Year's Day; Good Friday; Commonwealth Day (May 24th); Queen's Birthday (celebrated annually in June); Cup Match (Thursday and Friday before first Monday in August); Remembrance Day (November 11th); Christmas Day; Boxing Day (December 26th).

POLICE/AMBULANCE/FIRE: Police 3-9124; Ambulance 2-2000; Fire 00.

TELEPHONES: Can be placed on board at cost of £6 sterling.

GENERAL: Esso Oil Berth, within Port of St. George, is purely a bunkering and petroleum discharge pier situated on the Southern side of Murray's Anchorage.

AGENT: Wm. E. Meyer & Co. Ltd., PO Box 48, St. George's, Bermuda. Cable "Darmey Bermuda". Tel. 3–9678, 3–9679, 3–9768. After hours: J. Henry Hayward, Manager 3–1553; Leon D. Fox, President 3–0732; Robert E. Mello 3–9598; J. Willard Moore 3–9485.

Shipping, Insurance, Travel Agents. Marine repairs, tug and barge operators, stevedoring operators.

Brazil

ANGRA DOS REIS: 23.01 S. 44.18 W.

DOCUMENTS: See "Rio de Janeiro".
PILOTAGE: When requested by the Agents, a pilot launch meets incoming ships off the automatic lighthouses of Itacuatiba and the Lage Branca, depending on whether the ships approach from the East or West, respectively.
ANCHORAGES: In the Bay of Ilha Grande; approximately midway between the ports of Rio de Janeiro and Santos; offering excellent anchorages, amongst which may be mentioned: Enseada das Estrêlas, Enseada do Abraão, Enseada das Palmas, Enseada Sitio Forte, and Enseada de Araçatiba.
RESTRICTIONS: The Bay of Ilha Grande possesses two entrances, from the East and the West, permitting immediate access to the Port of Angra dos Reis from the direction of Rio de Janeiro or the Port of Santos, without any change of course. Both access channels are adequately marked, enabling ships of up to 14 metres draft to navigate in complete safety as far as the port basin about one mile from the wharf, where they may lie at anchor and take on cargo from tenders tied up alongside. There is another basin with a mud bottom even nearer the wharf, permitting anchorage and docking manoeuvres for ships of up to 10 metres draft.
HEALTH: Port doctor visits all ships on arrival and requires Maritime Declaration of Health, Deratisation Certificate, 2 Crew Lists. Vessels from another Brazilian port automatically receive free pratique and should not fly Quarantine Flag. If suspected disease or fever on board it is advisable to cable Agent before arrival.
TUGS: Available: 4 tugs of up to 600 h.p.
BERTHING: A wharf 1,300 ft. in length, with 1,050 ft. available for tying-up. The wharf is being extended 600 ft. and will be dredged the entire length of the quay so as to receive ships of up to 10 metres draft.
MEDICAL: All facilities available. If doctor needed on arrival or making emergency call to land sick persons, cable ETA 12 hours before arrival.
FRESH WATER: At present furnished by the port, at the rate of 15 tons per hour, from the city's system.
FUEL: Not available.
REPAIRS: Various mechanical workshops for the execution of shipboard repairs, equipped with lathes, presses, planes, electric and acetylene welding, drills, power-saws and grindstones, etc. The big shipyards of Verolme are situated in the Bay of Jacuecanga, near the port of Angra.
CUSTOMS ALLOWANCES: For each crew member, 2 cartons of cigarettes and one bottle wine or spirits.
WATCHMEN: Gangway watchmen strongly recommended for any vessels working cargo with shore labour on board. Watchmen from shore not necessary for coal, iron ore and oil cargoes.
CONSULS: There are no Consuls in this port. They are situated in Rio de Janeiro.
TIME: The local time is GMT minus 3 hours.
HOLIDAYS: 1st January; 1st May; 29th June; 7th September; 8th December; 25th December; 31st December.
AUTHORITY: Capitania dos Portos em Angra dos Reis.

BELEM: 1.25 S. 48.25 W.

DOCUMENTS:
6 copies of Crew List.
6 copies of Passenger List.
3 copies of Stores List.
2 copies Crew Declaration.
2 copies each of Information sheets, containing information required by (*a*) Maritime Police, (*b*) Custom's Authorities, (*c*) Port Health Authorities.

Manifests, etc., issued in sealed envelope addressed to the Custom's by the Brazilian Authorities in port of loading. Vessels also issued with a document to be handed to Custom's commencing with first port of loading, and each port thereafter, for each port of call in Brazil.
PILOTAGE: Pilot usually ordered through vessel's Belem Agent, ETA at least 72 hours in advance and confirming not less than 24 hours prior to arrival. Vessels can apply direct to pilot station (on condition that local radio station is operating). Telegraphic address "Praticagem – Salinopolis", and call sign of Salinopolis (or Salinas) radio station is PPL. Pilot boards at a point 7 miles North of Salinas lighthouse; a red motor-launch is used. Launch carries a red flag with a black P; it also has a black P painted on each side and on cabin roof. If pilot boat not in position on arrival of vessel, position 7 miles North of the light is a safe anchorage. Masters who do not know area should approach Salinas with caution.
BERTHING: Berthing alongside 5,000 ft. of quay governed by draft, and maximum safe draft is 22 ft. Vessels between 22 ft. and 24 ft. 6 in. can work safely at anchorage of Val de Caes, about three miles from quay. Vessels deeper than 24 ft. 6 in., remain at anchorage of Icoaraci, 7 miles from the port. Between Icoaraci and Val de Caes, there is a shallow spot at Tapaná, which ships should approach with caution, although bottom is soft mud and sand.
TANKERS: At oil terminal of Miramar (Val de Caes), vessels of the Shell "H" class (18,000 tons dw) may berth or unberth at any state of the tide, subject to draft. Maximum depth alongside berth at low water 26 ft., the same as that of approach channel. Mooring at this berth is to buoys inside the line of the "T" jetty.
HEALTH: Maritime Police, Customs and Port Health board vessel on arrival at whichever anchorage is used, or alongside. Pratique granted on the presentation of documents. If port *not* first Brazilian port of call, Port Health Authorities not required, although Police and Customs will still board. After first Brazilian port, Port Health only required in cases of illness or death. The use of quarantine "Q" flag not necessary.
RADIO: No VHF facilities in the area. Suggested that ship contacts Belem Agent through Barbados Radio, and this is also usual way that vessels are contacted by Belem. An alternative to Barbados Radio is the United States radio station at Chatham, Virginia.
TUGS: Tugs in area are small, underpowered and useless for berthing or unberthing. Brazilian Navy maintains four deep-sea tugs (Corvettas), for use in cases of extreme emergency.
STEVEDORES: Stevedoring gangs for day shifts 0630 and 1230 hrs. and 1630 hrs. for night shift. Loading and discharging rates exceptionally good, particularly if vessel working at anchorages into lighters. Any delays to vessels alongside can usually be put down to the lack of official clearances in case of loading export cargo.
MEDICAL: Notice of required medical assistance should always be given in advance. There are a number of first-aid posts for minor complaints. Vaccination Certificates for smallpox are essential, and, although not required officially, yellow fever vaccinations recommended.
DENSITY: Strong outflow of Amazon and its tributaries is such that water at Salinas is only semi-salt. In the river itself, the water becomes slightly brackish, and half way to Belem, is absolutely fresh.
FRESH WATER: Fresh water only obtainable alongside main quay, and not at oil berth. It should be well chlorinated before use for drinking. Boiler water may be taken direct from the river at a point named Capim, near the entrance to Marajo Bay.
FUEL: Available, but due to Brazilian Custom's laws, as much advance notice as possible should be given in order to obtain correct documentation. A minimum of one weeks' notice recommended.
GANGWAY/DECK WATCHMEN: The employment of gangway watchmen recommended.
HATCHES: Hatches normally opened and closed by stevedores, but if it is raining they are inclined to shelter before closing.
CUSTOMS ALLOWANCES: Custom's Authorities do not normally search ship's crews, and reasonable quantity can remain in the possession of crew members. However, no attempt should be made to take more than a reasonable amount ashore.
CONSULS:

Belgium	Holland	Republic of Dominica
Bolivia	Italy	
Colombia	Japan	Spain
Costa Rica	Mexico	Sweden
Denmark	Norway	United States
France	Peru	Uruguay
Great Britain	Portugal	Venezuela

REPAIRS: Deck and engine repairs of all types can be carried out by the Brazilian Naval Dockyard, or by repair shops of the Companhia Docas do Para.
DRY DOCKS: At Naval Base, there is a dry dock measuring 730 ft. by 74 ft. with a depth over the sill of 25 ft. There are also several small floating docks, but they are not adequate for sea-going vessels.
REPATRIATION: There are three international flights each week from Belem. Miami 1 flight per week, Wednesday. New York 2 flights per week, Monday, Friday. In addition, daily flights to Rio de Janeiro. Airport of Val de Caes is about four miles from the city centre.
TIME: Local time GMT minus 3 hours. Summertime (1 Dec.–28 Feb.) GMT minus 2 hours.
HOLIDAYS: New Year's Day (1st January); Carnival (variable); Labour Day (1st May); Corpus Christi (25th May); Independence Day (7th September); All Souls' Day (2nd November); Proclamation of the Republic (15th November); Christmas Day (25th December). Work could be carried out on these days, but costs would be prohibitive.
POLICE/AMBULANCE/FIRE: Maritime Police 1325; Ambulance 1509; Fire Brigade 4166.
TELEPHONES: Telephones can be put on board vessels alongside main quay, but this facility is seldom used, Belem telephones being extremely erratic and unreliable.

AGENTS: Messrs. Booth (Brazil) Limited. Avenida Presidente Vargas, 119, Caixa Postal 190, Belem, Para, Brazil. Tel. 4562, 4563, 4564, 4565, 4566. Telegrams "Booth. Belem. Brazil".

CABEDELLO: 6.58 S. 34.50 W.

DOCUMENTS: See "Recife".
PILOTAGE: Contact Pilot's Headquarters by radio via vessel's Agent located at João-Pessôa (24 kilometres from Cabedello). As no radio station available at João-Pessôa or Cabedello such messages are usually relayed by Olinda Radio PPA – Fortaleza Radio PPC – Amaralina Radio PPA – or Rio Radio PPR. All messages are delivered by National Telegraph – Telegrafo Nacional. Pilots maintain day and night watch from Cabedello beach. Pilots' launches painted red with capital "P".

ANCHORAGE: Vessels anchor off entrance to approach channel, with Pedra Seca light-tower bearing 245, distant about 8½ cables, in a depth of 5½ fathoms but caution is necessary, as bottom is rocky in places.
RESTRICTIONS: For Masters calling at Cabedello for first time it is preferable not to enter during darkness.
SIZE OF VESSEL: Max. length 200 metres, draft spring tide 23 ft., neap tide 21 ft.
HEALTH: No Health Authority visits vessels. If Master suspects contagious disease aboard he must report to Agent who will contact Brazilian Health Authorities at João-Pessôa.
TUGS: No tugs are available.
BERTHING: Safe drafts at bar entering or sailing: spring tide 23 ft., neap tide 21 ft. Berthing takes place in accordance with vessel's draft. Master must always give Agent vessel's draft arriving off Cabedello.
STEVEDORES: Advise Agent ETA at Cabedello 48 hours prior to arrival to make arrangements with dock and stevedores for discharging or loading.
MEDICAL: For urgent cases recommended that vessel call at Recife instead of Cabedello as Recife has better facilities. If vessel must enter patient will be removed to João-Pessôa Hospital as no hospital available at Cabedello. Arrangements must be made if possible 24 hours prior to vessel's arrival as it is necessary to assign doctor and ambulance to proceed to Cabedello.
TANKERS: Cabedello not a loading port for petroleum products. Messrs. Esso–Brasileira de Petroleo, have tanks for reception of gasolene and other petroleum products which are carried by Brazilian fleet of Tankers "Fronape" – Frota Nacional de Petroleiros. At Cabedello only berth No. 1 is suitable for discharging petroleum products or to bunker vessels since pipeline is only connected to berth No. 1. Tankers enter and sail during dark hours from Cabedello.
DENSITY: Varies from 1020 to 1025 at high water.
FRESH WATER: Supplied by a pipe-line alongside quays; only good for boilers. Water for human consumption brought by road from João-Pessôa; recommended that vessels take drinking water at other ports of call prior to Cabedello.
FUEL: Available. Suppliers Messrs. Esso–Brasileira de Petroleo. Pipe-line at berth No. 1 where vessels can bunker alongside. Pipe-line fuel oil, 8 in.; pipe-line diesel, 8 in.
DEVELOPMENTS: Brazilian Govt. intention is to dredge the bar to enable vessels whose drafts are above 23 ft. to enter since limitation of draft at bar is a handicap to many steamship Owners whose vessels cannot enter owing to the draft. There is also talk about improving the port installations, but nothing has been done so far.
GANGWAY/DECK WATCHMAN: Watchmen available. Also the hours of work agree except that Captains have option to choose suitable times when their services are required.
OPENING/CLOSING HATCHES: By stevedores. Crew assist when stevedores not familiar with modern hatches.
CUSTOMS ALLOWANCES: One carton cigarettes per crew member at Customs discretion and one bottle of whisky or any other kind of spirit, subject to Customs discretion.
IDENTIFICATION CARDS: Not required.
CONSULS:
Vice-Consulate of the Netherlands Tel. 4079
Vice-Consulate of France ,, 4588
Vice-Consulate of Portugal ,, 4243
Other consulates at Recife 110 kilometres from João-Pessôa about 2 hours by road.
REPAIRS: Minor repairs only.
DRY DOCKS: None.
REPATRIATION: Repatriation can be arranged via Recife or direct from João-Pessôa to Rio de Janeiro. No direct Air Service from João-Pessôa available for foreign destinations.
AIRPORT: 9 kilometres from João-Pessôa. Small Airport utilised by National Lines whose planes make regular calls.
TIME: 1 April – 31 Oct. GMT minus 3, Nov. 1 – 31 Mar. GMT minus 2.
HOLIDAYS: For holidays see "Recife". Work is possible during holidays and Sundays provided the Dock Administration and Stevedores are advised in anticipation say 24 hours before commencement. Usually on Good Friday, Christmas day and Independence day work at the Cabedello dock is not obtainable. Same applies to the third Day of Carnival.
POLICE/AMBULANCE/FIRE: Police (located at João-Pessôa) 4848. Cabedello has a small Police Station but no telephone available. Ambulance (located at João-Pessôa) 4065 and 4076 (24 kilometres from Cabedello). Fire Brigade (located at João-Pessôa) 4212.
TELEPHONES: No facilities for placing telephones on board.
AGENTS: Frederick von Soehsten & Cia. Ltda., rua João Suassuna 60, 1° and. Tel. "Sohsten and Realloyd". Telephone 4470. Postbox: 76. João Pessôa (Paraiba).

FORTALEZA: (including Mucuripe), Ceara: 03.41 S. 38.32 W.

DOCUMENTS: *Nautical Police*
2 Lists of Crew from the last port.
2 Passenger List (if there are no passengers, 2 lists declaring no existence).
Pass to the Nautical Police from the last port.
Captain of Port
Registration Certificate.
Radio Telegraphy Certificate (up to date).
Security and Equipment Certificate.
Freeboard Certificate.
Construction Certificate.
Port Health
Extermination of Mice and Rats Certificate
Vaccination Certificates of all personnel (passengers and crew).
Declaration of Nautical Health or Health Certificate.
List of Crew.
Passengers List in transit or disembarked whenever it occurs.
Custom-House
Crew List.
Sailors' Belongings List.
Passengers List.
List of Stores and Provisions.
Declaration of Luggage when there are passengers.
List of Ship's Cargo.
Negative Certificate of Cargo from the ports schedule when not carrying freight to Fortaleza.
Pass of the Custom House from last port.
Merchant Navy Superintendency
Manifest (3 copies).
Administration of Ports
Manifest (1 copy).
Superintendence of State
Manifest (2 copies).
PILOTAGE: By Associação de Praticagem do Pôrto de Fortaleza. Address: Rua Dragão do Mar, 372. Tel. 212088. The Pilots board ships about 0·5 miles N.W. from the breakwater, call by International Code Signals.
RESTRICTIONS: Entrance channel Length 1,000 metres, width 150 metres, depth 8 metres.
MAX. SIZE: Up to 32 ft. draft depending on the tide.
HEALTH: All ships must be visited by Port Health Inspector. If vessel has passengers in transit for another Brazilian port, another visit will be required at port where passengers disembark. If ship's health condition satisfactory, Inspector will give free pratique immediately. Radio pratique available if Master able declare satisfactory health condition before arrival. Free pratique is valid for subsequent ports in Brazil.
If there is a crew member to be hospitalised, the Health Inspector will issue pass to hospital on request of Master or Agent who will be made responsible for all expenses incurred.
Inoculations for International Certificates can only be given by an employee of the Port Health Authority.
Ships are inspected by Custom House and Health personnel at the anchorage.
BERTHING: 1,116 metres of berthing length. Berths for five vessels. One grain elevator, capacity 150 tons per hour. Four lighters available capacity up to 70 tons each.
Berth No. 1. 106 metres long, 18 ft. deep.
Berth No. 2. 150 metres long, 20 ft. feep.
Berth No. 3. 170 metres long, 22 ft. deep.
Berth No. 4. 530 metres long, 25 ft. deep.
Berth No. 5. 160 metres long, 33 ft. deep.
FRESH WATER: Nine hydrants on the quay spaced 50 to 80 metres apart.
FUEL: Boiler fuel available from seven connections spaced along the quay.
CONSULS: None at Fortaleza.
IDENTIFICATION CARDS: Required. Shore passes issued by local police.
REPATRIATION: Can be arranged.
AIRPORT: Only internal services from local airport.
POLICE/AMBULANCE/FIRE: Maritime police tel. 24.14.94; Ambulance 21.34.34 and 21.22.22; Fire 23.13.81.
SHORE LEAVE: Allowed under control of maritime police.
AUTHORITY: Companhia Docas do Ceará, PO Box 1009, Fortaleza, Ceará, Brazil.

ILHEUS: 14.49 S. 39.00 W.

DOCUMENTS: From each loading port vessel must have a full manifest signed by the Agent (each page countersigned), plus 1 copy of each Bill of Lading all contained in a sealed envelope addressed to Customs. Any amendments to the manifest must be made before vessel arrives at destination and Agent's signature is to be legalised by local Chamber of Commerce or other authority. If vessel has called at any port and not loaded cargo, a negative cargo declaration is to be presented on arrival. Other documents required:
General Declaration.
Deratisation Certificate.
Maritime Declaration of Health.
12 Crew Lists.
3 Stores Lists.
3 Personal Effects Lists.
PILOT: Call by flag signal. Locality of pilot station marked on chart. Type of boat: sailing.
ANCHORAGE: Marked on charts.
RESTRICTIONS: Vessel must wait daylight for pratique.
HEALTH: Port doctor visits all ships on arrival and requires Maritime Declaration of Health, Deratisation Certificate, 2 Crew Lists. Vessels from another Brazilian port automatically receive free pratique and should not fly Quarantine Flag. If suspected disease or fever on board it is advisable to cable Agent before arrival.
MEDICAL: All facilities available. If doctor needed on arrival or making emergency call to land sick persons, cable ETA 12 hours before arrival.
TUGS: Three private companies own tugs.

BERTHING: Presently berth for only one vessel. Port still under construction. Loading/discharge by cranes.
STEVEDORES: Arranged by Agent.
TANKERS: Terminal owned by Frota National de Petroleiros. Buoy mooring.
FRESH WATER: Not available.
FUEL: Not available.
DEVELOPMENTS: Port will be completed in two years.
WATCHMEN: Compulsory Cr. 6 per hour.
HATCHES: By stevedores.
CUSTOMS ALLOWANCES: Only sufficient tobacco for daily use. No alcohol to be taken ashore.
CARGO GEAR: Ship's gear used.
IDENTIFICATION CARDS: Necessary to go ashore.
CONSULS: Only in city of Salvador.
REPAIRS: Workshop belonging to Port Administration. Minor repairs only.
REPATRIATION: Can be arranged.
AIRPORT: Situated near port.
HOLIDAYS: Work can be arranged on all holidays.
POLICE/FIRE/AMBULANCE: Police tel. 2530; Ambulance 2417.
TELEPHONES: No connection to vessels can be made.
SERVICES: Diving service available.
SHORE LEAVE: Allowed with identity card.
AUTHORITY: Delegacia de Capitania dos Portos, do Estado da Bahia em Ilheus.

ITAJAI: 26.56 S. 48.38 W.

DOCUMENTS: *Direct from Foreign Port:*
3 Crew Lists.
3 Passenger Lists.
3 Crew Personal Effects Lists.
3 Stores Lists.
From other Brazilian port:
1 Custom Clearance from previous port.
1 Crew Personal Effects List visaed by Customs in previous port.
2 Personal Effects Lists to be visaed by the Customs; one will be returned to be presented in next port.
1 Store List, visaed by Customs in previous port.
2 Stores Lists to be visaed by Customs, one of which will be returned to be presented in next Brazilian port.
PILOTAGE: To await or to receive Pilot, anchor from ½ to 2 miles distant from South light of entrance of bar.
Pilot Service does not have radio or VHF; any telegram can be addressed to Pilots Service in Itajaí (Serviço de Praticagem-Itajaí), but customary to send all advices to Pilot Service via Agents.
Pilot Service has three launches painted red with a "P" on side and on funnel. Launches always anchored inside port. In case of bad weather, vessel must wait for instructions in Porto Belo bay, South of this port, and in case of bad weather on sailing, if impossible to disembark Pilot in entrance of bar, must be done in Porto Belo bay.
ANCHORAGE: Waiting anchorage situated in Enseada de Cabeçudas, up to 2 miles distant from South light, depth of 8 metres.
RESTRICTIONS: No entry or exit at night; during daylight, with any tide, vessels can enter or sail with a maximum draft of 17 ft. Vessels with a maximum draft of 19 ft. permitted can enter or sail on high tide.
MAX. SIZE: Maximum length 155 metres for dry cargo vessels. For tankers, maximum length 135 m.
HEALTH: When coming from abroad, vessel will be visited by Health Authorities, who issue free pratique after inspection. When coming from another Brazilian port, free pratique issued in previous port is sufficient. This document must stay on board, to be presented in subsequent ports. In case of sickness on board, after receiving free pratique, must contact Agent who notifies Health Service.
RADIO: For telegrams (radio) direct from vessel to Agent, or vice-versa, Departamento de Correios e Telegrafós radio station in Santos or Florianópolis, with prefixes: Santos PPS, Florianopolis PPF.
TUGS: Tugs service by launch from Pilot Service, and is used only in unmooring (to assist in turning round in front of quay.) for vessels more than 100 metres long.
BERTHING: No previous communication required, time of priority based on time of arriving at bar.
STEVEDORING: Stevedores' hours as follows: Morning until 0700 hrs. Afternoon until 1230 hrs. Evening until 1900 hrs.
When vessel arrives in morning, advisable that Captain advises in advance number of gangs he will need so that Agency can make arrangements.
When discharging dry bulk cargo (grain or salt) trucks with special equipment used.
Average for loading: (*a*) Timber 120 tons p/gang day. (*b*) General Cargo 100 tons p/gang day. (*c*) Bags and Tobacco 90 tons p/gang day.
For discharging: (*a*) General Cargo 100 tons p/gang day. (*b*) Bulk 120 tons p/gang day.
MEDICAL: In urgent cases, advise Agent requirements in advance. Hospital available. Normally no special vaccination required, nor presentation of certificates.
TANKERS: 5 oil terminals where vessels 135 m. length and 19 ft. draft discharge.
Shell terminal
Fuel oil 10 in. for discharging 8 in. for loading.
Diesel 6 in. for discharging 4 in. for loading.
Gasoline 6 in. for discharging.
Kerosene 6 in. for discharging.
Esso terminal
Fuel oil 8 in. for discharging 4 in. for loading.
Diesel oil 6 in. for discharging 4 in. for loading.
Gasoline 6 in. for discharging.
Kerosene 4 in. for discharging.
Atlantic terminal
Diesel 6 in. for discharging.
Gasoline 6 in. for discharging.
Kerosene 6 in. for discharging.
Ipiranga terminal
Diesel 6 in. for discharging.
Gasoline 6 in. for discharging.
Kerosene 6 in. for discharging.
Heliogas terminal
Gas 6 in. for discharging liquid 4 in. for discharging vapour.
DENSITY: During low tide whole port is influenced by fresh water of River Itajai – Açú, situation changing completely at high tides.
FRESH WATER: Available, supplied direct by hydrants along quay. Average supply 10 tons p/hour, price about NCr$0.85 per ton plus surcharge of Social Providence tax.
FUEL: For bunkering previous communication of six hours needed, in order to check on availability of terminals and to make necessary provisions.
DEVELOPMENTS: Two grain silos in port area under construction.
WATCHMEN ON GANGWAY: Not compulsory, but recommended.
OPENING/CLOSING HATCHES: By stevedores working in hold.
CUSTOMS ALLOWANCES: Customs can liberate one or two cartons of cigarettes and one or two bottles of spirits, dependant on time vessel remains in port.
IDENTIFICATION CARDS: Not required.
CONSUL: Argentine Consulate, Tel. 348.
REPAIRS: Almost all repairs on engines or deck possible.
REPATRIATION: Repatriation, normally made by Agents via Rio de Janeiro and/or São Paulo.
AIRPORT: Airport about 2½ km. from port. Daily regular flights to S. Paulo and Rio de Janeiro, by Varig.
TIME: 2 Mar. – 30 Nov. GMT minus 3 hours. 1 Dec. – 1 Mar. GMT minus 2 hours.
HOLIDAYS: New Year's Day (January 1st); Good Friday; Tiradentes (April 21st); Labour Day (May 1st); Ascension Day; Corpus Christi; Proclamation of the Republic (November 15th); Independence Day (September 7th); Immaculate Conception Day (December 8th); Christmas Day (December 25th).
POLICE/AMBULANCE/FIRE BRIGADE: Police 312; Ambulance 500; Fire Brigade 339.
TELEPHONES: No facilities for placing telephones on board.
AGENT: Navegação Antonio Ramos SA. Rua Samuel Heusi no. 28. Telephone on normal hours 244 and 582, out of normal hours 515. PO Box 198. Itajaí Santa Catarina, Brazil.

MACEIO: 9.40 S. 35.45 W.

DOCUMENTS: When Port Officials visit vessel, closed envelopes from each loading port (foreign) containing Consular Manifest and Bills of Lading, addressed to Customs, are to be handed to Customs, including negative cargo declaration from those ports where cargo not loaded for Maceio. 2 Stores Lists and 2 Crew Declaration Lists, one stamped by Customs and returned to be presented at next port of call. 5 Crew Lists, 5 Negative Passenger Lists, 5 Transit Passenger Lists required. To obtain clearance at Port Captaincy, all Transit Cargo Manifests and also Safety Equipment Certificate, Free Board Certificate, Ownership Certificate and Radio Certificate to be presented as soon as possible.
PILOTAGE: Request for Pilot to be made through Agent at least 12 hours prior to arrival during week-days and 24 hours prior to arrival on week-ends and holidays. Pilot boards from pilot launch painted red and white, at Peixe-Pau Buoy, one mile due South of end of pier, identified at night by red flashing light. No radio. Light signals used for communication with pilot boat. Vessels may anchor off Peixe-Pau Buoy in bad weather.
ANCHORAGES: In vicinity of and within inner harbour – depths from 15 ft. to 24 ft. MLW.
MAX. SIZE: Maximum draft allowed MLW 24 ft. – no restriction on length. Vessels may enter day and night. Pilot refuses to berth tankers after nightfall. Any length or width allowed.
HEALTH: No Health Authorities board vessel. In event of suspected disease or fever on board, advise Agent by cable so that Port Authority may take appropriate action.
RADIO: Radio Olinda (Recife), call sign PPO. Radio Amaralinha, call sign PPA.
TUGS: None available.
BERTHING: Maximum draft 24 ft. Berths available day and night weather permitting.
STEVEDORES: ETA required 24 hours before arrival to arrange gangs. When work required Saturdays and Sundays, ETA must be sent on Friday. Loading/discharge – General: 8 tons p/hour gang. Sugar 20 tons ditto. Grain 60 tons p/hour.
MEDICAL: No advance notice needed except if vessel due to arrive on Saturday/Sunday in order to arrange doctor and/or hospital. Hospital facilities available.
TANKERS: One tanker berth. Maximum draft 24 ft. One pipe-line 8 in. for Gasoline and one 6 in. for diesel/kerosene.
FRESH WATER: Fresh water available. Pipe-line from Water Tower by gravity. Rate about 5 tons per hour. Price NCr.0.18 per metric ton.

FUEL: No bunkers available.
DEVELOPMENTS: New pier measuring 600 metres by 120 metres with 3 warehouses of 150 mts.×40 mts. under construction. Nine shore cranes to be added and berths to be dredged to 33 ft. MLW. in about 2–4 years. Also new sugar terminal projected; with facilities for loading bulk molasses, measuring 400 metres. Draft 33 ft. with loading capacity of 1,000 tons per hour of bulk sugar and 300 tons per hour molasses.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Normally carried out by stevedores.
CUSTOMS ALLOWANCES: One carton cigarettes to be declared. One bottle alcohol, open, to be declared.
IDENTIFICATION CARDS: Not required.
CONSULS:

Norway	2276	Portugal	2449
Italy	3302	France	2126
Spain	2640		

REPAIRS: Small repairs only can be effected.
REPATRIATION: Carried out by Recife Consulates.
AIRPORT: 11 miles north of town. Served by Varig, Vasp and Sadia.
TIME: 1st April to 31st November: GMT minus 3 hours. 1st December to 31st March: GMT minus 2 hours.
HOLIDAYS: Work prohibited on Labour Day only. Other days on which work is considered overtime and charged as such are: 1st January, Good Friday, 7th September, 15th November and 25th December.
POLICE/AMBULANCE/FIRE: Maritime Police 2282; Riot Police 4488; Ambulance 2666 and 4433; Fire Brigade 2447.
TELEPHONES: Telephone on quayside. No arrangements yet for placing on board.
GENERAL: Prevailing winds: summer months – N.E. Rainy season – S.E. with strong South winds during July/August/September and strong undertow during August/September.

MANAUS: 3.08 S. 60.00 W.

DOCUMENTS:
6 Crew Lists.
5 Passenger Lists.
Customs Documents.
1 copy of each Cargo Manifest for each port.
De-rat Certificate.
PILOTAGE: Pilots join vessel at Belem and make the round voyage back to Belem. Vessels entering via North channel take a Pilot at Santana. No Pilots from Barra Norte to Santana.
ANCHORAGES: Suitable places can be indicated by the Pilot.
RESTRICTIONS: Passage across Barra Norte to be made at high water only. Berthing and unberthing preferably takes place at Manaus in daylight.
MAX. SIZE: Entry to the Amazon via the North Channel; maximum draft 30 ft. Via Belem; draft 29 ft. with a length up to 175 metres and draft 24 ft. with a length up to 210 metres.
HEALTH: All ships must be visited by Port Health Inspector. If vessel has passengers in transit for another Brazilian port, another visit will be required at port where passengers disembark. If ship's health condition satisfactory, Inspector will give free pratique immediately. Radio pratique available if Master able declare satisfactory health condition before arrival. Free pratique is valid for subsequent ports in Brazil.
If there is a crew member to be hospitalised, the Health Inspector will issue pass to hospital on request of Master or Agent who will be made responsible for all expenses incurred.
Inoculations for International Certificates can only be given by an employee of the Port Health Authority.
RADIO: Salinopolis Radio or Rio Radio. There is also Barbados Radio Station at Belem.
TUGS: Agents provide mooring launches.
BERTHING: Arranged by Agent who asks permission from local Port Authorities to provide a berth. All berths suitable for vessels able to navigate the river.
STEVEDORES: Available.
MEDICAL: Doctors and hospital facilities available.
TANKERS: Copam Refinery Berth: a floating pontoon with buoy moorings ahead and astern. Vessel berths starboard side to using port anchor.
DENSITY: Fresh water.
FRESH WATER: Not suitable for drinkingpurposes.
FUEL: Available from Copam.
IDENTIFICATION CARDS: Required.
GANGWAY/DECK WATCHMEN: Compulsory. Cost Cr. 35.20 per day, Sundays: Cr. 52.87, Holidays: Cr. 70.50.
OPENING/CLOSING HATCHES: Performed by stevedores.
CUSTOMS ALLOWANCES: 200 cigarettes per man. Only normal daily consumption wine/spirits allowed.
CONSULS: Following countries are represented at Manaus:

U.S.A.	Venezuela	Holland
Japan	Uruguay	Spain
Peru	Italy	Great Britain
Colombia	Belgium	Portugal
Bolivia	France	Denmark

REPAIRS: Very limited facilities available.
REPATRIATION: Can be arranged.
AIRPORT: Regular daily international flights from Manaus Airport.
TIME: GMT minus 5 hours.
HOLIDAYS: 1st January; 1st May; 29th June; 7th September; 8th December; 25th December; 31st December.
POLICE/FIRE/AMBULANCE: Civil Police tel. 22113; Maritime Police 22315; Fire 21155; Ambulance 21112.
TELEPHONES: Arrangements can be made for telephone connections on board.
SHORE LEAVE: Allowed.
AUTHORITY: Administracao do Porto de Manaus.

PARANAGUÁ: 25.30 S. 48.30 E.

DOCUMENTS:
A copy of the manifest and a copy of each Bill of Lading in sealed envelope.
Should vessel have called at any port, Brazilian as well as foreign, and no cargo loaded, still require a negative cargo declaration be presented to local Customs Authorities. Also required 3 Crew Lists, 2 General Store Lists, 2 Personal Effects Lists, and a passenger List or negative passenger list whichever applies.
PILOTAGE: The Paranaguá port area is some 17 nautical miles from bar and from sea buoy where Pilots board. For entry, necessary for Agent to requisition a Pilot five hours prior to ETA Paranaguá Bar. For sailing from port, a two-hour previous advice to Pilot necessary.
It is possible to requisition a special Pilot for entrance and sailing from Paranaguá within a lesser period than required officially by Pilotage Association. At present, no attendance to requisitions for services of Pilot between 12.00 hours on a Saturday and 0700 hours the following Monday, and between 1730 hours on a week-day and 0700 hours the following day. The Pilotage Association will attend unannounced vessels during those periods not covered by their regular office hours. This entails the requisitioning of a special Pilot earning 100% on the total ordinary bill. Pilotage very expensive.
RESTRICTIONS: No restrictions to entry in Paranaguá Bay day or night. Sometimes, entrance channel not usable after dark because of buoys drifting out of alignment; however this is rare.
MAX. SIZE: No limitations as to length. Officially, maximum draft to pass bar safely at Paranaguá is 23 ft. but in fact, vessels sail with 27 ft. on springtide and 24 ft. on any high tide. Dredging has been going on for past two years and shortly expect that new sounding of the bar by the Navy will be published.
ANCHORAGES: Ample and secure in inner harbour.
HEALTH: Health Authorities visit any vessel arriving from foreign port.
RADIO: No local radio. Messages should be routed: vessels coming from South via Rio de Janeiro radio or Santos radio; vessels coming from North via Florianopolis radio (PPJ).
TUGS: Two small-powered, primarily for assisting berthing and unberthing.
VHF: Operates on international Channels 5 and 11. With inauguration of this service unannounced vessels may request Pilots and also through local telephone service be connected with their Agents.
MEDICAL: All facilities available. Crew members should hold valid International smallpox inoculation certificates.
TANKERS: Proceed to the inflammable berth. Maximum draft alongside inflammable berth 23 ft.
FUEL: All types of bunkers and diesel are generally available. Lubricating mixtures can be obtained but require considerable advance notice. Furnishing of these supplies must be contracted for about a week in advance.
GANGWAY/DECK WATCHMEN: Use of a gangway watchman not obligatory but recommended.
OPENING/CLOSING HATCHES: Usually done by stevedores but can be done by ship's crew.
CUSTOMS ALLOWANCE: Each crew member allowed to keep out of bond one carton of cigarettes and one bottle of wine or spirits.
FRESH WATER: Ample available and of good quality. Pumping rate about 20 tons per hour. Cost: US.$0.15 per ton including overtime.
IDENTIFICATION CARDS: Required for going ashore.
CONSULS:

Norwegian 233	Swedish 873	Danish 233
Italian 324	Uruguayan 832	Portuguese (no tel.)

Consulates at Curitiba (50 miles distant):

British 4–0498	Spanish 4–2946	Syrian 4–3873
German 4–2322	Polish 4–2472	Swiss 4–7553
Dutch 4–0097	Austrian 4–7241	Argentine (no tel.)

The nearest American consulate is at São Paulo.
REPAIRS: Minor repairs available for deck and engine-room. Better facilities for repairs to refrigeration.
AGENT: Agency, Stevedoring, cargo brokers and Chartering: Cranston Woodhead S/A., PO Box, 179, Rua Comendador Correa Junior, 421, Paranaguá – Pr. Tel. 2–0059, 2–0061. Cables "Cranwood" and "Realloyd".

PORTO ALEGRE: 30.05 S. 51.15 W.

This information does not apply to Tramandai Oil Terminal which is listed separately.
DOCUMENTS: From each loading port, vessels must bring Manifest plus simple copy of each Bill of Lading in sealed envelope addressed to "Inspector of Customs, Porto Alegre". If vessel called at any port (including Brazilian ports) where no cargo was loaded for Porto Alegre, a negative cargo declaration must be presented

from each such port of call. Three Crew Lists, two General Store Lists, two Personal Effects Lists must be presented, also one Passenger List or negative passenger list, whichever applicable.

PILOTAGE: Porto Alegre situated 164 miles up the Lagôa dos Patos, a large freshwater lake, and vessels must take on a Pilot after receiving pratique at Rio Grande, which lies at sea entrance of lake. Pilot and authorities board after arrival at Rio Grande inner anchorage. Pilots arranged by Agent upon receipt of vessel's radioed ETA via Rio Grande Radio (PPJ). Since 40-mile channel between Rio Grande and Lagôa dos Patos is unlit, vessels should proceed from Rio Grande only by daylight, allowing 3 hours to negotiate channel. No restrictions on night navigation in Lagoa.

RESTRICTIONS: Vessels approaching Porto Alegre from the Lagôa should do so only by daylight since 30 mile access channel leading from the Lagôa to Porto Alegre poorly lit. If necessary, vessels should anchor off Itapoan Lighthouse at head of the Lagôa, to await daylight before proceeding. On arrival at Porto Alegre, free pratique must again be obtained, and crew lists, store lists, etc., again presented to authorities, who usually visit vessel in berth alongside.

MAX. SIZE: Draft considerations make it necessary that vessels of more than 130 metres water-line length should not arrive or sail from Porto Alegre with a draft exceeding 16 ft. f.w. Vessels of less than 130 metres l.w.l. are limited to 16 ft. 3 in. fresh water draft and vessels of less than 100 metres l.w.l. to 16 ft. 6 in. Not recommended that vessels of more than 615 ft. l.o.a. or 75 ft. width attempt to reach Porto Alegre.

ANCHORAGES: Inner harbour. Not normally used unless port congested.

HEALTH: Vessels receive clearance on passing Rio Grande. No yellow flag required.

RADIO: All messages should be routed via Rio Grande Radio (PPJ).

TUGS: Only small low-powered tugs available. These normally used for unberthing only. Ships' lines normally used.

BRIDGES: Vessels proceeding up-river from Porto Alegre to oil berth must pass under bridge with lifting-span. Span is lifted when approaching vessel sounds prolonged blast on siren.

MEDICAL: Full facilities available. Crew members should hold valid International smallpox inoculation certificates.

TANKERS: Proceed to oil and LPG berths on Gravataí River for discharge. These berths accessible only to small tankers of up to 1,600 dwt. Refer to "Tramandai".

DENSITY: Fresh water at all times, unaffected by tides.

FUEL: Very expensive. Only diesel and bunker oil available; no heavy diesel mixtures. About five days' advance notice required.

GANGWAY/DECK WATCHMEN: Not obligatory, but employment of gangway watchmen recommended.

OPENING/CLOSING HATCHES: Usually done by stevedores.

CUSTOMS ALLOWANCE: Each crew member allowed to keep out of bond one carton of cigarettes and one bottle of wine or spirits.

FRESH WATER: Available from hydrants at all berths. Delivery rate 10 tons per hour. Cost: US$0.20 per ton including overtime.

IDENTIFICATION CARDS: Necessary.

CONSULS:

British 4–0589	Spanish 4–0738	Italian 4–3870
German 4–9255	Belgium 4–1520	Norwegian 4–4766
French 4–5797	Danish 4–7959	Swedish 4–7765

REPAIRS: All light deck and engine-room repairs possible. No dry-docking facilities available except for small vessels of up to 300 ft. o.a.l.

AGENT: Agency, stevedoring, cargo brokers and chartering: Cranston Woodhead S/A., PO Box 500, Largo Visconde do Cairú 12, 10th floor, Porto Alegre. Tel. 4.4766 and 4.4010. Cables "Cranwood" and "Realloyd".

RECIFE (Pernambuco): 8.04 S. 34.52 W.

DOCUMENTS:

International Maritime Health Declaration, signed by the Master.
6 Crew Lists.
Deratisation Certificate.
4 Store Lists.
2 Lists of Crew Personal Effects.
6 Passenger Lists.
6 Manifests of cargo to be discharged. 2 copies of Bills of Lading (owners or their Agents send advance copies of these documents by Airmail).
Quantity of fuel oil and lubricating oil on board and information as to the daily consumption at sea and in port. (This information only required when the vessel takes bunkers.)
Certificates, Consular, if possible, that the vessel has loaded no cargo at any port that she may have called at on the voyage.
If a vessel calls in cases of emergency, or for bunkers, etc., the Master must sign a declaration for the Customs stating reason for call.

PILOTAGE: Contact Pilot Headquarters only by radio. Messages should be addressed to "Associação Praticagem – Recife". Pilots maintain a permanent watchman during day in station which overlooks port area and outer roads to observe any vessel approaching and requiring their services, displaying "G" flag. At night only means of contacting shore is by radio. Pilot boats or launches are painted red, with letter "P" in black.

ANCHORAGES: Most favourable position for ships to await pilot boat is 1·5 miles in direction 303° from "Picao", also just outside the 6 fathom line. In fine weather ships can sail to a position 8 cables from "Picao" in same direction just South of buoy. Anchorage in fine weather between above-mentioned places; in bad weather more than 1·5 miles in direction 303° from "Picao" and North and South of line, so in water of 7 and 8 fathoms depth.

RESTRICTIONS: Vessels only enter port at night in cases of necessity.

MAX. SIZE: Vessels 600 ft. in length can enter, max. draft 30 ft.

HEALTH: The Brazilian Health Authorities only visit vessel at the first Brazilian port of call. Master must report if all crew is well and in case of sickness on board on arrival Port Doctor when visiting vessel must be informed. After visit Port Doctor gives Master a certificate that vessel has been cleared. Captain must retain certificate on board to show to Health Authorities at other Brazilian ports of call if requested. Heavy fine imposed if document not presented.

RADIO: Usually vessels calling at Recife communicate with Agents through Rio-Radio-PPR, Fortaleza Radio-PPC or Amarakina–Radio–PPA–Salvador, which messages are relayed via The Western Telegraph Co. Ltd. who have stations in above-mentioned cities. Recife Radio Station PPO-Olinda Radio, located at local Post Office building at centre of City of Recife Avenida Guararapes and has very poor range. Customary for Olinda Radio to relay messages to distant vessels from Recife (port) via other vessels in near range. By no means a sure and reliable method.

TUGS: Pilot brings vessels to inner harbour where tugs available to help to go alongside; not practice for tugs to meet vessels on outer roads. Three tugs available.

BERTHING: Vessels arriving at Recife roads with 26 ft. can enter port on low tide and can go alongside from berth No. 1 to No. 7, over 26 ft. it is better to wait for high tides to enter, 30 ft. being the max. draft for entering Recife.

STEVEDORES: Advise Agents of ETA at least 48 hours prior to arrival to make necessary berthing arrangements and hire dock labourers and stevedores in time.

MEDICAL: In *urgent cases* communicate with Agents immediately by means of Radio at least 48 hours prior to vessel's arrival if possible. It is necessary for vessel to enter port to enable sick person to land because on outer roads there is too much swell. Not necessary to Dock. Port Doctor must be advised by Agents and will board to see sick person and grant permission to land in Recife temporarily. Hospitals available also First Aid Stations equipped with ambulances. Crews should always have yellow fever and small-pox innoculation certificates.

TANKERS: Oil companies who keep petroleum products here are: Esso Brasileira de Petroleo, The Texas Co., Shell, Atlantic Refining Co. To discharge petroleum products tankers utilise berth No. 1 – considered by the Port Authorities as inflammable berth. Tankers can berth also at Nos. 2 and 3 where pipe-lines exist. For discharging fuel oil in bulk berths No. 5 and 6 can be utilised. Maximum safe draft for a tanker to enter Recife is 30 ft. and entry must take place on high tide.

DENSITY: Low water density in summer time 1·028. High water density in summer time 1·027.

FRESH WATER: Supplied by Port Administration by means of pipe-lines in the docks. Vessels can be supplied alongside any quay; water fit for human consumption.

FUEL: Available but expensive.

DEVELOPMENTS: Plans to build berth for exclusive use of tankers.

GANGWAY/DECK WATCHMEN: Available but not compulsory.

OPENING/CLOSING HATCHES: Normally by stevedores but crew helps when stevedores not familiar with hatches of modern vessels.

CUSTOMS ALLOWANCES: One carton cigarettes and one bottle spirits allowed each man at Customs discretion.

CONSULS:

American	Tel. 26577
British	,, 40650
France	,, 23712
Italy	,, 40638
German Federal Republic	,, 43530, 43488
Denmark	,, 40110
Norway	,, 41324, 43736
Dutch	,, 43244
Portugal	,, 40590
Japan	,, 41930
Lebanon	,, 44300, 44100
Czechoslovakia	,, 42159
Argentina	,, 22843
Uruguay	,, 60979
Mexico	,, 44295
Colombia	,, 44197

REPAIRS: Available at naval repair yard (Departmento Industrial da Base).

REPATRIATION: Facilities by air available.

AIRPORT: Situated 9 miles from docks.

TIME: 1 April to 31 Oct. GMT minus 3 hours. 1 Nov. to 31 March GMT minus 2 hours.

HOLIDAYS: National holidays: Comemoração Fraternidade Universal (January 1st); Tiradentes (April 21st); Labour Day (May 1st); Brazil's Independence Day (September 7th); Commemoration of the Republic (November 15th); Christmas Day (December 25th). State holidays: Nossa Senhora da Conceição (8th December); Nossa Senhora do Carmo (16th July); Carnival 3rd Day (the last day). Good Friday (April 12th); Memorial Day (November 2nd).

Work can be obtained during the principal holidays if requested with one day's notice. On the third day of Carnival work is sometimes not obtainable and not recommended since the stevedores are usually slow.

POLICE/AMBULANCE/FIRE: Harbour Police 41216; Ambulance (Pronto-Socorro) 22411; Fire Brigade, Docks Emergency Service 40077; Fire Brigade, Headquarters 22124.
TELEPHONES: Cannot be connected on board.

AGENT: Frederick von Sohsten & Cia. Ltda., Caixa Postal, 100, Recife, Pernambuco, Brazil. Office Address Avenida Marquez de Olinda, 175 andar terreo. Tel. 42327; after office hours 81639. Cable Address Sohsten Recife and "Realloyd".

RIO DE JANEIRO: 22.55 S. 43.12 W.

DOCUMENTS: From each loading port vessel must have a full Manifest signed by the Agent (each page countersigned), plus one copy of each Bill of Lading all contained in a sealed envelope addressed to Customs. Any amendments to the Manifest must be made before vessel arrives at destination and Agent's signature is to be legalised by local Chamber of Commerce or other authoriity. If vessel has called at any port and not loaded cargo, a negative cargo declaration is to be presented on arrival. Other documents required:
General Declaration.
Deratisation Certificate.
Maritime Declaration of Health.
12 Crew Lists.
3 Stores Lists.
3 Personal Effects Lists.
If Passengers disembarking:
12 Passenger Lists.
Passports.
Vaccination Certificates.
International Disembarkation Cards.
Luggage Declaration.
If Passengers in transit:
12 Passenger Lists.
PILOTAGE: Entrance to Guanabara Bay is one mile wide between Ponta de Santa Cruz and Ponto de Sao Joao. This is divided into two parts by Ilha Lage 0·6 mile W.N.W. of Ponta de Santa Cruz. Main channel for entering port is on the East side of Ilha Lage, depth 30 to 50 metres. The channel between Ponto de Sao Joao and Ilha Lage, depth 5·7 metres should be avoided.
Vessel should anchor in position 22.53 S. 43.09 W. where Authorities and Pilot board by motor launch. It is not necessary to cable the pilot station, but the Agent should be kept informed of vessel's ETA. International Code Pilot signals are to be used.
ANCHORAGE: After clearance by the Authorities, Pilot will direct vessel to berth or to a safe inner anchorage.
RESTRICTIONS: Port is accessible to all vessels at all times and states of the tide. Attention must be paid to messages sent by Rio Radio about forbidden areas due to Marine exercises with live ammunition along the coast near entrance to the port.
MAX. SIZE: No limits for entering port. Draft limited by berth depth See below.
HEALTH: Port doctor visits all ships on arrival, and requires Maritime Declaration of Health, Deratization Certificate, two Crew Lists. Vessels from another Brazilian port automatically receive free pratique and should not fly quarantine flag. If suspected disease or fever on board it is advisable to cable Agent before arrival.
RADIO: Rio Radio, Rio de Janeiro, Call sign PPR. Working frequencies; 17,194, 13,105, and 8,364 kc/s.
TUGS: Ten tugs available from 350 to 1100 h.p. Ship's lines usually used.
BERTHING: Length of quays 5925 metres. Berths usually accessible day and night. Ratguards obligatory.
Pier Maua: 42 ft. depth alongside.
Warehouses 1 to 11: 33 ft. depth alongside.
Warehouses 12 to 24: 23 ft. depth alongside.
Iron and Coal berths: 39 ft. depth alongside.
For vessels loading iron ore it is important that hatch coamings are not higher than 31 ft. above the waterline in order to pass under the loading belt.

TANKERS: Manquinhos Terminal,	depth alongside		33 ft.
Tegua Terminal	,,	,,	52 ft.
Ribeira Terminal	,,	,,	30 ft.
Shell Terminal	,,	,,	31 ft.
Texaco Terminal	,,	,,	29 ft.
Ilha Redonda	,,	,,	29 ft.

STEVEDORES: Cable Agent ETA 36 hours before arrival in order to arrange gangs required. When arriving during week-ends or on Monday, Agent needs ETA on Friday afternoon. Loading/discharge rates:
General cargo cases 7 to 8 tons per gang/hour.
Bags 15 tons per gang/hour.
Grain in bulk 1000 tons per eight hours.
Coal in bulk 7000 tons per day.
Loading iron ore 25000 tons per day.
MEDICAL: All facilities available. If doctor needed on arrival or making emergency call to land sick persons, cable ETA 12 hours before arrival.
DENSITY: Salt water at entrance to bay. Further inland water often brackish, and density varies with tide.
FRESH WATER: Always available, delivered by barge, loading rate 50 tons per hour.
FUEL: Available subject to 5 days notice. Advisable not to bunker in Brazil as fuel is very expensive.
DEVELOPMENTS: Plans under study to build new iron-ore loading installation to take vessels up to 100,000 dwt.
WATCHMEN: Gangway watchmen strongly recommended for any vessels working cargo with shore labour on board. Watchmen from shore not necessary for coal, iron ore, and oil cargoes.
CUSTOMS ALLOWANCES: Each crew member allowed 2 cartons of cigarettes and one bottle wine or spirits.
IDENTIFICATION CARDS: Not needed.
CONSULS: Pratically all countries have consuls in Rio.
REPAIRS: All types deck and engine repairs can be effected. Five dry docks. Largest dry dock, length 259 metres, breadth 34 metres, max. draft 14 metres.
HOLIDAYS: 1st January; 1st May; 29th June; 7th September; 8th December; 25th December; 31st December.
POLICE/FIRE/AMBULANCE: Police 34–2020; Maritime Police 43–0181; Ambulance 22–2121; Fire 32–1234.
SHORE LEAVE: Allowed.

AGENT: Wm. H. Muller S.A., PO Box 1173, Avenida Grancia Aranha 26, 9th floor, Rio de Janeiro. Tel. 31–4080. Telex 132. Cables "Koholloyd Rio De Janeiro."

RIO GRANDE: 32.03 S. 52.05 W.

DOCUMENTS: *Health Authority*
Maritime Health Declaration.
Deratisation Certificate.
Officers/Crews Seamen's Books/Vaccination Certificates.
Passengers' Passports/Vaccination Certificates.
Crew List (showing dates of Vaccination Certificates).
Passenger/Negative Passenger/Transit Passenger Lists.
Customs
List of Ports of Call.
3 Stores Lists (including deck/engine).*
3 Personal Effects List.*
Customs Pass/negative cargo declarations from previous ports of call (if Brazilian).
1 Crew List.
1 Bunker Report form.
1 Cargo Manifest (also negative declarations from foreign ports of call).
1 Passenger/Negative Passenger/Transit Passenger Lists.
Declaration of any supplementary/unmanifested cargo on board.
* *Note:* One copy of Stores/Personal Effects List is visaed by the Customs Official and must be retained on board for presentation to the Customs at the next Brazilian port of call.
Police
2 Crew Lists.
2 Passenger/Negative Passenger/Transit Passenger Lists.
Police pass from previous port of call (if Brazilian).
"Relaçoes-gerais" from foreign ports of call.
Agents
Copies of Manifests/Bills of Lading from loading ports for cargo to be discharged at Rio Grande.
Copy of Passenger/Negative Passenger/Transit Passenger Lists.
Copy of Crew List.
PILOTAGE: Bar pilotage compulsory. Vessels must await pilot at whistle light buoy No. 10, identifiable by black and white vertical stripes and lies approximately one mile to E.S.E. of end of Easterly breakwater. Pilot launch or pilotage association have no means of communication with the ship; in daytime, the launch can be identified as it is painted red. Requests for a Pilot to be made by Agent at least 12 hours in advance for vessels entering and two hours for vessels sailing. Bar Pilots either bring vessels with cargo to discharge/load direct to berth, or up to inner anchorage (when no berth is available or in case of vessels en route to Porto Alegre).
ANCHORAGES: Official anchorage situated at a point between inner light buoys Nos. 4 and 5, just before entrance proper to inner approach channel. In case of necessity, vessels may discharge/load to/from lighters at anchorage where depth is over 35 ft.
RESTRICTIONS: Depending on weather conditions and subject to prior arrangements with Bar Pilotage, vessels drawing less than 24 ft. may enter or leave any hour of day or night. Vessels drawing over 24 ft. usually have to wait for daylight to enter/sail but if weather conditions are exceptionally favourable and paramount reasons are involved it is possible for vessels drawing up to 26 ft. to enter/sail at night.
MAX. SIZE: *Bar:* Maximum official safe draft on bar, in fair weather, is 29 ft. salt water. *Port and Anchorage:* Official draft for inner approach channel and for berthing/loading alongside is 28 ft. fresh water. Density of water in port may vary considerably in a matter of hours, from completely fresh to brackish and even practically fully salt, depending on wind direction, but, as a rule the density is in the region of 1005. For this reason it is safer to consider official safe draft within port as 28 ft. fresh-water basis. Vessels wishing to complete loading down to maximum 29 ft. salt-water bar draft may do so at anchorage, ex-lighters.
HEALTH: (*a*) Vessels arriving from a foreign port of call must receive visit of Port Health Authority. Each passenger (whether to land or in transit) and crew member must be in possession of a valid international vaccination certificate against smallpox.
(*b*) Maritime Health Declaration has to be made out and handed to Doctor at time of visit. When all papers have been examined and found in order, the Doctor will authorise lowering of the yellow flag and hand over free pratique.
(*c*) Vaccination against smallpox can be made on board and respective international certificate issued.
(*d*) In case of death, suspected disease, serious accident, etc., on board before vessel arrives in port, Master should radio Agent giving full particulars so that necessary steps may be taken with Health/Police authorities.

RADIO: Radio Junção, call sign PPJ, situated on outskirts of Rio Grande, is a receiving/transmitting station, operating on a wavelength of 600 metres (500 kc/s). There is telephone communication between radio station and shipping offices so that, normally, messages are relayed without any appreciable delay. Radio messages may also be despatched through Florianopolis Radio, via Western Telegraph, and these are also received quickly, under normal conditions.

TUGS: Not compulsory but weather conditions at Rio Grande usually make employment imperative. Customary to use one tug to assist vessels to berth and two on sailing (see also "Berthing"). Tugs usually join vessel as soon as she has come through approach channel, in the port proper, but in the case of deeply-laden vessels, normally attend before vessels enter inner approach channel. Ship's lines always used.

BERTHING: No mooring buoys. Vessels berth alongside quay to load/discharge. If weather conditions permit, recommended that vessels should berth starboard side to wharf in order to facilitate sailing, especially if there is a possibility of night departure. Turning vessel round before coming alongside, however, may not always be advisable or safe because of wind and current conditions at time. Vessels loading down to maximum safe draft must be starboard side to quay on sailing. If weather does not allow ship to turn on arrival, she must do so as soon as conditions permit, before being too deeply laden.

Oil Carriers: Tankers measuring over 200 metres long have entered and berthed at Rio Grande, coming alongside port side to berth. On sailing, they go out stern first, turning after negotiating approach channel and reaching anchorage. Favourable conditions of wind and current necessary for this manoeuvre.

Installations for discharge of petroleum products: All fuel oil discharged at tanker berth within port proper – i.e. subject to a maximum draft of 28 ft. White petroleum products may also be discharged at this berth. A deep-water tanker pier has been constructed close to the anchorage but it is in limited operation for white products only, because pipe-lines to main storage tanks and refinery have not yet been installed. This pier, which is capable of accommodating two vessels of 160–180 metres overall length, has a depth of over 35 ft.; it also has installations for supplying fresh water which may, in case of necessity, be used by cargo vessels. No facilities for the discharge of residues.

STEVEDORES: Working hours, straight time, 0730/1130 – 1300/1700 (week-days). During week-days, labour for morning shift which commences at 0730 hours, may be ordered up to 0715 hours; at 1245 hours extra gangs may, if necessary, be engaged for afternoon shift commencing at 1300 hours. For night work longshoremen (i.e. dock labourers as distinct from stevedores) must be ordered before 1600 hours; stevedores, tally-clerks, etc., for night work may be engaged up to 1845 hours for shift that starts at 1900 hours. Sunday/holiday work must be ordered previous day, up to 1600 hours.

MEDICAL: Two hospitals available which have adequate facilities to deal with majority of cases. Only vaccination required at present is against smallpox.

FRESH WATER: Water can be supplied ex-quay hydrants at rate of about 10–15 tons per hour, at any point of wharf. No barges available for supplying fresh water which has to be taken alongside.

FUEL: Bunkers can be supplied direct from alongside, either by pipe-line or from trucks. Oil companies have to receive prior authority from their principals and local taxes and charges have to be paid before bunkers are supplied. Rate of loading ex-pipe-line is about 150–200 tons per hour and from trucks 10–15. No barges available to supply bunkers. Cost of fuel/diesel oil very high – about three times that of normal supply ports.

DEVELOPMENTS: Reported that there are plans to dredge port and channels (approach and bar) to permit following safe drafts: Bar – 33 ft. Port/inner approach channel – 31 ft.

GANGWAY/DECK WATCHMEN: Advisable to employ gangway watchmen, day and night. Deck/hold watchmen may also be engaged whenever necessary the rates being about 50% higher than for gangway watchmen.

OPENING/CLOSING HATCHES: Opening and closing of conventional hatches normally done by stevedores, without any extra cost; advisable, however, for steel hatches to be handled by crew.

CUSTOMS ALLOWANCES: Each crew member allowed one carton cigarettes (or the equivalent in pipe tobacco) and one bottle of spirits, per week. Ships that remain in port for over a week may request Customs, through their Agent, to open bond for another weekly issue.

IDENTIFICATION CARDS: Not required.

CONSULS/VICE-CONSULS:

Britain	Tel. 400 or 279	Portugal	Tel. 996–A
Denmark	,, 857 or 420	Spain	,, 685
Italy	,, 57	Uruguay	,, 964
Netherlands	,, 400 or 279	Panama (Pelotas)	,, 3183
Norway	,, 611		

REPAIRS: Two small repair shops equipped to carry out minor repairs. No dry docks.

REPATRIATION: Seamen rejoining their ships or being repatriated have to proceed to Porto Alegre, by bus, where arrangements can be made for embarkation by air.

TIME: GMT minus 3 hours, except during the period 1st December to the last day of February (Brazilian Summer time) when the difference is two hours.

HOLIDAYS: National: 1st January;* 21st April; 1st May;* 7th September;* 15th November; 25th December.* Municipal: 2nd February; Good Friday;* Corpus Christi; 29th June.

Note: Days marked (*) no labour available.

POLICE/AMBULANCE/FIRE: Police 134 339; Hospitals 309 344; Ambulance 764–344–527; Fire 777.

TELEPHONES: There are no facilities for placing telephones on board.

GENERAL: *Flags to be flown.*

(*a*) Brazilian flag at the top of the foremast.

(*b*) Yellow flag (to be hoisted until the doctor's clearance is given). Vessels arriving from a Brazilian port, with no disembarking passengers, must *not* hoist yellow flag unless there is sickness on board requiring presence of the Health Authorities.

(*c*) Pilot flag.

(*d*) Customs flag (to be hoisted after the vessel is cleared by the Customs and flown during the vessel's stay in port).

AGENT: Cranston Woodhead S.A., Comércio e Representações. Rua Marechal Floriano No. 122, PO Box No. 92, Telegraphic address "Cranwood" and "Realloyd". Office tel. 420 or 857. House tel. 712. Shipping Agents, Stevedores, Reforwarding Agents.

SALVADOR (Bahia): 12.58 S. 38.31 W.

DOCUMENTS: *Port Health*

1 copy Crew List.
1 copy Passenger Landing List.
1 copy Transit Passenger List.

On occasions, the Doctor may ask to see vaccination certificates of the crew and Deratisation Certificate.

Customs

1 Crew List.
2 Landing Passenger Lists.
Provision List stamped by customs at previous Brazilian port of call.
Personal Effects List stamped by customs at each Brazilian port of call.
Customs House "Oficio" from each Brazilian port of call previous to calling at Salvador.
Custom House pass issued at previous Brazilian port of call before Salvador.
1 Manifest of Cargo to be landed.
Declaration, in duplicate, of passenger baggage to be landed.
2 Provisions Lists.
2 Personal Effects Lists.

Maritime Police

2 Crew Lists.
2 Landing Passenger Lists.
2 Transit Passenger Lists.
Maritime Police pass issued at last Brazilian port of call previous to Salvador.

Federal Police

2 Crew Lists.
2 Landing Passenger Lists.
2 Transit Passenger Lists.
2 Manifests of all cargo to be landed including any arms, ammunitions, explosives, etc.

PILOTAGE: Application for Pilot cabled by Master to Agent who makes all arrangements with Pilots' Association. Advance notice of ETA should be cabled by Master 48 and 24 hours before arrival. Pilot boat painted red. The location where Pilot has to be taken is indicated on all charts.

ANCHORAGES: Inner anchorage can accommodate vessels with a draft of up to 33 ft., but there is sufficient depth of water in the outer anchorage to accommodate vessels with any draft.

MAX. SIZE: Maximum draft 30 ft., maximum length about 250 metres. The 10 metres quay situated next to the docks, where vessels discharge aviation gas, kerosene, etc., maximum draft of 33 ft., maximum length of about 250 metres. For vessels which load crude oil at the Madre de Deus terminal, or discharge lubricants, maximum draft 40 ft. Terminal situated about 18 miles up the bay from the port.

HEALTH: The Doctor only boards the vessel when Salvador is first Brazilian port of call or when there are passengers from abroad to disembark, in which case Master should advise Agent who will then take the necessary steps required by Port Health. A yellow flag should be flown if Port Health Doctor is required on board.

RADIO: Master should always endeavour to contact Agent through Radio Amaralina coastal station, call sign PPA, and Agent will contact Master the same way. Since this station has a limited range, the Agent at Salvador may be contacted via Rio Radio when northbound, or Olinda Radio/Fortaleza Radio when South-bound.

TUGS: Tugs are rarely used for berthing, but occasionally used for unberthing. When used, the line is supplied by vessel. Vessels unberthing at Salvador usually avail themselves of a line to a buoy. For tankers berthing at 10 metres quay, a tug is usually supplied to help vessel moor and unmoor. When coming alongside tug joins vessel inside port.

BERTHING: No restrictions, but if draft over 28 ft. some Pilots prefer to manoeuvre in daylight. Tankers at 10 metres quay may unberth at any time, but Pilots usually refuse to berth during hours of darkness because of the bad lighting on this length of quays.

STEVEDORES: When vessels are due to arrive on Sundays or holidays, and work is to be undertaken during these days, Master must cable Agent giving details of distribution of cargo, as gangs must be taken out on previous working day. Average loading rate at Bahia about 20 tons per gang/hour for usual commodities loaded such as sisal, tobacco, cocoa butter, cocoa beans, etc.

MEDICAL: When vessels arrive over week-ends or during holidays advisable that Master cable Agent giving advance notice of medical attention required if case is serious. For routine medical attention

no previous advice required as ample medical and hospital facilities available.

TANKERS: For tankers discharging aviation gas, kerosene, etc., at the 10 metres quay, a pipe-line of 4 in. is used. Only one tanker at a time may berth at this quay. For loading crude oil and discharging lubricants at Madre de Deus terminal, a pipe-line of 12 in. used. Four berths available at this terminal with drafts of 40, 36, 30 and 25 ft.

DENSITY: Salt water.

FRESH WATER: Fresh water available and is pumped on board with hoses at the rate of about 20 tons per hour. At 10 metres quay, fresh water is pumped on board at the rate of 5–10 tons per hour.

FUEL: Marine gas oil and fuel oil available.

DEVELOPMENTS: The normal dock quay has been joined to the 10 metres quay closing off a small basin. Dredging is presently being undertaken and vessels will be able to come alongside the new length of quays in the future with a draft of up to 30 ft. When the closed off basin has been completely filled in, new warehouses are to be built for the handling of dry cargo. The breakwater running parallel with the quays is being extended in its Northern end by about 280 metres. Work however, on both these projects is comparatively slow, and it is impossible to foresee when either will be completed.

GANGWAY/DECK WATCHMEN: A gangway watchman is recommended, cost per 24 hours, including all meals and continuation periods is week-day NCr.18.71, Sunday NCr.27.01, holiday NCr.36.02.

OPENING/CLOSING HATCHES: Normally carried out by stevedores.

CUSTOMS ALLOWANCES: Customs authorities only permit each crew member one carton of cigarettes out of bond. However, if a vessel is staying in port for a long period Master may request Customs to break seal and make a new issue of tobacco, as many times as reasonably required. Each crew member allowed one bottle of spirits which must be opened.

CONSULS:

Argentine	Tel. 52172	Netherlands	Tel. 22105
Belgium	,, 23120	Nicaragua	,, 51555
Bolivia	,, 22870	Norway	,, 23474
Denmark	,, 22497	Portugal	,, 32291
France	,, 52465	Spain	,, 20500
Great Britain	,, 20816	Sweden	,, 21137
Germany	,, 22631	Switzerland	,, 23123
Italy	,, 52780	U.S.A.	,, 21405
Mexico	,, 61739	Uruguay	,, 52132

REPAIRS: Only small deck and engine repairs possible.

REPATRIATION: All crew changes and repatriations made via Rio de Janeiro as Salvador has no direct air connections with foreign countries.

AIRPORT: Airport is 31 kilometres from centre of town. No direct flights to foreign countries but various daily connections available with Rio, S. Paulo, etc.

TIME: GMT minus 3 hours. From December 1st until March 31st all clocks are advanced 1 hour for summer time.

HOLIDAYS: *1st January; 6th January; 7th February; *24th March; 21st April; *1st May; 25th May; 24th June; 2nd July; 15th August; 7th September; 2nd November; 15th November; 8th December; *25th December.

* Stevedoring labour always available but dock labour is not on the days indicated above.

POLICE/AMBULANCE/FIRE: Police Tel. 08 (Mobilised Police Service); Police Tel. 20194 (Maritime Police not mobilised); Ambulance Tel. 04; Fire Tel. 05.

TELEPHONES: No facilities available for placing telephones on board.

AGENT: Sociedade Anomina Conde, Rua Visconde do Rosario 4, PO Box 29, Salvador (Bahia). Cables: "Conde and "Realloyd"". Tel. Office hours: 22104 and 22105.

SANTANA: 0.15 S. 51.08 W.

DOCUMENTS:

Maritime Health Declaration.
Vaccination Certificates.
5 Crew Lists.
3 Stores Lists (incl. deck/engine).
3 Personal Effects Declaration.
Bunkers Declaration.
Passenger List or negative passenger list.

From each loading port a Manifest plus simple copy of each Bill of Lading addressed to "Inspector of Customs". If vessel called at any port (including Brazilian ports) where no cargo was loaded for Santana, a negative declaration of cargo must be presented.

PILOTAGE: No Pilots available either for the North Channel entrance and/or for docking and casting off operations.

ANCHORAGE: In front of the port, protected anchorage between mainland and Santana Island, where vessels can safely anchor at any location. Bottom is mud.

RESTRICTIONS: Vessels can depart at any stage of tide. Night transit in North Channel is at Master's discretion.

MAX. SIZE: On East side of floating ore pier, general cargo pier has a depth alongside of 30 ft. Along floating ore pier depth ranges from 35 to 90 ft. (at low water). 35 ft. on East end of pier. Tidal range about 9 to 11 ft. Tidal current at middle of river ranges from 2 to 3 knots, while close inshore along ore dock it runs approximately 1–1½ knots. Amazon river water at Santana is fresh in spite of tides.

HEALTH: Health authorities visit vessel arriving from abroad. Authorities require regular ship's gangway to be lowered. Jacob's ladders not accepted. After master having handed over Declaration of Health, medical authorities issue free pratique. If entering after calling at another Brazilian port, free pratique automatically granted.

RADIO: Vessels scheduled to load ore at Santana must radio Belém (Pará) Agents (preferably via Chatham or Amagansett Radio) at least 48 hours prior to ETA North Channel. Other means of communication not satisfactory and result in delay. ICOMI maintains own radio-telegraph service between Macapá and Belém. Macapá station located at port of Santana, call letters ZZK5, sends on 6765 kc. and receives on 6200/6400.

TUGS: No tugs available.

BERTHING: Recommended that amidship hatches be used for Santana cargo. Vessels berth according to direction of tidal current. Berthing operations assisted by a motor craft to place lines on shore, East of pier. On West side, lines moored to the bitts on floating fender. Linesmen available to assist berthing and shifting. Ore carriers have preference when docking.

STEVEDORES: Stevedores come from Macapá about 25 km. by road from the port. Also checkers and coopers. Conveyor belt for ore loading fixed, consequently vessels must be shifted by own winches to load various hatches. Effective average loading rate 1,000–1,100 long tons per hour. Special caution must be taken not to pump all ship's ballast before loading starts, since the height of boom is 40 ft. above water level. Cargo belt trimmed only. Hire of trimmers is for ship's account and is performed at anchorage.

MEDICAL: Medical attention may be arranged at Macapá through ship's Agent.

TANKERS: Tankers discharge at floating pier, where one pipe line leads to tanks ashore (distance from pier about 700 m.). Storage tanks have capacities for 20,000 barrels of diesel oil and 5,000 barrels of gasoline. Discharge of different bulk liquids effected after flushing pipe line. Vessels liable to fines, by Port Captaincy, for oil discharged in port area.

DENSITY: The Amazon river water at Santana is fresh in spite of tides.

FRESH WATER: No drinking water available.

FUEL: No bunkering facilities available.

GANGWAY/DECK WATCHMEN: Watch by crew members sufficient.

OPENING/CLOSING HATCHES: Ore-carriers: service carried out by crew. General cargo vessels: service executed by stevedores.

CUSTOMS ALLOWANCES: Limited quantity for use during ship's stay.

CARGO GEAR: No additional requirements as to gear. A heavy-lift stiff leg derrick mounted on the pier. Boom: 60 ft., Mast: 37 ft. 6 in., Capacity: 65 metric tons. Mobile crane (maximum lift 2·5 tons) available for discharge of general cargo from small vessels.

IDENTIFICATION CARDS: No restrictions by local authorities. Crew members should carry identification papers when on shore.

CONSULS: None. Documents which are to be visaed by a Consul must be sent to Belém.

REPAIRS: Only in cases of extreme emergency and then only minor repairs.

REPATRIATION: Effected by ship's Agent. No Immigration authorities at Macapá.

AIRPORT: Macapá airport 25 km. from Santana near city of Macapá. Numerous scheduled domestic flights from Macapá to Belém, a trip of 1 hour and 15 minutes.

TIME: GMT minus 3 hours. Summertime (one hour forward) as from November 1st till February 28th.

HOLIDAYS: New Year's Day (January 1st); Tiradentes (April 21st); Martyr of Independence; Labour Day (May 1st); Independence Day (September 7th); Proclamation of the Republic (15th November); Christmas Day (December 25th).

TELEPHONES: No facilities for placing telephones on board.

GENERAL: Port of Santana: For establishment of tide times at Santana (00° 03′ 26″ S.–51° 10′ 58″ W.), 40–45 minutes must be added to the times shown in the tables for Macapá.

Alongside the ore-loading pier, the tidal current continues to run for 10–15 minutes beyond the time computed from the tables. In mid-stream, the delay in the change of current is 60–90 minutes.

Vessels can dock or depart at any time without regard for tidal conditions. Special caution must be taken not to pump all ship's ballast before loading starts, since the height of the boom is 40 ft. above the water level.

SANTOS: 23.55 S. 46.19 W.

DOCUMENTS:

9 Crew Lists.
2 General Statements.
12 Passenger Lists (Landing/Transit).
3 Baggage Lists (unaccompanied).
2 "Declaração de Bagagem" (accomp.).
3 Store Lists.
3 List of Crew's Articles.
1 Maritime Declaration Health.
Deratisation Certificate.
2 Stowaway List and Declaration (if found on board).
2 Clearance from previous Brazilian Port of Call.
Copy Cargo Manifests/Bills of Lading.
Statement of Cargo Discrepancies.

PILOTAGE: Pilotage compulsory and request for Pilots should be made through Agent at least three hours in advance. Pilot station equipped with a VHF phone operating at Channel 6. Pilot launch is red and flies a red flag with a black "P" in the centre. When Pilot launch unable to meet vessel in outer roads due to bad weather,

Pilot Association will contact Masters with instructions to come closer to port, indicating a given point where Pilot can be safely transferred.

ANCHORAGE: Outer roads. Centre of anchorage located at (24° 00′ 51″ lat., 46° 20′ 39″ long.) a bearing of 074° one mile from Palmas Island.

Anchoring West of 46° 22′ 15″ and North of 24° 00′ 24″ *is not allowed.* Pilot will normally board at this area; however when requested by pilot station (VHF Channel 6), usually in bad weather, vessels should proceed from their anchorage to 23° 59′ 57″ lat. × 46° 20′ 05″ long. and from that point take true course 057° up to 23° 59′ 33″ lat., 46° 19′ 26″ long. proceeding from there on at 094° until meeting pilot boat (maximum 1 mile).

MAX. SIZE: Regulations in force stipulate that vessels drawing maximum 28 ft. and not exceeding 750 m. in length may enter/leave the port at any state of tide, day and night. Those drawing 28 ft./30 ft. are subject to tide. These are the official drafts for the port, however in practice, depending on tide, vessels up to 32 ft. may also enter/leave the port.

HEALTH: Port Health Authorities consisting of one doctor and one assistant will check all vaccination certificates and issue a free pratique pass, which shall remain on board for presentation at subsequent Brazilian ports of call. Masters can obtain free pratique by radio, which does not mean that the doctor will not come on board, but only that other authorities can board the ship before his arrival.

Free pratique by radio: Master should radio to Agent (in Portuguese) as follows: "Para Sa Portos condições sanitárias a bordo satisfatõrias" (Master's name) which means: "Sanitary conditions on board satisfactory". *N.B.* "Sa Portos" is the cable address of Port Health Authorities.

TUGS: Tug service for mooring/unmooring not compulsory and depends ultimately on Captain's decision/Pilot's advice. Fleet of 5 tugs (funnel mark: W) equipped with two-way radios (VHF Channel 6); the largest is of 1,600 h.p. These tugs are used by all foreign lines.

BERTHING: *Wharves.* Total length 6,013 metres. Inner Harbour (Saboo New Quay) 800 metres (depth 11 metres). Barnabé Island pier 300 metres (depth 10 metres).

Special cargo handling facilities. Refrigerated cargo: Refrigerated cargo after discharge is deposited in the cold storage (between warehouses 23 and 25). The receiver is usually responsible for cartage and storage arrangements as well as for the required temperature to be maintained in cold chambers.

Bulk cargo. Grain elevators: There are 3 elevators in Santos from which wheat can be discharged direct into freight cars, owned by: Cia. Docas (with external silos) between Sheds 25 and 26; Moinho Paulista between Sheds 12A and 13; Moinho Santista between Sheds 8 and 9.

Cosipa Terminal, depth 10 m.; Ultrafertil Terminal, depth 10 m.

Fertiliser, sulphur, etc. in bulk can be discharged at any point along the quay where 6-ton cranes equipped with automatic motor-driven grabs or shovels are in operation. Alternatively, cranes with ordinary hand-filled buckets are used. The usual place for handling this type of cargo is by the Saboo bend.

Heavy lifts: Cia. Docas operates 2 floating cranes – one 60 ton and one 150 ton. The 150 ton crane reaches 22 metres in height and can handle lifts within a radius of 10 metres.

Special/valuable cargo: Special or valuable cargo, objects of art, precious metals, etc., are discharged without special formalities and may be kept in Shed 12A, where there is a special safe.

STEVEDORES: All longshoremen are in employ of Cia. Docas, which holds charter for general operations at Santos Docks. Their services can be requisitioned up to 1500 hrs. for vessels at berth/expected to berth next day. Stevedores ordered but not used shall be paid full day or night. Therefore, if the men should be kept standing by (inactive) at 0700 hrs., their period runs up to 1700 hrs., and at 1900 hrs., their period runs up to 0400 hrs.

FRESH WATER: Adequate supply of fresh water is always available from hydrants along the quay (day and night) or from water-barges (Pilões). Water barges cannot supply more than 2 ships per day, their capacity being only 250 tons, which can be pumped into the ship's tanks at the rate of 80 tons per hour. Cia. Docas should be advised 24 hours in advance, priority being given to passenger vessels.

FUEL: MFO/MDF/Gas oil can be supplied at Vallongo by Shed No. 1 or at the Saboõ new quay extension, or by barge, if up to 300 tons. Approval by the National Petroleum Board local is required, after a gauge is carried proving vessel really requires fuel. Supplies will only be enough to reach the next foreign port of call, with a safety margin of 10%. Applications for supplies should be made a few days in advance to avoid delay in delivery. Lubricants in bulk: not available.

TANKERS: Discharge terminals at Saboõ Quay, and at Ilha Barnabé. Maximum draft 30 ft.

REPAIRS: There are several workshops at Santos; however only capable of handling small jobs. Complicated engine repairs should be avoided as much as possible.

WATCHMEN: Masters of vessels may at their own discretion have crew members posted as watchmen, but are strongly recommended to have shore people for the job, specially when vessel is carrying any kind of pilferable cargo.

GANGWAY GUARDS: The Maritime Police and Customs House, frequently send on board some personnel to keep gangway watch during vessel's stay. On passenger liners the Maritime Police keeps a guard of 5 men plus one foremen while Customs keeps 3 men. On cargo ships, 2 men and 1 man, are assigned respectively. These officials always expect to be granted a cabin, plus regular meals.

HOLIDAYS: No work is effected on the following days: New Year's Day; Carnival (2nd Day); Labour Day. On Christmas Day no labour available except for passengers' luggage. Working overtime on holidays is possible provided application is made not later than 1500 hours on the preceding day. On Sundays work stops at 1900 hours for freighters, and is allowed to continue for passenger vessels when only handling luggage.

TELEPHONES: Every vessel berthing between Sheds 1 to 30 will have a telephone on board, available only for local calls.

GENERAL: Flags to be shown by incoming/outgoing vessels: (*a*) National flag. (*b*) Brazilian flag. (*c*) Yellow Flag – (Q) (whenever doctor's clearance is required and up to obtainment). (*d*) Customs flag (blue with a white star – to be flown 24 hours a day, after clearance is granted.)

AGENT: Sd. An. Martinelli, Agencia Maritima. Rua do Comercio 31, Telegrams: "Martinelli' and "Realloyd". Tel. 2.2316, 2.2005, 2.5917, 2.7416; after hours 4.3349. Telex 720. Santos.

SÃO FRANCISCO DO SUL: 26.10 S. 48.34 W.

DOCUMENTS:
- 4 Crew-Lists.
- List of Crew Belongings.
- 4 Passenger Lists; if passengers aboard.
- Passes of Post Office, Harbour Master, Maritime Police, Custom House, of last port of call.
- Certification of Light Dues.
- Cargo Manifest and B/lading, when vessel with import cargo.

PILOTAGE: Pilots join vessel at the Island Ilha da Paz about 5 km. East of bar, Pilot comes from inside with boat. Cables informing ETA to "Maritima" – São Francisco do Sul.

ANCHORAGES: Channel low tide 30 ft. high tide 35 ft. Port: low tide 20 ft. high tide 23 ft.

ENTRY RESTRICTIONS: Bar draft: maximum 23 ft. Bottom: bar, channel and port: sand and mud. Speed of current: channel low water 4 knots high water 5 knots.

HEALTH: Vessel must present free pratique issued at first call-port. Port's doctor will visit vessel.

RADIO: Call "Maritima" São Franciso do Sul, via Florianopolis Radio.

TUGS: 5 tugboats for shifting ships and barges.

BERTHING: Quay, extension of 500 metres length, depth, 21 ft. 22 ft. 23 ft. up to 25 ft. Jetty, named "Santista" depth 19·5 ft. used when quay congested.

STEVEDORES: Sufficient working force available, working hours 0700–1100, 1300–1700 normal period; 1700–1900 days-overtime; 1900–2300, 2400–0400 night-working; 0400–0600 night-overtime.

MEDICAL: Medical attendance available, 2 hospitals, all medical care available.

FRESH WATER: Available from quay, when necessary, vessel can get water from Ilha da Rita.

FUEL: Available, from tank cars brought alongside ship.

FUTURE PORT DEVELOPMENTS: Quay is still under construction, also shore-derricks and more warehouses are projected.

WATCHMEN: Recommended costs: NCr$7.00 per 24 hours.

OPENING/CLOSING HATCHES: By stevedores.

CUSTOMS ALLOWANCE: 1 package of 200 cigarettes, and one bottle of spirits each man.

CONSULS: None.

REPAIRS: Deck and engine repairs possible, workshop in town.

REPATRIATION: No facilities for changing crews.

AIRPORT: None, nearest in Joinville, with regular traffic, about 40 miles distant.

HOLIDAYS: 1st January; 21st April; 1st May; 7th September; 15th November; 25th December; Holy Friday; Corpus Christi; 8th September; 8th December.

TELEPHONES: Available at dock entrance.

AGENT: Emprêsa Maritima e Comercial Ltda., Rua Babitonga, no. 179, Post box 43, São Francisco do Sul, State of Santa Catarina, Brazil. Cable "Maritima", São Francisco do Sul and "Realloyd". Tel. 161, 273, 139, 162.

SÃO LUIZ, Maranhao: 2.32 S. 44.17 W.

DOCUMENTS:
- Freeboard Certificate.
- Safety Radiotelegraphy Certificate.
- Safety Radiotelephony Certificate.
- Deratisation Certificate.
- Ship's Register.
- Classification Certificate.
- 3 Crew Lists.
- 3 Passenger Lists.
- 3 Store Lists.
- 6 Cargo Manifests.
- 2 Copies of Bills of Lading.
- Health Certificate from last port of call.
- General Declaration of Cargo.
- Consular Documents from ports of call.

PILOTAGE: Approaching coast, the Master must inform Agency via Radio Marinha de São Luíz – PWM or cable directly to pilot service, cable address: "Praticagem S. Luiz". No VHF available. Pilot launch painted red and provided with conventional lights. Launch awaits at Ponta D'Areia. Vessel notify pilot service of ETA 12 hours before arrival.

ANCHORAGE: One vessel with a draft of 22 ft. and 120 metres long and two vessels with 18 ft. draft and 120 metres long can anchor in Bay of S. Luíz.
RESTRICTIONS: Vessels can enter bay of S. Luíz by day and night, but only on high tide. Tankers proceed to port of Itaqui, where vessels with a draft up to 32 ft. can enter at any tide.
HEALTH: Health Authorities visit compulsory, due to disinfection by Yellow Fever Service.
RADIO: Radio Marinha, code PWM, may be used for any message to the Agent.
TUGS: Not required.
STEVEDORES: On receipt of vessel's ETA Agent provides the necessary gangs. Master to mention in his ETA cable the distribution of cargo hold enabling Agent to arrange for number of gangs required. When loading or discharging bagged cargo an average of 4,000 bags per 8 hours work per gang handled.
MEDICAL: Advance notice by radio preferred, since medical assistance in S. Luíz is limited to one general clinic and three hospitals.
DRINKING WATER: One tank barge, with a capacity of 60 tons in 24 hours available.
FUEL: Not available.
GANGWAY/DECK WATCHMEN: Normally done by the crew.
OPENING/CLOSING HATCHES: Done by stevedores.
CUSTOMS ALLOWANCES: No limit or restrictions.
IDENTIFICATION CARDS: Not required.
CONSULATES:

France	Tel. 1117	Spain	Tel. 2664
Portugal	,, 1689	Norway	,, 1888
Denmark	,, 1507	Bolivia, no telephone	

REPAIRS: Shop for small repairs available.
REPATRIATION: Problematic because Maritime Police being inadequately equipped.
AIRPORT: 13 kilometres from centre of town, with daily flights to North and South of country.
TIME: 1 March to 31 Nov. GMT minus 3; 1 Dec. to 28 Feb. GMT minus 2.
HOLIDAYS: January 1st; April 21st; May 1st; September 7th; November 15th; December 25th (National holidays). July 28th; September 8th (local holidays); Maundy Thursday; Good Friday (Church holidays). On all holidays, except Good Friday, work permitted.
POLICE/AMBULANCE/FIRE: Police tel. 1150; First Aid Ambulance 1943; Fire Brigade 1753.
TELEPHONES: No facilities for placing telephones on board.
AGENT: Pedreiras, Transportes do Maranhão Ltda., Rua Tarquinio Lopes 241 A. Cable address: "Pedra". Tel. 1693.

SAO SEBASTIAO: 23.48 S. 45.24 W.

DOCUMENTS:
General Declaration.
Deratisation Certificate.
Maritime Declaration of Health.
12 Crew Lists.
3 Stores Lists.
3 Personal Effects Lists.
APPROACHES: The port is sheltered by the São Sebastião Island and is formed by a Channel of easy access, which has an ample basin for manoeuvring with drafts normally above 20 metres. Lightering operations of crude oil have taken place in this area during the last ten years in order to bring large tankers up to a safe arrival draft of 30 ft. 6 in. at Santos. As the new terminal is now completed, full discharge can be accomplished for oil for the President Bernardes Refinery (Cubatao).
DEVELOPMENTS: The 120 km. pipe-line connecting the installations at São Sebastião with the Cubatao Refinery near Santos is ready, but the crude oil for the Uniao Refinery is still being lightered in São Sebastião, to bring ships to a draft which permits discharge of the balance in Santos. The pipe-line connecting São Sebastião and the Uniao Refinery is still being laid down.
HEALTH: Port doctor visits all ships on arrival and requires Maritime Declaration of Health, Deratisation Certificate, 2 Crew Lists. Vessels from another Brazilian Port automatically receive free pratique and should not fly Quarantine Flag. If suspected disease or fever on board it is advisable to cable Agent before arrival.
TUGS: There are 2 tugs operating to assist berthing.
BERTHING: *Terminal Maritimo Almirante Barroso (TEBAR):*
Discharge Pier: Length 379·50 metres (both sides usable). Draft (outside) 19·00 metres (low tide). Draft (inside) 15·00 metres (low tide).
Dock: Length 127·00 metres, from platform "A" to "B".
Defenses: Baykin fenders (Sandwich).
Coupling method: Articulated arm (chicksan).
Piping: Diameter: Chicksan 12 in., oil pipe 24 in., flange 12 in. Number of flange holes 12 in. Diameter: flange holes $\frac{15}{16}$ in., flange bolt size $\frac{7}{8}$ in. × $4\frac{1}{2}$ in. Maximum pressure: 150 p.s.i.
Eight tanks of 217,000 bbls. each, three tanks of 125,000 bbls. each. Receiving capacity 4,770 m^3 = 30,000 bbls. per hour.
FRESH WATER: Can be supplied to vessels direct from the pier.
FUEL: Not recommended to refuel except in extreme emergency, due to Brazilian customs formalities.
MEDICAL: All facilities available. If doctor needed on arrival or making emergency call to land sick persons, cable ETA 12 hours before arrival.
REPAIRS: Petrobas does not have facilities, but minor repairs can be arranged by Agent.
CUSTOMS ALLOWANCES: For each crew member, 2 cartons of cigarettes and one bottle wine or spirits.
HOLIDAYS: Tankers not affected: 1st January; 1st May; 29th June; 7th September; 8th December; 25th December; 31st December.
SHORE LEAVE: The pier is 1,600 metres long. The crew can use it to get ashore, but special passes are required for this purpose. There is, however, a launch service provided by Agent, which dispenses with this formality.
AUTHORITY: Petroleiro Brasileiro S.A.

TRAMANDAI (PORTO ALEGRE) 30.01 S. 50.06 W.

TRAMANDAI TERMINAL (ALMIRANTE SOARES DUTRA): The oil discharge terminal operated by Petrobras is a single point buoy mooring located in position 30° 00′ 40″ S. 50° 05′ 42″ W. The terminal is situated 2 miles from shore in open water with depths of 65 ft. in the vicinity of the buoy mooring. The berth is designed to accommodate tankers up to 105,000 dwt.
DOCUMENTS:
General Declaration.
Deratisation Certificate.
Maritime Declaration of Health.
12 Crew Lists.
3 Stores Lists.
3 Personal Effects Lists.
PILOTAGE/RADIO: When 20 miles from buoy, Masters should contact the launches by radio, transmitting and receiving on 2638 kcs. Contact with the shore station within 20 miles can be made on 2647.5 kcs frequency (transmitting) and 2815 kcs (receiving).
The Mooring Master boards about 3–5 miles East of the buoy mooring, or at the anchorage. Sea Pilot not required.
ANCHORAGE: Tankers must not anchor within one mile of the buoy mooring or between the buoy and the shore. The usual waiting anchorage is 2 to 3 miles East of the mooring buoy in depths of 13 fathoms. Bottom is fine sand and mud. Current about 1 knot.
MAX. SIZE: Maximum permitted draught 49 ft.
HEALTH: Port doctor visits all ships on arrival and requires Maritime Declaration of Health, Deratisation Certificate, 2 Crew Lists. Vessels from another Brazilian port automatically receive free pratique and should not fly Quarantine Flag. If suspected disease or fever on board it is advisable to cable Agents before arrival.
BERTHING: With the assistance of Mooring Master and launches, vessel secures by the bow only to the mooring buoy using two floating nylon cables each of 12 in. circumference. Berthing/unberthing at night is presently not permitted.
Two floating 16 in. pipelines are connected by 12 in. hoses to the midships manifold. Vessel's derrick, minimum SWL 5 tons is required for hose lifting. Flange connections are ASA 150 standard for 12-in. hoses.
Mooring ropes and wires are handled by ship's crew. Hoses are lifted by shore personnel with vessel's assistance.
CUSTOMS ALLOWANCES: For each crew member, 2 cartons of cigarettes and one bottle wine or spirits.
BALLAST: The vessel must be prepared to leave the mooring at any time in case of rough weather, and for this reason may be required to commence ballasting before completion of discharge. Strict precautions should therefore be taken to avoid admixture of cargo and ballast and to avoid oil pollution. No slops may be discharged into the sea within 20 miles of the shore. There are no ballast reception facilities at the terminal.
FUEL: Not available.
FRESH WATER: Not available.
GENERAL: Lighters not available. Launch connection with shore is entirely dependent on weather conditions and must be considered unreliable.
SHORE LEAVE: Not possible.
AUTHORITY: Petrobras.

VITORIA (including Tubarao): 20.19 S. 40.20 W.

DOCUMENTS: *Proceeding from foreign port in ballast:*
Customs
2 Crew Lists.
2 Personal Effects Lists.
2 Store Lists.
Maritime Police
1 Crew List.
1 Negative Passenger List.
Consular dispatch.
Federal Police
1 Crew List.
1 Negative Passenger List.
Agents
1 Crew List.
For vessels arriving from Brazilian ports, additional documents required as follows: Customs Pass, Police Pass, Harbour Master Pass and Light Dues Certificate.
If passengers in transit or for port, further documents as follows:
Customs
2 Passenger Lists in transit and 2 Passenger Lists for the port.
Maritime Police
Passenger List in transit and Passenger List for the port.
Federal Police
Passenger List in transit and Passenger List for the port.
Proceeding with cargo for the port from foreign ports or with cargo in transit. Same documentation as for ships in ballast adding Negative Cargo Certificate from every port of call, including Brazilian ports for Customs. Also for Customs during clearance 2 copies of Cargo Manifest for port plus non-negotiable copy of Bill of Lading.

PILOTAGE: Vessel approaching port should communicate with Agent through local radio station, giving date and hour of arrival at pilot station so that they can arrange for a pilot to be at the roads on arrival. Pilot Association do not possess VHF or other modern methods of communication. Area where Pilot taken on board limited by following boundaries: Lat. 20° 19′ 15″ South, Long. 40° 15′ 12″ West for vessels calling at Vitória port, and Tubarão.

ANCHORAGES: Official anchorages limited by following boundaries: For Vitória – Parallel 20° 19′ 30″ S. and Meridian 40° 15′ W. For Tubarão – Parallel 20° 20′. S. and Meridian 40° 14′ W. No draft limitations at both anchorages.

HEALTH: Pratique granted by Customs on arrival.

RADIO: Local radio station, Vitória Radio, call sign PPT. This radio station normally used by Agents when cabling vessels.

TUGS: Tugs join vessels at anchorage. Ship's lines used. Tugs have no lines on board.

BERTHING: *Commercial Quay.* No restrictions made for vessels berthing at nos. 4 and 5 warehouses, entrance and sailing made at any stage of tide. Only limitation imposed to vessels at these two warehouses are concerned with draft. Maximum drafts as follows:

No. 4 warehouse – 26 ft. draft.
No. 5 warehouse – 28 ft. draft.
Warehouse no. 2 – Maximum draft 14 ft., maximum length 393 ft. 9 in.
,, no. 3 – Maximum draft 24 ft., maximum length 508 ft. 9 in.

Vessels at these two warehouses restricted to sai on flood tide only.

Usiminas Quay – Coal discharge. Maximum draft 31 ft., maximum length 853 ft. Vessels at this berth limited to entry only on ebb tide, sailing takes place at any stage of tide.

Iron Ore Berths. Maximum draft 36 ft., maximum length 787 ft. 5 in. o/a. Vessels berth and sail on flood tide. Entering and sailing during day or night – maximum length 657 ft. 10 in., maximum draft 36 ft. Entering and sailing during the day only – maximum length 787 ft. 5 in., maximum draft 36 ft.

Tubarão. Vessels enter and sail at any stage of tide day or night. Maximum draft 52 ft., maximum length 1,280 ft.

Esso Terminal. Berthing and unberthing can take place during day or night period, provided vessels draft does not exceed 22 ft. Maximum length permitted 524 ft. 11 in. with maximum draft of 27 ft. Vessels must enter on ebb tide and sail at high tide.

Texaco Terminal. For ships discharging for Shell, Atlantic and Texaco. Discharge handled through a common line, except for fuel oil, handled on a separate line. All lines 6 in. dia. Maximum pressure from shore 80 lb. producing average discharging rate of 1,500–2,000 barrels per hour. Vessels may enter or sail on any daylight tide, maximum draft permitted 32 ft., maximum length 597 ft.

STEVEDORES: On ETA cable general cargo ships should include number of gangs required.

MEDICAL: No advance notice of required medical attention. Hospital facilities available.

DENSITY: Average density at Vitória 1.025. Somewhat lower during rainy season. At Tubarão the density varies from 1.025 to 1.028 depending on tide and weather conditions.

FRESH WATER: Fresh water available at Commercial Quay, Iron Ore Berths, Coal Berth and at Esso Terminal. Rate of delivery 15 tons p/hour. Water taken from quay side; no water barges in use at present. Approximate cost NCr$0.40 per ton.

FUEL: Bunkering only available at Esso Terminal.

DEVELOPMENTS: Tubarão – (*a*) Dredging of port and channel to maximum depth of 55 ft. (*b*) Building of second pier for coal discharge and one pier for tankers. (*c*) Increasing loading rate to 12,000 tons/hour by installing a second conveyor belt and ship-loader to existing pier. (*d*) Instalment of a pelletising plant.

GANGWAY/DECK WATCHMEN: Watchmen not necessary but can be arranged at cost of NCr$7.00 per day and NCr$9.00 per night.

OPENING/CLOSING HATCHES: Normally done by stevedores except in cases of modern vessels using MacGregor hatch covers, when crew asked to close hatches.

CUSTOMS ALLOWANCES: Each crew member allowed 200 cigarettes out of the bond. One bottle, wine or spirits opened, for each crew member.

IDENTIFICATION CARDS: Not needed.

CONSULS: The following countries have consular representatives in Vitória:

United Kingdom	Tel. 30004 or 3–2230	Italy	Tel. 3–1191
Argentina	,, 2–3982	France	,, 3–1691
Belgium	,, 2–3784	Portugal	,, 3–1087
Holland	,, 3–1844	Uruguay	

REPAIRS: Deck and engine repairs available.

REPATRIATION: Repatriation of crew members must be done through Rio de Janeiro, as no direct flights from Vitória to Europe or U.S.A.

AIRPORT: Airport located 8 km. from centre of town and is served by three airlines with daily flights to Rio de Janeiro, Salvador, Recife.

TIME: Local time GMT minus 3 hours. Summer time usually 1st November up to 31st March when time is GMT minus 2 hours.

HOLIDAYS: January 1st; April 21st; May 1st; September 7th and 8th; November 2nd and 15th; December 25th; Good Friday; Nossa Senhora da Penha and Corpus Christi. Only holiday when no stevedore work is possible Good Friday; exception made to iron-ore loading.

POLICE/AMBULANCE/FIRE: Police 3–0173; Ambulance 2–4646; Fire Department 3–0202.

TELEPHONES: No facilities for placing telephones on board.

AGENT: Prado Agência Maritima Ltda. Av. Governador Bley 186, salas 808/9. Telegraphic address: "Pramar' PO Box no. 1087, and "Realloyd". Tel. 3–0004, 3–2230 and 3–0848.

Brunei State

BRUNEI (incl. Tanjong Selirong): 04.54 N. 114.56 E.

Brunei State is an independent country governed by H.H. the Sultan with a Council of Ministers and legislative Assembly, under British Protection.

DOCUMENTS (*a*) To be produced on arrival:

Marine Department
Boarding Report.
1 Crew List.
1 Passenger List.

Customs Department
2 Inward Manifests.
1 Crew List.
1 Passenger List.
1 Port Clearance.
1 Stores List.
1 Arms List.

Agents
2 Inward Manifests.
1 Crew List.
1 Passenger List.
2 Hatch Lists.
1 Arms List.

(*b*) To be supplied before ship's departure:

Customs Department
1 Outward Manifest.
1 Passenger List.
1 Crew List.
1 Export Declaration.

Immigration Department
2 Passenger Lists
2 Crew Lists

Vessels
2 Outward Manifests.
Port Clearance.

PILOTAGE: *Brunei:* If Pilot required by vessel proceeding to Brunei town wharf, a written request must be given at least 24 hours before ship scheduled to arrive. This must include position where pilot is required to embark, (i.e. at Outer Bar or Sapo Point). Senior Pilot prepared pilot ships across bar at Pulau Chermin, up to following dimensions: (*a*) Single screw ships up to 260 ft. long, 16 ft. draft with height of tide at least 6 ft. above Chart Datum. (*b*) Twin screw ships up to 280 ft. long, 16 ft. draft with height of tide at least 6 ft. above Chart Datum.

Tanjong Selirong: For vessels loading logs at Tanjong Selirong, if pilot required, normally embarks at Outer Bar to bring ship to loading point. Position for loading logs at Tanjong Selirong is 4° 52′ 52″ N. 115° 05′ 19″ E. about 18 miles from town wharf. A Customs Officer and Agent's clerk proceed to Tanjong Selirong from town wharf and remain on board whilst vessel loading, accommodation and food provided by ship; stevedores and tally clerks provide their own food.

ANCHORAGE: Vessels entering port without berthing space at town wharf will be anchored at anchorage opposite Customs substation about 1 mile from town wharf. If so desired, ships may discharge their perishable cargo at anchorage into lighters. Consignees have to make arrangements with Agent and obtain permission from Customs, who will provide a Customs Officer to attend to discharging.

HEALTH: (*a*) Immigration: Immigration Officer will board vessel and clear her inwards after pratique granted by Port Health Authority. Immigration will require 2 copies of passenger list and 2 copies of crew list. Vessel's inward are cleared up to 2000 hours only.

(*b*) Quarantine: For vessels coming from outside State of Brunei, Port Health Authority will board on arrival at wharf or anchorage. Port Health Authority requires complete copy of Entry Declaration of Health and copies of passenger and crew lists.

BERTHING: (*a*) Wharf position, 4° 53′ 16″ N. 114° 56′ 29″ E. Length 731 ft. Three ships can berth at Brunei Town wharf at same time. Linesmen, usually hired stevedores, are available to receive a vessel's lines. In event berthing space being fully occupied, a black sphere is hoisted at Customs substation near anchorage. The ship then has to be anchored at anchorage, waiting for her turn, as berthing right at the town wharf is based on first come first served basis. No berthing priority given to any ship.

STEVEDORES: Stevedoring is in hands of contractors who supply gangs as required. Working hours are: 0700 hours to 1200 hours. 1400 hours to 1700 hours. 1900 hours to 2300 hours (overtime). Overtime is usually worked from 1900 hours to 2300 hours. No tally clerks available. All tallies made by ship's own tally clerks.

MEDICAL: Government General Hospital is only hospital in Brunei Town. General hospital well equipped with facilities to carry out normal surgery. Innoculation and vaccinations given free of charge.

FRESH WATER: Can be supplied from wharf. No water boat in the State.

FIRE PRECAUTIONS: Fire floats stationed at Fire Brigade substation near Customs sub-station opposite anchorage.

CONSULS: British High Commission: Jalan Residency, Tel. 2231.

HOLIDAYS: The Brunei Government working days are Monday to Thursday and Saturday. Friday and Sunday being holidays. Application must be made to Customs for working on Friday and Sunday and other public holidays. Brunei being a Muslim State, insists on strict observation of all Muslim rites such as The Sultan's Birthday.

Hari Raya Puasa, Hari Raya Haji, etc. Chinese New Year is also observed.

POLICE/AMBULANCE/FIRE: General Hospital, Jalan Stoney, Brunei. Office tel. 473. Residence tel. 550. Police HQ Jalan Pemancha, Brunei. Office tel. 780. Residence tel. 510. Controller of Fire Services: Firebrigade HQ, ½ mile, Jalan Tutong, Brunei Town. Office tel. 601. Residence tel. 772. Brunei Town emergency fire call tel. 555.

AUTHORITY: State Marine Officer: His Highness Customs House, Brunei. Office tel. 2294. Residence tel. 2295.

AGENT: Harrisons & Crosfield (Sabah) Sdn. Bhd., Brunei. Telegraphic address: "Crosfield". Tel. 361, 362 and 363 (ext. 5). Manager's Residence Tel. 2220. Code – Bentley's second phrase.

Bulgaria

BOURGAS (including DRUJBA): 42.30 N. 27.29 E.

Well protected port at inner-end of Bourgas Bay, with good roads anchorage.

DOCUMENTS:
Master's Declaration.
Cargo Plan.
Customs Manifest.
Bill of Health.
Health Condition Certificates of crew members.
Manifest and consignment of cargo.
Provision List.
Crew List.
Passenger List.

PILOTAGE: Pilotage in Inner Roads compulsory for vessels above 100 GRT.

Application for Inner Roads Pilot must be made to Agents "Inflot" at least two hours prior arrival. (If incorrect ETA given – pilotage fee doubled.)

Outer Roads pilotage not compulsory. Vessels requiring Outer Roads pilotage must advise Agents "Inflot" at least 12 hours before time pilotage required and give position of required pick-up point.

Applications for Pilot should include Nationality and call letters; gross tonnage; date (2 figures); Time (4 figures) when Pilot required; Draft in metres (4 figures).

APPROACHES: Through fairway, depth of channel 29 ft. L.W.

ANCHORAGE: Outer Roads. Vessels anchored must keep close watch on Roads Signal Station for orders given by flag or signal lamp.

RESTRICTIONS: Arrival and sailing from oil port of Drujba and fish port of Slavianka permitted only in daylight.

RADIO: Bourgas – 500 KNC.

TUGS: Available and compulsory for vessels over 1,000 GRT. Tug's lines used.

BERTHING: Compulsory berthing for vessels over 50 GRT (Between 18.00 and 06.00 – mooring fee increased 50%.

STEVEDORES: Available to work day and night.

RADAR/VHF: None.

MEDICAL: Hospital and dispensary available.

TANKERS: Oil port Drujba. Permissible draft 33 ft. Height of quay 2 metres. No slop discharge facilities.

DENSITY: 1017.

FRESHWATER: From S.E.E. "Bunkering", tel. 63.56. Available through hose hydrants or ex-barge. 24 hours notice required. Cost (approx.) U.S. $0.50 per ton from hydrants and U.S. $1.60 per ton from barge.

FUEL: From S.E.E. "Bunkering", tel 63.56. 72 hours notice diesel, and gas oil available. Shell and Castrol lubricants available.

FIRE PRECAUTIONS: Constant day and night duty, and direct telephone connection with port fire service.

DEVELOPMENTS: A specialised coal-ore quay will be put into operation during 1971.

GANGWAY/DECK WATCHMEN: Vessels in Roads not permitted to have gangways down. Vessels alongside quay with lowered gangway must have man-ropes, safety-net, life-buoys with rope of at least 30 metres length attached, an officer on duty at the gangway and must be lit at night.

OPENING/CLOSING HATCHES: Accordance charter party.

CERTIFICATES:
Construction.
Safety Radio.
Classification.
Hull and Machinery.
Load-line.
Cargo Gear.

CUSTOMS ALLOWANCES: Tobacco – 2 packets per crew member per day. Wines/spirits – for Master, as required; for crew – one opened bottle.

IDENTIFICATION CARDS: Required.

CONSULS: Turkish.

REPAIRS: Small repairs only.

REPATRIATION: Can be fulfilled if necessary. Replacement of crew by Bulgarian nationals is impossible.

AIRPORT: Connections with Berlin, Prague, Budapest, Bucharest, Warsaw, London, Copenhagen, Vienna.

TIME: GMT plus 2 hours.

HOLIDAYS: New Year (1st January); May Day (1st/2nd May); Day of Slav written language (24th May); Day of Freedom (9th/10th September); October Revolution (7th November). Time from 13.00 on day before Sundays and holidays until 08.00 day after is non-working time but loading and discharging carried out at overtime rates.

TELEPHONES: Captain of the Port, 31–40; Pilots, 20–90/49, 23–52/49; Soviet Shipping Register, 54–34; Bulgarian Shipping Register, 71–32; Shipping Agency "Inflot", 55–06, 28–79; Military Office, 26–84; Ambulance, 05; Fire, 21–45.

SHORE LEAVE: Allowed. With permission of CPP, and seaman's book. Transport from Roads by motor boat according to timetable of Shipping Administration.

REGULATIONS: Given to Master on arrival.

DELAYS: Possible while waiting for Pilot owing to bad weather or waiting turn for berth.

AUTHORITY: Region Port Administration, Bourgas. Telephone switchboard, 20–90; 23–52; Telex, 520.

AGENT: "Inflot", Bourgas. Tel. 55–06, 28.79.

VARNA: 43.12 N. 27.57 E.

Well-protected port at inner-end of Varna Bay.

DOCUMENTS:
Master's Declaration.
Cargo Plan.
Customs Manifest.
Charter Party.
Disinfection Certificate.
Health Condition Certificate for crew members.
Manifest and consignment of cargo.
Provision List.
Crew List.
Passenger List.
Crew passports (Seaman's Books).

PILOTAGE: Pilotage in Inner Roads compulsory, but not compulsory for Outer Roads. Vessels requiring pilotage at Outer Roads must radio Agents "Inflot" 24 and 8 hours prior arrival giving position of required pick-up point, also: name of vessel, nationality and call letters, GRT, length, draft in metres (4 figures), date (2 figures), time (4 figures).

Pilot comes from inside Port of Varna (there are no permanent pilot stations at Capes Emine or Caliacra). In bad weather impossible for pilot boat to reach Outer Roads and vessel will be so informed by Agents "Inflot" and instructed to proceed anchorage in Varna Bay.

Pilot boat is patrol boat with yellow funnel and letter "P". Carries international recognition signals by day and night.

APPROACHES: Through fairway, depth of channel 39 ft.

ANCHORAGES: Outer Roads in area East of meridian 27.56 E, beyond fairways. Vessels anchored must keep close watch on Roads Signal Station for orders given by flag or signal lamp.

RESTRICTIONS: Entering and leaving oil quay, ship repairing plant and lake permitted only in day time.

RADIO: Radio Varna LZW – 500 KHz. LZW_4 – send 8607 KHz, receives 8447 KHz. LZW_5 – sends 13078 KHz, receives 12612 KHz.

TUGS: Compulsory for vessels over 1,000 GRT. Tug's lines used.

BERTHING: Compulsory berthing for vessels over 50 GRT. Depths at quays up to 39 ft.

BRIDGES: When proceeding to and from Varna lake, vessel passes under Asparuhov bridge. Bridge is raised to 70°. Use of pilot, tugs, and patrol boat obligatory. Maximum size of ship passing under bridge: length 126 m., draft 7m.

STEVEDORES: Liner ships and chartered vessels on liner terms are obliged to use stevedore and tallyman service.

MEDICAL: All facilities available. Attendance to urgent cases given free of charge.

TANKERS: Discharge berths only. Drafts 29 ft. and 18 ft.

DENSITY: 1013.

FRESHWATER: Available through shore hydrants or ex-barge. 24 hours notice required. Cost (approx.), hydrant, U.S. $0.50 per ton; barge U.S. $1.60 per ton.

FUEL: From S.E.E. "Ship Bunkering", tel. 2.29.27; N. J. Vaptqarov. str. No. 3. 72 hours notice required. Bunker "C", diesel, and gas oil available. Lubricants: Shell and Castrol – 48 hours notice required.

FIRE PRECAUTIONS: Assistance obtainable from shore hydrants, town fire brigade and water cannons on tugs.

DEVELOPMENT: By 1971 all quays scheduled to be equipped with cranes and specialised equipment.

GANGWAY/DECK WATCHMEN: Vessels in Roads not permitted to have gangways down. Vessels alongside quay with lowered gangway must have man-ropes, safety-net, life-buoys with rope of at least 30 metres length attached, an officer on duty at the gangway, and must be lit at night.

OPENING/CLOSING HATCHES: To be performed by crew on initial commencement and final completion of cargo work. During work periods in port, performed by stevedores.

CERTIFICATES:
Construction.
Safety Radio.
Classification.
Hull and Machinery.
Load-line.
Cargo gear.

CUSTOMS ALLOWANCES: Tobacco – 2 packets per crew member per day. Wine/spirits – for Master, as required; for crew – one opened bottle.

IDENTIFICATION CARDS: Required.

CONSULS: U.S.S.R. and D.D.R.

REPAIRS: All manner of repairs possible in ship-repair plant. Tel. 2.27.01 and 2.35.48/49.
DRY DOCKS: Suitable for vessels up to 30,000 dwt.
REPATRIATION: Can be fulfilled if necessary. Replacement of crew by Bulgarian nationals is impossible.
AIRPORT: Connections with Berlin, Prague, Budapest, Bucharest, Warsaw, London, Copenhagen, Vienna.
TIME: GMT plus 2 hours.
HOLIDAYS: New Year (1st January); May Day (1st/2nd May); Day of Slav written language (24th May); Day of Freedom (9th/10th September); October Revolution (7th November). Time from 13.00 on day before Sundays and holidays until 08.00 day after is non-working time, but loading and discharging carried out at overtime rates.
SERVICES: Tank cleaning and removal of sludge. Compass adjusting.
TELEPHONES: No facilities for connection on board.
Captain of the Port, 2.23.72; Pilots, 2.27.21,2.3/292/; Custom House, 2.23.87; Lloyd representative, 2.27.21,2,3/395/; Soviet Register, 2.26.51; Bulgarian Shipping Register, 2.41.21; Inflot, 2.26.69; 2.26.36; Military office, 2.27.21,2,3/236/; Ambulance, 2.27.21,2,3/213/; Fire, 2.27.21,2,3/222/.
SHORE LEAVE: Permitted day and night except that all crew to be back aboard at 05.00 – but may then go ashore again at 05.05.
REGULATIONS: Given to Master on arrival.
DELAYS: Possible while waiting for Pilot owing to bad weather, or waiting turn for berth.
AUTHORITY: Tel. 2.24.71, 2.60.32, 2.27.21/2/3, 2.54.42.

AGENT: "Inflot" State Shipping Agency. Cables: "Bolinflot". Telex: 021516.

Burma

RANGOON: 16.47 N. 96.15 E.

PILOTAGE: Compulsory. Pilot boards at Outer Pilot Station at mouth of Rangoon River. Distance from pilot station to main berths about 30 miles.
RESTRICTIONS: Drafts according to monthly river draft forecasts published by Harbour Master. Outer bar depth 10 ft. below chart datum. Inner bar off Monkey Point, depth 12 ft. below chart datum. River depths vary considerably according to season.
MAX. SIZE: Length 550 ft. Draft 28 ft.
TUGS: Available to assist berthing and unberthing. Tugs join vessel as directed by pilot.
BERTHING: Eleven cargo vessel berths alongside wharves, depth alongside up to 28 and 32 ft. Fixed and swinging moorings in the river and inner harbour provide further accommodation in depths up to 36 ft.
TANKERS: Discharge at buoy moorings in the river. Two berths available for discharge.
MEDICAL: All facilities available. Crew require smallpox, cholera and yellow fever certificates.
FRESH WATER: Available by pipe-line at the wharves.
FUEL: Can be supplied by barge in daylight only.
DENSITY: 1.000.
HOLIDAYS: January 4th. No work can be arranged; Karen New Year; February 12th; March 2nd; Tabaung; March 27th, no work can be arranged; April 14th to 17th. (Buddhist New Year); May 1st; Kason; Waso; July 19th; Thadingyut; Dewali Tazaundaing; December 23rd, no work can be arranged; December 25th.
TIME: GMT plus 6½ hours all year round.
AUTHORITY: Port of Rangoon, Board of Management.

Cambodia

KOMPONGSOMVILLE (Sihanoukville): 10.38 N. 103.30 E.

DOCUMENTS:
Entry Form to be completed on arrival.
18 Manifests of Cargo for Discharge.
2 Manifests of Cargo in Transit.
7 Crew Lists.
2 Lists of Provisions.
2 Lists of Crew Personal Effects.
5 Lists of Arms and Ammunition.
4 Lists of Drugs and Narcotics.
PILOTAGE: Contact "Pilote Kompongsomville" giving ETA 24 hours before arrival. Pilotage is compulsory. Pilot launch is a white motor-boat carrying international pilot signals. Cargo Vessels: Pilot boards at buoy SV. Tankers: Pilot boards 2 miles N.W. of Rocher Carré. Pilot station equipped with VHF simplex channel only.
ANCHORAGE: Southern Anchorage: Centred on buoy SV at the entrance of the deep-water channel in depths of 10 to 12 metres.
Northern Anchorage: to the West of buoy A, in depths of 10 to 11 metres.
Tanker Anchorage: two miles N.W. of Rocher Carré in depths of 15 to 18 metres.
RESTRICTIONS: Entrance prohibited to Portuguese and South African vessels. Berthing and unberthing day and night but delays may occur in bad weather during S.W. monsoon.
MAX. SIZE: Cargo vessels: draft 7·60 metres plus height of tide. Limited by entrance channel. Tankers: length 220 metres, and draft 11·50 metres.
HEALTH: Authorities board all vessels on arrival at the quay or in the outer harbour. Quarantine flag to be flown by all vessels even if coming from a Cambodian port. In case of suspected disease on board, contact "Sante Kompongsomville" by radio before arrival.
RADIO: Kompongsomville Radio; call sign XUK, operating 24 hours daily, medium wave: receiving on 500 kHz, transmitting on 500 and 458 kHz. short wave: receiving on 8364 and 4185 kHz. transmitting on 8480, 8680, and 4342 kHz.
TUGS: Available to assist berthing and unberthing. Join vessel in immediate vicinity of the berth. Vessel's lines used.
BERTHING: Commercial Dock: West side, two berths for vessels up to 9·50 metres draft. East side, two berths for vessels up to 7·50 metres draft.
New Basin: two berths for vessels up to 6·50 metres draft.
Tanker Berth: Oil Refinery terminal situated at Pointe du Depart. One sea-line buoy berth in depth of 13 metres. No slop disposal facilities. Hoses are lifted and connected by ship's crew.
MEDICAL: Advance notice required of serious cases to arrange transportation to Phnom Penh. Local doctors and hospital available for non-surgical cases. Crew require cholera and yellow fever certificates.
DENSITY: 1024.
FRESH WATER: Available at Commercial Dock at rate of 15 to 20 cubic metres per hour. Very small quantities may be supplied by tug.
FUEL: Only available supply by tanker-lorries in case of emergency.
DEVELOPMENT: New wharves being built and access channels deepened. Tanker berth to be built for export of refined products.
WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: Performed by stevedores.
CUSTOMS ALLOWANCES: Each crew member allowed one carton cigarettes and one bottle alcohol for five days. Master not included in this restriction.
IDENTIFICATION CARDS: Seamans passports or seamans books are taken by immigration in exchange for a shore pass to be surrendered when vessel departs.
CONSULS: France, tel. 2742. All other consuls at Phnom Penh.
REPAIRS: Small repairs can be undertaken on board.
REPATRIATION: Can be arranged.
AIRPORT: Ream Airport, 17 km. from Kompongsomville, domestic flights only. Pochentang Airport at Phnom Penh 226 km. from Kompongsomville, with full international services.
TIME: GMT plus 7 hours all the year round.
HOLIDAYS: Work can usually be arranged on all days except at Cambodian New Year, 13th 14th and 15th April, and for two days near the end of September which is the Buddhist Festival of the Dead.
POLICE/AMBULANCE/FIRE: National Police tel. 2630; Police Aid 17; Fire 18; Ambulance 19.
SHORE LEAVE: Allowed. Permission of Immigration Dept. is required to travel outside of Kompongsomville port area.
AUTHORITY: Direction du Port Autonome de Kompongsomville. Tel. 2410. Cables "Dirport Kompongsomville".

Cameroon Republic

DOUALA: 04.00 N. 09.40 E.
TIKO: 04.00 N. 09.24 E.
VICTORIA: 04.01 N. 09.13 E.
KRIBI: 02.56 N. 09.54 E.

DOCUMENTS:
5 Crew Lists.
5 Lists of Port of Call.
5 Passengers' Lists.
2 Crew Customs Declarations.
2 Declaration of Provisions on Board.
1 Arms and Ammunition.
PILOTAGE: (with the exception of Kribi and Victoria where ships work cargo at anchorage); Compulsory at Douala and Tiko. Ship's arrival must be noticed at least 24 hours in advance. This must be confirmed. For Douala waiting anchorage at bar buoy (03° 55′ 34″ N. 09° 33′ 32″ E.). Pilot called by phone (21–82) or by VHF (16–14). There is permanent watch. For entry of Tiko waiting is at Victoria anchorage.
ANCHORAGE: Bar buoy for entry at Douala (see "Pilotage") 12 m. depth approx. For Victoria anchorage on roads in Bay Ambas about 9 m. depth. Anchorage for Tiko on the Bimbia. Kribi anchorage by red conical buoy (02° 56′ 35″ N. 09° 53″ E.) depth 6 m. 30 to 7 m.
RESTRICTIONS: Draught only, for ports of Douala and Tiko. For Wouri channel official level is 4 m. 80.
MAX. SIZE: At Kribi and Victoria anchorage, no restrictions. Douala maximum length 200 m. Draft varies from 6 m. 60 to 7 m. 40. At Tiko there is only one pier of 150 m. the depth is between 5 m. 50 and 5 m. 80.
HEALTH: Free pratique granted after compulsory checking of vaccination certificates against yellow fever and smallpox.
RADIO: (see "Pilotage"): Douala Radio Station limited to broadcasting of news bulletins for private individuals which are communicated to the station on the spot.

TUGS: Obtained on demand to Tugs Union of Douala, P.O. Box 118, which charge for every call a supplementary due of 4,500 CFA francs for tug's line.
BERTHING: For Douala there are 12 berths equal to length of 3,153 m. approximately. Another berth on the right bank at Bonaberi, mainly used by banana cargoes and butane tankers.
STEVEDORES: Number of stevedore gangs is requested from Charterer's Agents, taking into account size of cargo.
RADAR/VHF: No radar. VHF 16–14 (phone 21–82).
MEDICAL: An appropriate Medical Service can be set up on demand in case of an emergency, such as an epidemic on board.
TANKERS: At Douala Harbour a berth of 153 m. approximately and draught 6 m. 60. This berth can accommodate oil tankers of 12,000 t. No slop discharge.
DENSITY: Douala 1,012.
FRESH WATER: Available at berth; supplied by hoses. Price 100 CFA francs per ton.
FUEL: Supplies arranged by Charterer's Agent who have their particular suppliers.
FIRE PRECAUTIONS: In addition to the usual measures, the quay station for oil tankers is isolated during discharging, and there is also a watch by tugs.
DEVELOPMENT: The building of a berthing installation by dolphins for oil tankers on left bank of Wouri at Douala; preparation of (earth platform) strip of flat ground in Douala harbour in order to increase storage capacity; the building of a deep-water harbour at Victoria; building of a dyke to prevent the silting-up of the bar at Kribi and thus increase traffic in this harbour.
GANGWAY/DECK WATCHMEN: Ship's crew or arranged by Charterer's Agents.
OPENING/CLOSING HATCHES: At option of master.
CERTIFICATES: Safety, Radio, Sea-worthiness, Freeboard, Derricks, etc.
CUSTOMS ALLOWANCE: 1,000 cigarettes per person, two bottles of spirits per person.
IDENTITY CARDS: A check could be made inside the harbour area as well as in town.
CONSULS: List of Douala Consulates:
Germany, P.O. Box 1127. Tel. 47–09
Austria, P.O. Box 4017. Tel. 34–52
Belgium, P.O. Box 263. Tel. 44–25
Denmark, P.O. Box 215. Tel. 38–76
Spain, P.O. Box 352. Tel. 49–23
U.S.A., P.O. Box 4006. Tel. 40–93
Finland, P.O. Box 98. Tel. 44–50
France, P.O. Box 5365. Tel. 48–79
U.K., P.O. Box 5348. Tel. 34–78
Greece, P.O. Box 4009. Tel. 47–91
Italy, P.O. Box 4015. Tel. 36–35
Lebanon, P.O. Box 5447 Tel. 36–35
Monaco, P.O. Box 739. Tel. 41–85
Norway, P.O. Box 320. Tel. 31–02
Netherlands, P.O. Box. 159 Tel. 33–83
Sweden, P.O. Box 320. Tel. 31–02
Switzerland, P.O. Box 4067. Tel. 46–23
AIRPORT: Situated at about 3 km. from Douala. Regular international airlines during whole year.
TIME: Local time GMT plus 1. No change during year.
HOLIDAYS: Official holidays: Independence Day (1st January); Youth Day (11th February); Labour Day (1st May); Reunification Day (1st October); Human Rights Day (10th December). Religious Holidays: Easter Monday; Ascension Day; Whit Monday; Assumption (15th December); All Saints Day (1st November); Christmas; End of Ramadan; Festival of the Sheep.
POLICE/AMBULANCE/FIRE: Central Police Station 42–22; Ambulance (Laquintinis Hospital) 48–84; Fire Brigade 32–32.
TELEPHONES: No possibility of telephone connection on board.
SPECIAL SERVICES: Deratisation and fumigation.
SHORE-LEAVE: Permitted.
DELAYS: No unusual delays.
AUTHORITY: Management of Ports and Seaways of Cameroun P.O. Box 4020. Tel. 49–75 Douala.

Canada

BADDECK, Nova Scotia: 46.6 N. 60.44 W.

DOCUMENTS:
4 Crew Lists.
Customs Documents.
Harbour Dues Receipt.
Stores List.
Deratting Certificate.
Safety Regulations.
Clearance from Last Port.
PILOTAGE: Compulsory. Pilot station at Table Head, see Canadian chart 4367.
ANCHORAGE: Good anchorage in lake. Depths 50 to 500 ft.
RESTRICTIONS: Can be restricted by heavy fog, tide, ice.
MAX. SIZE: Largest vessel to dock 460 ft. long, 54 ft. 6 in. beam. Draft 27 ft.
HEALTH: Pratique obtained at Sydney, N.S.
RADIO: Sydney Radio
TUGS: None.
MEDICAL: No advance notice required. Hospital available.
DENSITY: In sea 35/1000. In lake 25/1000.
FRESH WATER: Supplied at 20 tons per hour.
FUEL: None available.
CERTIFICATES: Registry, Deratting and Safety Certificates.
CUSTOMS ALLOWANCE: Tobacco, 100 cigarettes per week or ½ lb. tobacco. Wine/Spirit: None.
CONSULS: None.
REPAIRS: Minor repairs only.
AIRPORT: 55 miles. Served by regular airlines.
TIME: GMT minus 4 hours. Advance 1 hour in summer.
HOLIDAYS: Sundays and Statutory holidays; New Year's Day; Good Friday; Easter Monday; Victoria Day; Canada Day; Labour Day; Thanksgiving Day; Remembrance Day; Christmas Day.
POLICE/AMBULANCE/FIRE: 295 2350, 292–2032, 295 2110.
TELEPHONES: None available for placing on board.
AUTHORITY: Dept. of Transport.

BAIE COMEAU Quebec: 49.15 N. 68.09 W.

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
3 Crews Declaration (Can. Form Y14).
3 Stores Lists (Can. Form E.1).
Health Declaration (Can. Form QS. 2001).
3 Cargo Manifests.
3 Bills of Lading.
PILOTAGE: Not compulsory. Normally the docking master boards from tug approximately ¼ mile South-west of Pointe St. Pancrace.
RESTRICTIONS: Port open for shipping all year round. Deep water approaches without restrictions for any vessel able to berth alongside.
MAX. SIZE: Up to 40 ft. draft at Docks no. 1 and 2. Size limited only by berth, depth.
RADIO: Mont Joli Radio, call sign VCF.
HEALTH: Pratique may be obtained by radio to Quarantine Quebec. Health Officer boards on arrival. Valid smallpox vaccination certificates required.
TUGS: Available. Not compulsory except for Cargill Grain Terminal.
BERTHING:
Dock No. 1: Department of Transport Wharf: berth 456 ft. long, depth 28 ft.; berth 360 ft. long, depth 25 ft. North Shore Paper Company: 1,000 ft. wharf, depth 27 ft. Dock Pier: 2 berths, 422 ft. long, 20 ft. depth.
Dock No. 2: Canadian British Aluminium Co., Berth 1: 540 ft. long, 30 ft. depth; Berth 2: 581 ft. long, 31 ft. depth; Berth 3: 551 ft. long, 31 ft. depth.
Dock No. 3: Cargill Grain Terminal, two loading berths: 585 ft. long, 37 ft. depth, loading rate about 1,200 tons per hour. Two discharge berths. 720 ft. long, 29 ft. depth, discharge rate about 1,100 tons per hour.
STEVEDORES: Each terminal employs own stevedores.
MEDICAL: All facilities available.
FRESH WATER: Delivered by pipe-line to the berths.
FUEL: Available by pipe-line to Cargill Grain Terminal.
AIRPORT: Daily service to Quebec and Montreal.
CUSTOMS ALLOWANCES: 200 cigarettes for each man. Officers may be allowed one bottle wine/spirits, Master up to five bottles.
TIME: GMT minus 5 hours. Daylight Saving Time: GMT minus 4 hours, applied from last Saturday of April until last Saturday of October each year.
SHORE LEAVE: Crew members allowed ashore. No restrictions.
HOLIDAYS: New Year's Day; Epiphany: Good Friday; Ascension Day; St. John the Baptist Day; Labour Day; All Saints' Day; Christmas Day. No work performed on these holidays.
AUTHORITY: Canadian Department of Transport.

BOTWOOD, Newfoundland: 49.09 N. 55.20 W.

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
3 Crews Declaration (Can. Form Y14).
3 Stores Lists (Can. Form E.1).
Health Declaration (Can. Form QS. 2001).
3 Cargo Manifests.
3 Bills of Lading.
PILOTAGE: Compulsory. Pilot boards at Surgeon Cove. Coastal pilotage service from St. John to Botwood available on request.
RESTRICTIONS: Navigation season from mid-April to mid-January approximately. Ice-breaker assistance may be necessary in winter months. Deep water approaches.
ANCHORAGE: In Botwood Harbour, off the oil dock in depths of 10–20 fathoms.
MAX. SIZE: Up to 32 ft. draft.
RADIO: Twillingate Radio, call sign VOO.
HEALTH: Health Officer boards on arrival. Valid smallpox vaccination certificates required.
TUGS: None available.
BERTHING: Dept. of Transport Pier: 500 ft. long, 32 ft. depth.
Anglo Newfoundland: Development Co. Pier: 350 ft. long, 23 ft. depth; Oil Dock: 900 ft. long, 32 ft. depth (minimum); Ore Pier: 403 ft. long, 32 ft. depth (minimum); Golden Eagle berth: 23 ft. depth; Irving Oil berth: 19 ft. depth.
MEDICAL: Doctors, hospital facilities available.

FRESH WATER: Available at all berths.
FUEL: Only diesel available.
REPAIRS: Minor repair facilities only.
CUSTOMS ALLOWANCES: 200 cigarettes for each man. Officers may be allowed one bottle wine/spirits, Master up to five bottles.
TIME: GMT minus 5 hours. Daylight Saving Time: GMT minus 4 hours, applied from last Saturday of April until last Saturday of October each year.
SHORE LEAVE: Crew members allowed ashore. No restrictions.
HOLIDAYS: New Year's Day; Epiphany; Good Friday; Ascension Day; Labour Day; All Saint's Day; Christmas Day. No work performed on these holidays.
AIRPORT: Gander International Airport, 60 miles away.
AUTHORITY: Canadian Dept. of Transport.

BRIDGEWATER: N.S. 44.23 N. 64.31 W.

DOCUMENTS: See "Halifax".
PILOTAGE: Not compulsory. Report ETA by radio-telephone or radio-telegraph to Superintendent of Pilots, Halifax N.S. at least 12 hours before arrival at boarding station. ETA to be confirmed three hours before arrival. Pilot boards off Moshers Island Light.
RESTRICTIONS: Port is situated on La Have River, 10 miles from the sea. Channel path at low water, 20 ft.
ANCHORAGE: At Dayspring, 2 miles below Bridgewater.
MAX. SIZE: Length 325 ft. Draft 20 ft.
RADIO: Halifax Radio.
HEALTH: Pratique granted by Customs officer who boards on arrival at the berth. Also see Montreal.
BERTHING: Dept. of Transport wharf, berthing length 1,073 ft. Depth alongside 20 ft.
FRESH WATER: Available ex wharf only on west side of river.
FUEL: Not available.
REPAIRS: Limited facilities for engine repairs.
STEVEDORES: Skilled labour available.
MEDICAL: Hospital facilities available.
HOLIDAYS: Dominion Legal holidays.
AIRPORT: Nearest approximately 90 miles away.
AUTHORITY: Harbour Master.

CANSO CANAL: 45.39 N. 61.25 W.

PILOTAGE: Available on request. Masters should radio Canal Lockmaster to order Pilot not less than 8 hours before arrival. If linesman required from shore they should also be ordered at the same time. Canal Authority telephone number is Port Hastings 71.
RESTRICTIONS: Width of lock – 80 ft. All vessels required to have two linesmen ashore to handle ship lines. Canal linesman not provided unless ordered in advance. Depth of water in approaches is 32 ft.
MAX. SIZE: Length: maximum 715 ft. Draft: normally 28 ft., but up to 30 ft. acceptable in favourable conditions.
RADIO: Communicate via Grindstone Island or Canso coast stations. Radio telephone through station VAZ 3.

CHARLOTTE TOWN, P.E.I.: 46.14 N. 63.07 W.

DOCUMENTS:
Port clearance, previous port.
3 QS.2001 Quarantine if from other than U.S. ports or St. Pierre et Miquelon.
3 HA.282 Garbage Disposal Warning.
2 IMM.200 Crew List, only Canadian documentation acceptable.
3 E.11 List of Ships Stores. May use own documentation.
3 M.14 Crew's Declaration. May use own documentation.
2 A.6 Report Inwards.
PILOTAGE: Not compulsory. Only one Pilot active with privately owned boat. Pilots taken on board at Fitzroy Rock buoy. No alternate area in event of bad weather. Vessels anchor 4 cables south of Fitzroy Rock buoy to await Pilot.
ANCHORAGES: Anchorage inside harbour at Three Tides – 46° 13′ N. 63° 08′ 30″ W. Average depth of water 30 ft.
MAX. SIZE: Draft 31 ft.
HEALTH: Valid pratique from U.S. Public Health Service PHS 122–123 acceptable. Crew and passengers must have valid Vaccination Certificates. Deratting or Deratting Exemption Certificate. See also "Montreal".
RADIO: VCA Charlottetown Marine Radio.
TUGS: None.
STEVEDORES: No prior advice required.
MEDICAL: Port Medical Doctor, several hospitals, ambulances, if required.
TANKERS: Three discharging docks – one at Railway Wharf, Imperial Oil pipelines as follows: one 12 in., two 10 in. and two 6 in., draft at dock 32 ft. (2) Texaco Canada Ltd., private dock – two 8 in pipelines, draft 24 ft. (3) Irving Oil Co. Ltd., private dock, two 8 in. and two 10 in. lines, 32 ft. draft.
FRESH WATER: Available at Railway Wharf.
FUEL: Diesel and bunker fuels available by tank wagon.
GANGWAY/DECK WATCHMEN: Watchmen service if required. Not necessary.
OPENING/CLOSING HATCHES: Stevedores work hatches which are not mechanically operated.
CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes or ½ lb. tobacco or 15 cigars per man per week. Wine and/or Spirit: 40oz. per week, but issues of liquor in port will be restricted to ship's officers.
IDENTIFICATION CARDS: Not required unless disembarking. Crew members then should possess Seaman's Book and/or Passports.
REPAIRS: Minor repairs only.
REPATRIATION: Facilities are available.
AIRPORT: 4 miles distant with daily flights by Eastern Provincial Airways.
TIME: GMT minus 4 hours, May to October GMT minus three hours.
HOLIDAYS: New Year's Day (January 1st); Easter – varies (Good Friday); Victoria Day – Monday prior to May 24th; Dominion Day (July 1st); Labour Day (1st Monday in September); Thanksgiving (2nd Monday October); Remembrance Day (November 11th); Christmas Day (December 25th). Christmas Day is the only holiday stevedores will not work.
POLICE/AMBULANCE/FIRE: Police, 894–5513; Ambulance, Call operator "O", Fire, 894–3113.
TELEPHONES: No hookup available.
GENERAL: Passenger vessels – a list of all saleable articles contained in barber shops, souvenir stands, display cases, company operated outlets, etc. to be attached to Stores Lists to facilitate sealing by Customs. Responsible ship's officer to advise location of outlets.
SHORE LEAVE: No restrictions.
AUTHORITY: District Manager, Dept. of Transport, PO Box 1270, Charlottetown, Prince Edward Island, Canada.

CHATHAM and NEWCASTLE, N.B.: 47 N. 65.33 W. 47.02 N. 65.28 W.

DOCUMENTS:
Previous port clearance.
3 Crew Lists.
3 Ship Stores List.
(Other papers completed by Agent.)
PILOTAGE: Contact Agent for Pilot at least 12 hours in advance. Pilot boat, wooden hull, approx. 40 ft., grey, pilot flag about 20 ft. above sea-level. Pilot taken aboard in area of Swashway lights, off Escuminac Breakwater light. In the event of very bad weather, pilot could board Georgian Bay, P.E.I. Good anchorage in Escuminac area.
ENTRY RESTRICTIONS: Daylight only.
SIZE OF VESSEL: Max. length 560 ft., max. draft 21 ft.
HEALTH: Pratique procedure carried out by Customs Officer (completion standard form QS 1). See also "Montreal".
RADIO: Use Grindstone, Halifax or Charlottetown Radio, depending on location.
TUGS: Available on request.
BERTHING: Approx. 3 hours from pilot station to Berth.
BRIDGES: Bridge at Chatham 127 ft. clearance high tide. Hydro wires at Middle Island 125 ft. at 60 degrees fahrenheit at lowest point, channel quite wide at this point, able to get 180 ft. clearance.
STEVEDORES: Notice at least 4 hours before arrival.
MEDICAL: Hospitals at Chatham and Newcastle.
TANKERS: Hose connections 6 in.; no slop discharge facilities.
FRESH WATER: Available only at Government piers at Chatham and Newcastle.
FUEL: Not readily available.
GANGWAY/DECK WATCHMEN: Not necessary.
SHIP CERTIFICATES: Sick Mariners receipts and Harbour Dues receipts.
CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes/man/wk. Spirits: 1 quart/man.
CREW IDENTIFICATION CARDS: Not needed.
CONSUL: Danish Consul, tel. 622–1199.
REPAIRS: Limited to welding and machine work.
REPATRIATION: Facilities good.
AIRPORT: Chatham.
TIME: 4 hrs. difference GMT. Change from Standard to Daylight Saving last Sunday in April through last Sunday in October. (1 hour forward).
HOLIDAYS: No work Labour Day, Armistice Day. Other statutory holidays may be worked on overtime.
POLICE/AMBULANCE/FIRE:

	Newcastle	*Chatham*
Police:	622–2111	773–4436
Ambulance:	622–3561	773–3492
Fire:	622–2500	773–5856

SHORE LEAVE: No restrictions.
AGENT: John Lockerbie, 245 Sweeney Lane, Newcastle, N.B. Tel. 622–1338. Cables: Via C.N. Telecommunications, Newcastle, New Brunswick, Canada.

CHEMAINUS and CROFTON, B.C.: 48.55 N. 123.42 W.

DOCUMENTS, PILOTAGE, HEALTH, CONSULS etc.: Refer to "Vancouver, B.C.".
ANCHORAGE: Available in Houston Passage.
RESTRICTIONS: Channel depth 48 ft. MLLW. Restricted by berth size only.
TUGS: Available. Tugs for Crofton are ordered from Chemainus.

BERTHING:

		Berth length	Depth alongside MLW
Chemainus:	Wharf A	515′	35′
	Wharf B	490′	40′
Crofton:	Lumber Berth	400′	35′
	Pulp Dock	457′	35′

No loading gear installed at Crofton berths.
STEVEDORES: 22 gangs available. Refer to "Vancouver, B.C.", for holidays, etc.
MEDICAL: Doctors and hospitals facilities available at Chemainus, 5 miles from Crofton.
DENSITY: Salt water.
FRESH WATER: Available at wharves.
FUEL: Supplied by barge from Vancouver, B.C.
CUSTOMS ALLOWANCES: See "Vancouver, B.C.".
REPAIRS: Minor repair facilities only.
AUTHORITY: Department of Transport, Harbour Master.

CHICOUTIMI, Quebec: 48.25 N. 71.02 W.

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
3 Crews Declaration (Can. Form Y14).
3 Stores Lists (Can. Form E.1).
Health Declaration (Can. Form QS. 2001).
3 Cargo Manifests.
3 Bills of Lading.
PILOTAGE: See "Quebec".
ANCHORAGE: At St. Fulgence, 6 miles before Chicoutimi.
RESTRICTIONS: Navigation season from mid-April to end November approximately. Channel depths 20 ft. LW up to oil terminal and 16 ft. low water above oil terminal.
MAX. SIZE: Up to 27 ft. draft.
RADIO: Riviere du Loup Radio Station.
HEALTH: Pratique may be obtained by radio to Quarantine Quebec. Health Officer boards on arrival. Valid smallpox vaccination certificates required.
TUGS: None available.
BERTHING: Harbour wharves, 2,750 ft. berthing length, 27 ft. depth alongside; oil berth 18 ft. depth alongside.
DENSITY: Fresh water.
MEDICAL: Doctors, hospital facilities available.
FRESH WATER: Available at all berths.
FUEL: Available at oil berth.
REPAIRS: Minor machine shop repairs only.
CUSTOMS ALLOWANCES: 200 cigarettes for each man. Officers may be allowed one bottle wine/spirits, Master up to five bottles.
TIME: GMT minus 5 hours. Daylight Saving Time: GMT minus 4 hours, applied from last Saturday of April until last Saturday of October each year.
SHORE LEAVE: Crew members allowed ashore. No restrictions.
HOLIDAYS: New Years Day; Epiphany; Good Friday; Ascension Day; St. John the Baptist Day; Labour Day. All Saints' Day; Christmas Day. No work performed on these holidays.
AUTHORITY: Canadian Department of Transport.

CHURCHILL, Man.: 58.44 N. 94.15 W.

DOCUMENTS: 1 Certificate giving following details: Name; official number; port of registry; gross tonnage; dimensions of vessel; draft on arrival; place from which vessel arrived; date of departure from the aforesaid place; places of call en route; name of Master or person in charge; name of owner or Agent; name of Pilot; number of crew; tonnage of goods to unload; number of passengers to be landed; and number of bags of mail to be landed.

A certified copy of the manifest of such vessel giving weight or measurement for each bill of lading and certified by Collector of Customs.

Certificate that giro compass is in good order.
PILOTAGE: Vessels approaching may relay all messages on Channel 16, to Marine Aeradio Station (call-sign VAP) at Fort Churchill. Agents make all necessary arrangements to have pilot and boat available. At least 48 hours advance notice of ETA required. National Harbours Board tugs used to transfer Pilot to and from the vessel. This is a 300 ton tug, 135 ft. long. Anchorage buoy approximately 5 miles from Harbour entrance where Pilots usually taken on board. In bad weather, vessels may enter harbour where Pilot taken on board.
ANCHORAGES: Anchorage area marked by a buoy, position: Latitude 58° 49′ 40″ N. and Longitude 94° 06′ 17″ W. Unlimited area with water depth a minimum of 33 ft. at low tide.
RESTRICTIONS: Vessels are usually brought in just before high tide, although vessels may enter any time. One spot in channel does restrict draft to 26 ft. at zero tide. All buoys and range lights are lighted.
MAX. SIZE: Maximum length 600 ft. width 100 ft. and depth alongside wharf at zero tide is 30 ft. at three berths, 31 ft. at one berth and 33 ft. at other berth.
HEALTH: All vessels must fly yellow flag until cleared by authorities after docking.
RADIO: Department of Transport, Marine Aeradio Station call sign VAP, Channels to be used: 16 for calls and replies, 12 for harbour control, as well as Channel 26.
TUGS: Tugs usually join vessels inside the harbour. Two tugs available. Ship's lines used.
STEVEDORES: Gangs are available during whole of shipping season, no advance notice required.
MEDICAL: Fully staffed and equipped hospital available, approximately 5 miles from harbour.
TANKERS: Discharge pipes 4 in. diameter. One berth available with maximum depth of 33 ft. at zero tide.
FRESH WATER: Fresh water available at all berths. Water pumped through 2½ in. pipe connected directly to ship, discharged at rate of approximately 1 ton/min. Cost is $2 per ton, plus $15.00 hook-up charge, plus attendant's wages.
FUEL: Bunker fuel requires 30 days advance notice. Arctic fuel available all times.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Normally carried out by ship's crews.
CUSTOMS ALLOWANCE: See "Montreal".
CONSULS: None.
REPAIRS: Most repair work. Fully equipped machine shop available.
DRY DOCKS: None available.
AIRPORT: Airport situated 5 miles from the harbour and served by TransAir, with two flights going North and six flights south every week.
TIME: GMT minus 6 hours. Daylight Saving Time (one hour forward starts first Sunday in May and ends last Sunday in October.
HOLIDAYS: New Year's Day (January 1st); Good Friday; Easter Monday; Victoria Day (May 24th); Dominion Day (July 1st); Labour Day (First Monday in September); Thanksving Day (Second Monday in October); Remembrance Day (November 11th); Christmas Day (December 25th); Boxing Day (December 26th).

Arrangements normally made to have crews available for those days.
POLICE/AMBULANCE/FIRE: Police, 675–2422; Ambulance and Fire, 856–2222.
SHORE LEAVE: No restrictions on crew members going ashore.
AUTHORITY: The Port Manager, National Harbours Board, Churchill Harbour, Churchill, Manitoba. Tel. 675–8818. Telex 0366–6513.

CLARENVILLE, Newfoundland: 48.8 N. 53.56 W.

DOCUMENTS:
Crew List, Form 200 in duplicate.
List of Ship's Stores, Form E1 in duplicate.
Crew Declarations, Form Y.14 in duplicate.
Manifests in triplicate.
Bills of Lading in duplicate.
PILOTAGE: Contact Pilot through St. John's Radio VON.
MAX. SIZE: Largest ship 600 ft. long, breadth 74 ft., draft 26 ft.
HEALTH: See "Montreal".
RADIO: St. John's Radio. VON.
TUGS: No tugs available from St. John's.
STEVEDORES: Available 48 hours notice required.
MEDICAL: Necessary for Agents to receive advance notice of medical attention required. Hospitals available at Come by Chance (30 minutes distance by road) and St. John's. Vaccination/Fever Certificates necessary for pratique.
FRESH WATER: Available at 40 c. ton.
FUEL: Light fuels only (no bunkers).
OPENING/CLOSING HATCHES: By crew.
CERTIFICATES: Load Line, Safety Equipment, Deratting Certificates.
CUSTOMS ALLOWANCES: Tobacco 200 cigarettes allowed per crew member per week. Wine and/or Spirit, One bottle of spirit allowed per crew member on the first voyage in each year. Each proceeding voyage in one year one bottle allowed only to officers.
IDENTIFICATION CARDS: Needed.
CONSULS: None.
REPAIRS: Temporary only.
REPATRIATION: Only available by air.
AIRPORT: Gander International Airport located about 2 hours distance by road/served by regular airlines.
TIME: Eastern Standard Time GMT minus 5 hours. Daylight saving time from last week-end in April to last week-end in October, clocks advanced 1 hour.
HOLIDAYS: See "Montreal".
POLICE/AMBULANCE/FIRE: Police 7830; Fire 7777; Ambulance not available.
TELEPHONES: No facilities for placing on board.
SERVICES: None available.
SHORE LEAVE: Allowed.

AGENT: Newfoundland Hardwoods Ltd.

CONTRECOUER, Quebec: 45.53 N. 73.12 W.

DOCUMENTS, HEALTH, RADIO, etc.: Refer to "Montreal" and "Quebec".
PILOTAGE: Compulsory, Pilot meets vessel at Les Escoumins. Boarding at all hours.
ANCHORAGE: Available at Lanorme 15 miles East of dock and Sorel 20 miles East of dock.
RESTRICTIONS: Hatch openings must not be less than 25 ft. × 35 ft. Vessels will be required to vacate the berth immediately after completion of loading and/or discharging. Masters and/or Agents

to advise ETA 36 hours, 24 hours and 12 hours. If any change after 12 hour's notice, Terminal to be advised immediately, otherwise charges for waiting time will be assessed.
MAX. SIZE: 800 ft. length; 102 ft. beam; 34 ft. draft; fresh water.
BERTHING: Ships will be berthed in regular turn of vessels, providing they present with hatches open, ready for discharging and/or loading.
STEVEDORES: Available at following times: Regular working periods are from 8.00 a.m. to 4.00 p.m., and from 4.00 p.m. to 12.00 midnight, Monday–Friday. Under special arrangement, work performed from 12.00 midnight to 8.00, also on Saturdays, Sundays and legal holidays.

The arrival time will be when the vessel arrives alongside the berth, with all lines made fast. The departure time will be when the last line is let go.
MEDICAL: Doctor and hospital available.
FRESH WATER: None available.
FUEL: None available.
TIME: GMT minus 4 hours.
HOLIDAYS: Legal holidays are as follows: Good Friday, St. Jean Baptiste Day, Dominion Day, Labour Day, Thanksgiving Day, Ascension Day, Christmas Day, New Year's Day.
AUTHORITY: This is a private port owned by the Iron Ore Company of Canada.

CORNER BROOK, Newfoundland: 48.57 N. 57.57 W.

DOCUMENTS:
2 Crew Lists Form: IMM.200.
5 Passenger Lists.
3 Crew Declaration Y.14.
3 Bonded Store List E.I.
3 Quarantine Certificate Q5.1.
2 Manifests of Cargo.
Bill of Lading.
All crew members require valid smallpox vaccination certificates.
1 Clearance from Last Port. A.6.
PILOTAGE: Pilot launch "Humber Pilot" fitted with radio telephone call letters VORR, receives on 2182, 2558, 2134 and 2582 kc/s. Wireless 500 WT, no VHF. Twenty-four and twelve-hour ETA required, Pilot Station, Frenchman's Head. Pilotage compulsory, operated by Humber Arm Pilotage Authority.
ANCHORAGES: Good anchorages in Outer Bay. Most convenient is in Humber Arm off Petitpas Cove in 15 to 20 fathoms. Masters requested to contact local Pilots regarding anchorage as a submarine cable enters waters of Humber Arm and South Head.
HEALTH: See "Montreal".
MAX. SIZE: 620 ft. at No. 4 berth, Bowaters. Draft 32 ft.
RADIO: For short range: Corner Brooke Radio operated by DOT. WT 500, 416, and 40 kc/s. RT call letters VOJ. Receives 2182, 2558, 2134, 2582 kc/s. For long range: Via Halifax Marine Radio.
TUGS: No tugs available.
BERTHING: Oil tankers for Humbermouth only docked and sailed in daylight.

Bowater's wharves located near centre of city waterfront. Consist of four berths, and are continuous. Run parallel with shore line. Total length 1,650 ft. Minimum depth of water 28 ft. in No. 1 berth, elsewhere 30 ft. to 32 ft. at low tide.

Western Terminals Ltd. one wharf consisting of two berths. Total length is 600 ft. Depth of water is 22 ft. Fresh water available as well as electric light and power.

New Canadian National Railway wharf and shed. Steel and concrete structure. Length of wharf 600 ft. Depth alongside 35 ft.

North Star Cement wharf annexed to small Government wharf. Combined length 400 ft. Depth of water 24 ft. at Western end and 17 ft. on inner end. Partly laden tankers of T–2 class discharge at this wharf.

Atlantic Gypsum wharf close proximity to North Star Cement wharf. 225 ft. long. Depth of water 24 ft.

Imperial Oil Ltd. discharging pier depth of 30 ft. minimum at low tide. Full laden tankers of the T–2 class can discharge.

Irving Oil Company Ltd. discharging pier with depth of water at Eastern end of 30 ft. and at Western end 26 ft. Tankers discharge with the forward draft restricted to 26 ft.

Gulf Oil Ltd. discharging pier has a depth at Eastern end of 28 ft. and at Western end 22 ft. T–2 tankers may discharge with restricted drafts accordingly.

Golden Eagle Refinery Co. discharge oil at North Star Cement wharf.
STEVEDORES: Regular hours of work: 0800 to 1200; 1230 to 1630; 3 gangs. 1630 to 2030; 2100 to 0100; 3 gangs. Twenty-four and twelve-hour notice definitely required. Average loading rate 30 short tons per hatch hour.
MEDICAL: Hospital and Ambulance service available.
DENSITY: Average 1015. High water, Easterly wind 1025. High water, Westerly wind 1008. Low water 1005.
FRESH WATER: Fresh water available at Bowaters berths – 50c per ton first 20 tons or part thereof and 25c per ton for each additional ton.
FUEL: Bunker "C" fuel oil 300 secs. SSF available at Bowaters No. 4 berth. Twenty-four hours notice required. Gas oil available by truck delivery. Imperial Oil at Curling have marine diesel oil available.
GANGWAY/DECK WATCHMEN: Not required but recommended.
OPENING/CLOSING HATCHES: Normally done by stevedores, but stevedores may request assistance or supervision from ship's officers where unfamiliar equipment concerned.
CUSTOMS ALLOWANCES: Tobacco: Three lb. limit per crew member or 200 cigarettes. Wine and/or Spirit: 1½ doz. beer or 60 oz. spirit per crew member. All other placed under seal.
CARGO GEAR: If at Bowaters berths, single 8 in. wood blocks with 1 in. diameter manila rope falls should be set up at heads of all working derricks to permit tents to be rigged on both midship and yard-arm derricks at each hatch.
IDENTITY CARDS: Every crew member should be in possession of some form of identity card.
CONSULS: Nearest consuls are in St. John's approximately 450 miles. Danish, Norwegian, American and British.
REPAIRS: Minor repairs carried out.
REPATRIATION: All necessary crew changes and repatriation facilities available.
AIRPORTS: International Airport, 250 miles from Corner Brook at Gander. Stephenville Airport, Air Canada, 60 miles. NTA Charter Service from South Brook on Deer Late, 18 miles. EPA Service available, 30 miles from Corner Brook.
TIME: N.S.T. GMT minus 2½ hours. Nfld. Daylight Saving Time April 15th to October 15th each year (one hour foward).
HOLIDAYS: New Year's Day (January 1st); Dominion Day (July 1st); Labour Day (1st Monday in September); Christmas Day (December 25th).

No work carried on after 1600 Christmas Eve and New Year's Eve. One additional holiday agreed at Bowaters during year. No fixed date.
POLICE/AMBULANCE/FIRE: *Police:* Alongside Bowaters 274 Mill Guards. Local Police area code 709–634–4136.

Ambulance: Alongside Bowaters 274 Mill Ambulance. Outside city area code 709–634–2972 or 785–2510.

Fire: Alongside Bowaters 274 Mill Brigade. Area code 709–634–4976. Local-City.
TELEPHONES: None available on board ships, but phones are on the wharf in nearby offices.
GENERAL: Ice coverage can be expected between January 1st and April 15th. Shipmasters should get in touch with Ice Central, Halifax, N.S. phone 423–8530 or Telex 014–42523, or Ice Information Officer, Sydney, N.S. phone area code 902–5645497 or Telex 014–4572 for routing or ice-breaker assistance.
SERVICES: Compass adjuster can be engaged.
SHORE LEAVE: Discretion of Master. No port regulations.
AUTHORITY: Harbour Master.

Bowaters Newfoundland Ltd.

DALHOUSIE, N.B.: 48.04 N. 66. 22 W.

DOCUMENTS:
Ship's Register.
Load Line.
Safety Radio and Safety Equipment Certificates.
Stores List and Crew Declaration (E–17, Y–14), if from foreign port.
Pratique, if from a Foreign Port.
Immigration Clearance from last Canadian Port.
If from a foreign Port, 2 copies of crew list.
For Shipping Master: Ship's Articles if British or Canadian Registry.
PILOTAGE: Telegram sent to Restigouche Pilots, Dalhousie, N.B., or to vessel's Agent. Six hours minimum notice required except during winter operations (January–April). Pilot vessel is a 40 ft. steel hull, black, grey superstructure, displays proper flag by day and proper lights by night. Pilots meet and board all inbound vessels 1·5 miles due East of Bon Ami Point lighthouse. Pilots prefer pilot ladder for boarding.
ANCHORAGES: Safe anchorage 1·5 miles offshore due East of harbour entrance. Pilots will board vessels for anchorage in from 6 to 12 fathoms.
RESTRICTIONS: Tide restricted if vessel exceeds 28 ft. on arrival.
MAX. SIZE: Maximum length 750 ft., beam 100 ft., draft 36 ft. at the Government Wharf including oil and bulk carriers. Vessels approaching these dimensions must berth at high water, port side to. Maximum draft entering harbour and berthed starboard side to is 28 ft. because of restricted turning basin.
HEALTH: See "Montreal".
RADIO: ETA through Grindstone.
TUGS: Not necessary.
BERTHING: To berth starboard side to at any berth vessel is requested to arrive three hours before high water.
STEVEDORES: Contact Agents.
MEDICAL: Hospital and doctors available.
TANKERS: One 12-in. line with three 8-in. connections is laid to the Government Wharf. Depth alongside 34 in. LWOST.
DENSITY: Average density 1008.
FRESH WATER: Available at all berths from hose lines on the dock. 50 tons per hour; rates from 25c per ton to $1.00 per ton.
FUEL: Available by truck if necessary. Advance notice required.
GANGWAY/DECK WATCHMEN: Available if requested.
OPENING/CLOSING HATCHES: As in Charter Party.
IDENTIFICATIONS CARDS: Not needed.
CONSULS: None.
REPATRIATION: Facilities exist providing sufficient notice given.
AIRPORT: 7 miles, 2 flights daily.
TIME: Daylight saving during summer months. Atlantic Standard otherwise.
HOLIDAYS: Official Holidays: New Year's Day; Christmas Day; Dominion Day; Labour Day.
POLICE: Telephone 684–2167.

TELEPHONES: Made available upon prior arrangement.
SHORE LEAVE: Crew members are allowed ashore.
AUTHORITY: Edrick Allain, Harbour Master. Tel. 684–3483.

DIGBY: N.S. 44.38 N. 65.45 W.

DOCUMENTS: See "Montreal".
PILOTAGE: Usually contacted through St. John radio station by VHF. 12 hours notice required. Pilot usually meets ships at entrance to Digby. As long as adequate notice is given no waiting is experienced.
ANCHORAGE: Good anchorage N.E. from town 15 to 25 fathoms.
MAX. SIZE: Length 400 ft. and 28 ft. draft at low water.
HEALTH: See "Montreal".
RADIO/VHF: St. John Radio call sign VAR.
TUGS: Not normally necessary, light towing available in case of necessity.
BERTHING: Transport wharf main pier with berthing length 400 ft. and 28 ft. alongside at low tide, also Transport Spur Pier 330 ft. long and 50 ft. wide 22 ft. depth alongside at low tide (21 to 28 ft. rise and fall in tide).
FRESH WATER: Supplied by pipe-line on wharf. Cost approx. $1.25 per ton. This includes all service charges.
FUEL: Diesel oil available only.
DEVELOPMENTS: Construction of new Dock for St. John N.B. to Digby ferry service.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Usually carried out by crew.
CUSTOMS ALLOWANCES: 200 cigarettes per man, per week; 40 oz. alcohol per man per week for crew.
CREW IDENTIFICATION CARDS: Required or passport.
CONSULS: None.
REPAIRS: No major repair facilities available.
REPATRIATION: Can be arranged.
AIRPORT: Small local line based at St. John N.B. supplies service between St. John and Digby. Halifax International Airport 180 miles away.
TIME: GMT minus 4 hours.
HOLIDAYS: New Year's Day (Jan. 1st); Good Friday; Easter Monday; Victoria Day and Queen Elizabeth Day (May 19th); Canada Day (July 1st); Labour Day (Sept. 1st); Thanksgiving Day (Oct. 13th); Remembrance Day (Nov. 11th); Christmas Day (Dec. 25th).
POLICE/FIRE/AMBULANCE: Police 245–4162; Fire 245–2121; Ambulance 245–2205.
TELEPHONES: Available at cost of $15.00 for installation.
SHORE LEAVE: Allowed.
AUTHORITY: Dept. of Transport St. John, New Brunswick, Tel. 657–7440.

FROBISHER BAY, N.W.T.: 63.44 N. 68.32 W.

DOCUMENTS: See "Montreal".
PILOTAGE: No pilot service, upon request masters of vessels assisted to mooring position off Innuit Head by Senior Officer in charge sealift operations. This officer boards vessels approximately ¼ mile East of Monument Island.
ANCHORAGES: Best-known anchorage in depths of 21 and 22 fathoms approximately 5 cables East of Monument Island.
RESTRICTIONS: Low-powered vessels generally navigate Pike Resor Channel at slack water, high or low tide; if current unfavourable this channel is navigated in daylight hours.
MAX. SIZE: Tankers with dimensions 525 ft. long, breadth 58 ft., draft 30 ft. 2 in. discharge in a position approximately 800 ft. off Innuit Head. Method of mooring is to stream both anchors in anchorage area and stern lines to mooring bollards situated on Innuit Head for this purpose. General cargo ships up to 12,000 tons also moor in this position. Masters advised to be prepared for quick departure in event of storm warnings especially if winds expected from Northerly and Southerly directions.
HEALTH: Free pratique, if health certificate is in order. In the event of suspected disease or fever on board, report to Frobisher Bay Telecommunications Branch call sign VFF R/T or W/T.
RADIO: Frobisher Bay R/S VFF. Resolution Island R/S VAW.
TUGS: 3 landing craft (LCMS) each powered with two 130 h.p. diesel engines assist vessels in mooring, acting as tugs and running ship's stern lines to Innuit Head.
STEVEDORES: Stevedores are flown in to coincide with ship's arrival, special arrangements are necessary for these services.
MEDICAL: Hospital facilities available.
DENSITY: From August 1 to September 15 mean approx. 1.02477 increasing slightly as season advances.
FRESH WATER: Small quantity in emergency. Approximately 50 gallons per minute. *Note:* Due to tidal conditions considerable delay could result in delivering fresh water.
FUEL: Only supplied in emergency, Arctic diesel grade 1, viscosity quoted as minus 60.
OPENING/CLOSING HATCHES: According to agreements.
CUSTOMS ALLOWANCES: Jurisdiction of Royal Canadian Mounted Police.
IDENTIFICATION CARDS: Required if arriving from a foreign country.
REPAIRS: Limited repairs, i.e. welding, R/T and radar.
REPATRIATION: Crew changes can be effected by air passage to or from Montreal.
AIRPORT: Distance approximately ½ mile from landing beach, 5 flights weekly to and from Montreal weather permitting.
TIME: GMT minus 4 hours.
POLICE/AMBULANCE/FIRE: Police 250 or 349; Ambulance 231; Fire 685.
AUTHORITY: Harbour Master, tel. 641 and 278.

GASPE, Quebec: 48.50 N. 64.29 W.

DOCUMENTS:
Immigration Documents:
Passengers other than Canadian and U.S. form 700 Immigration.
Passenger landing cards (Tourist) 1 each passenger.
2 Crew Lists from Immigration.
2 Passenger Lists.
Customs Documents:
2 Inward Reports.
2 Outward Reports.
3 Ship Stores Lists (Form E.1).
3 Crew Declarations (Form Y.14).
National Health and Welfare:
2 QS.1 Maritime Declarations of Health.
SM. 2 Sick Mariners' Fund payable only on certain conditions.
Manifests required for cargo unloaded only.
PILOTAGE: Not compulsory but recommended. No licensed Pilots available, but men recommendable for guidance to harbour and wharf. To obtain Pilot, arrange by radio phone through marine radio station VCG at Fox River Gaspé PQ or by CN Telegraph, on receipt of message either to Agent or Port Authority, Pilot and other arrangements can be made.
MAX. SIZE: Vessels of 650 ft. and over have both docked and anchored. Tide has no effect as it is very sheltered. Government wharf depth 35 ft. LW.
HEALTH: On arrival in Canadian waters Master applies for Radio Pratique by radio to quarantine officer at Quebec City. Master flies yellow flag on arrival and until medical officer decides it can be lowered or otherwise according to regulations. See also "Montreal".
RADIO: VCG Marine Station Fox River Gaspé PQ.
TUGS: Not necessary, no tugs available unless called for in emergency. Line boats available for docking, by arrangement.
BRIDGES: Bridge in inner harbour with opening span to allow through vessels of approx. 40 ft. beam, and 25 ft. draft. Call to open bridge, three blasts.
STEVEDORES: Good stevedoring available at all times and hours.
MEDICAL: Hospital and ambulance service.
TANKERS: Oil lines on Department of Transport Government wharf owned and used by Gulf Oil Canada and Shell Canada Ltd. These lines are privately owned.
FRESH WATER: At present only limited quantities obtainable, but hope in near future to supply in large quantities.
FUEL: Light and medium diesel available at all times. If bunker fuel required on request, brought in by tanker car.
GANGWAY/DECK WATCHMEN: Recommended watchmen necessary, may be obtained.
OPENING/CLOSING HATCHES: Done by ship's crew.
CUSTOMS ALLOWANCE: On arrival officers and crew permitted one bottle and 200 cigarettes and one pound of tobacco for period of one week, further allowances of tobacco given after one week, as well as spirits for senior officers.
IDENTIFICATION CARDS: Not required.
CONSULS: None.
REPAIRS: Only minor repairs.
REPATRIATION: If any members of crew are discharged, arrangements have to be made and bond issued by vessel or agent, for transportation of seamen.
AIRPORT: About seven miles from dock, Air Canada and Quebec Airways, summer five times weekly and winter three times weekly.
TIME: Four hours behind GMT, no alterations.
HOLIDAYS: Saturday, New Year (January 1st); Good Friday; Victoria Day (May 19th); Confederation Day (July 1st); Labour Day (September 1st); Thanksgiving Day (about October 13th); Remembrance Day (November 11th); Christmas Day (December 25th). There are a few other R.C. Church days on which some men are not obtainable. Most of these holidays stevedores and men are available.
POLICE/AMBULANCE/FIRE: Police area 418 call 368–2311. Local RCMP area 418 call 368–2543. Ambulance Area 418 call 368–2835.
TELEPHONES: Possible arrangements may be made with local telephone company for installations to vessel.
GENERAL: Radar repairman available if matter not too serious.
SHORE LEAVE: Crew allowed ashore.
AUTHORITY: Customs and Immigration Officer L. Dorais, tel. Area 418. Call 368–3204.
Harbour Master and Government Wharfinger T. J. Eden, tel. Area 418 call 368–2327.

HALIFAX, Nova Scotia: 44.38 N. 63.33 W.

DOCUMENTS:
Port doctor: Form QS1; Crew Vaccination Certificates, Deratisation Certificate.
Customs: Customs clearance or certificate from last port; Cargo List (if no cargo, words "In Ballast" entered); Bonded Stores List (Form E.1); Crew Declaration for each crew member (form Y14). Ship's Register; Safety Radio, Load Line and Safety Equipment Certificates.
Immigration: Crew List (form 200) in duplicate in English; all crew Passports (returned prior to sailing).
PILOTAGE: Not compulsory, but payment of pilotage dues *is* compulsory. Essential send notice of arrival by radio, so as to avoid delay

in waiting Pilot. ETA message should be sent at least three hours before arrival, and time should be in GMT, but whatever time is used it should be expressly stated so as to avoid misunderstanding. Should vessel's progress, subsequent to ETA message being sent, indicate material change in time of arrival, correcting-message should be sent. Radio messages should be addressed Pilots Halifax; all pilotage messages subject to full tolls.

Whenever possible, Pilots will board in vicinity of Inner Automatic Light and Whistle Buoy situated about 2 miles North-eastward of Chebucto Head. In heavy weather not always possible for pilot vessel to take up station at above position, but will proceed as far seaward as feasible to embark or disembark pilot.

In normal weather pilot vessel shall in daytime fly pilot flag, and at night will show lights required by International Regulations. In abnormal weather such as fog, mist, falling snow or heavy rainstorms when engaged on station on pilotage duty, in addition to regular signals, will blow four long blasts at regular intervals. Vessel requiring pilot should blow four short blasts on whistle at intervals until pilot boat sighted. Pilot boats equipped with radar, and stand by on radio-telephone operating on frequency of 156·8 megacycles or channel 16 under International VHF Designations.

Caution: To avoid interference with fishing operations in vicinity of Thrumcap and Rockhead Shoals, mariners should whenever possible use Inner Automatic Light and Whistle Buoy as point of approach and departure rather than navigate channel between above-mentioned shoals.

ANCHORAGE: Vessels anchor in harbour in areas designated by Pilots.

RESTRICTIONS: Controlling depth in channels of approach 70 ft. in main harbour as far as The Narrows. Ice free all year. Ample turning room for longest vessel.

MAXIMUM SIZE: Length and breadth unlimited. Channel depth 64 ft. Tide range 6 ft. 110,000-ton tankers with draft of 48 ft. enter harbour regularly.

HEALTH: Quarantine – every vessel coming from port outside Canada shall be inspected by Quarantine Officer at a place specified by him. (Quarantine Station in anchorage No. 1 on port plan). Where sufficient information can be given by radio, Radio Pratique may be given between 0900 hours and 1700 hours local time (address "Quarantine Halifax") and message should include (i) name and nationality of vessel, (ii) ports of call during voyage, (iii) nature of cargo, (iv) number of crew and passengers, (v) statement of health, (vi) name of agent, (vii) ETA pilot station in GMT. A coastwise vessel, free from disease and arriving from a disease-free coastwise port, may be exempted quarantine inspection.

RADIO: Halifax Marine Radio Station, Chebucto. Radio telephone and other services.

TUGS: Join vessel inside harbour at quarantine anchorage. Tugs towing use vessel's lines. Tugs made fast alongside vessel for docking or undocking use their own lines at no extra charge.

BERTHING: Total length of berthing 19,000 ft.; minimum depths – 27 berths 30–45 ft.; 5 berths 22–25 ft. Boatmen available for docking/undocking, running lines $10.00 per service.

BRIDGES: Halifax–Dartmouth Bridge (min. vertical clearance at high water 158 ft.). Narrows Bridge (min. vertical clearance at high water 157·7 ft.).

RADAR/VHF: Radar service available at Chebucto Head Pilot Station approaches. Masters may contact Camperdown Marine Radio on 500 kc or 2182 kc by radio. No harbour radar service. VHF – See "Pilotage".

MEDICAL: Sick Mariners' Service may be obtained at Medical Services Clinic, Pier 21, during normal working hours. Information re emergency treatment outside these hours may be obtained from ship's agent. Emergency hospitalisation only obtained at Camp Hill Hospital.

STEVEDORES: Available from several private companies.

DENSITY: Salt water all tides.

FRESH WATER: Dock side only. No water barges. 50 tons per hour per hose. 0.75 c per 1,000 gallons $15.00 service charge.

TANKERS: 110,000 ton tankers 48 ft. draft use port regularly. Reducing pieces supplied at dock if required. Slop tank facilities available; SG and API 10 to 100; 9 berths 32 to 50 ft. depths.

British American Oil Company's wharf 360 ft. length accommodating maximum draft 32 ft. Marine diesel fuel available at rate of 2,000 barrels per hour. Complete line of marine lubricants also available.

Imperial Oil Limited, South Dartmouth – 3 docks – vessels up to 800 ft. and draft 40 ft. A full stock Esso and Mobil marine lubricants and the following Esso marine fuels: marine diesel, marine gas oil, bunker fuel oil C and intermediate fuels 30, 28, 24, 20, 15, 10, 8, 6, 4, 2, Delivery: bunker fuels up to 850 tons per hour; marine gas oil 533 tons per hour; marine diesel 100 tons per hour. Also by barge capacity 1,000 tons; delivery rates; bunker fuels up to 150 tons per hour; marine gas oil and marine diesel up to 130 tons per hour. Conveniences at bunkering berth: steam, electricity, fresh water and telephones.

Irving Oil Co. Ltd., Woodside – 3 berths – ocean vessels any size; diesel fuel oil, bunkers, A, B, and C. Delivery: diesel fuel oil 100,000 gallons per hour; bunkers A, B, and C at 50,000 gallons per hour.

Texaco Canada Limited, Eastern Passage – 2 berths – vessels up to 32 ft. draft, also barge service in harbour. Bunker C, marine diesel, light diesel, 400 sec. intermediate, 100 sec. intermediate, 1,500 sec. intermediate fuel. Delivery marine diesel and gas oil: 1,000 barrels per hour at dockside, 800 per hour from barge. Heavy and intermediate fuels 1,000 barrels per hour at dockside, 1,200 barrels per hour from barge.

FUEL: See "Tankers".

DEVELOPMENTS: At end 1970 completing construction of modern container-port. Centrally located within present port, container handling area will contain 2 berths, occupy about 45 acres and be equipped with necessary modern cargo-handling equipment. Roll-on/roll-off cargo handling, yard hustlers and other types of equipment plus skilled operators. Clear, easily accessible staging areas will be closely linked to railway spurs and access roads that will assure smooth operations. Fifty-foot depths at dockside will accommodate largest side and stern loaders now engaged in or planned for, container traffic.

GANGWAY/DECK WATCHMEN: Can be provided at $2.40 per hour.

OPENING/CLOSING HATCHES: Patent mechanical hatches by ship's crew. Wood and canvas hatch covers by stevedores.

CUSTOMS ALLOWANCES: Tobacco: 1 lb. per man per week; 200 cigarettes per man per week. Wine/Spirit allowance: 40 oz. bottle per man per week.

CARGO GEAR: All ships liable to inspection by Government Inspectors, Gear certificates to be produced if required. Heavy lift equipment: lifts of up to 90 short tons can be handled. Floating cranes and sheerlegs with capabilities from 25 tons to 200 tons. Mobile cranes up to 35 tons.

CONSULS:

Austria: 526 Young Ave.	423–7593
Belgium: Nova Scotia, New Brunswick & Prince Edward Island.	423–9191
Britain: British Government Representative,	422–7488
British Government Office, 1645 Granville Street,	422–7489
Brazil: 1504 Brunswick Street,	423–7826
Denmark	423–8196
Finland	423–8137
Japan	422–7301
Germany	423–8196
Iceland	423–8137
Italy: 5813 Point Pleasant Drive,	423–6628
Netherlands	423–8137
Norway	423–8196
Peru	422–7301
Portugal: 1646 Barrington Street,	423–7211
Spain	423–8196
Sweden	423–6111
United States of America: Bank of Nova Scotia building,	429–2480

REPAIRS: All types of repairs possible.

DRY DOCKS: Graving Dock, capacity 15,000 tons length 572 ft., width 79 ft., depth 30 ft. Floating Dock, capacity 25,000 tons length 600 ft., width 100 ft., depth 31 ft.

AIRPORT: Halifax International. Regular services to Canada, USA, Europe.

TIME: Standard Time GMT minus 5 hours. Daylight Saving Time from last week-end in April to last week-end in October, clocks advanced 1 hour.

HOLIDAYS: New Year's Day (January 1st); Good Friday; Queen's Birthday (May 20th); Dominion Day (July 1st); Labour Day (September 2nd); Thanksgiving Day (October 14th); Remembrance Day (November 11th); Christmas Day (December 25th). Cargo work can be arranged on all holidays except Labour Day.

POLICE/AMBULANCE/FIRE: Police 4105; Harbour Police (NHB) 426–3629; Ambulance 429–5151; Fire 4103.

TELEPHONES: Service available at all berths. Service charge $6.00. Short term rate $9.50 per month or part thereof.

GENERAL: Extensive rail and road services plus extensive transit sheds, cold storage with 1,719,00 cubic ft. storage space.

SERVICES: All services available including compass adjusting, tank cleaning, etc.

SHORE LEAVE: Crew allowed ashore.

AUTHORITY: National Harbour Board.

HAMILTON, Ontario: 43.16 N. 79.54 W.

For important General Information refer to St. Lawrence Seaway.

DOCUMENTS:
Inward manifest 3 days prior to arrival of vessel.
1 Steamship company release covering inward shipment.
1 Loading list, 24 hours prior to vessel loading.
1 Customs report outwards (A.7).
3 Vessel's outward manifest within 3 days after departure of vessel.

PILOTAGE: Pilotage to be arranged 24 hours in advance. Pilot normally boards just inside Harbour entrance. Contact VHF 16-156·8 megacycles.

MAX. SIZE: 730 ft. LOA. Max. draft 25 ft. 6 in.

HEALTH: First port of entry. See "Montreal".

RADIO: VBG Toronto.

TUGS: Join inside harbour entrance – ship's lines used.

BERTHING: Arrangements made with the Harbour Master.

BRIDGES: Lift bridge at harbour entrance can be raised any time.

STEVEDORES: Must be ordered prior to 4 p.m. on previous day.

MEDICAL: Hospital services available and doctors can be arranged.

FRESH WATER: Available.

FUEL: All types available.

GANGWAY/DECK WATCHMEN: Not necessary.

OPENING/CLOSING HATCHES: Performed by stevedores.

CUSTOMS ALLOWANCES: See "Montreal".

IDENTIFICATION CARDS: Not required.

CONSULS: Consuls located in Toronto.

REPAIRS: Possible.

AIRPORT: 10 miles, 4 connecting flights per day.

BURLINGTON BRIDGE · CALL 16 WORK 12
HARBOURMASTER'S OFFICE · CALL 16 WORK 12

TIME: GMT minus 5.
HOLIDAYS: Normal Canadian statutory holidays apply and labour can be arranged at extra cost. See "Montreal" for details.
POLICE/AMBULANCE/FIRE: 529–L.
TELEPHONES: Can be arranged on board.
SHORE LEAVE: Crew allowed ashore.
AUTHORITY: The Hamilton Harbour Commissioners, 605 James Street N., Hamilton 11, Ontario, Canada.

HANTSPORT: N.S. 45.04 N. 64.10 W.

DOCUMENTS: See "Montreal".
PILOTAGE: Non-compulsory, but advisable. Rates by agreement.
MAX. SIZE: Tidal port and no shipping arrives or departs at low water. Draft of largest vessel that entered port was 24 ft. A draft of 25 ft. can be taken in and out.
HEALTH: Customs officer acts as Quarantine officer.
RADIO: Ship-to-shore communications; through St. John N.B. or Yarmouth N.S.
BERTHING: Berthing length 400 ft., no water at low tide, ships lie aground on mud alongside. There are railroad tracks on wharf, main and electric lights laid on.
FRESH WATER: from pipe-line on Government wharf.
FUEL: Oil by truck from Imperial Oil Ltd.
REPAIRS: Hull repairs can be made at low water with vessel high and dry.
DRY DOCK: The largest natural dry dock in the world.
SERVICES: Supplies: ship's stores can be secured in port.
AUTHORITY: Harbour Master.

HARBOUR GRACE, Newfoundland: 47.43 N. 53.08 W.

DOCUMENTS:
Number of Crew Lists.
Number and names of passengers.
Clearance from Last Port of call.
Deratting Certificate.
Innoculation List of all crew members and passengers.
Manifest of Cargo.
Copy Bills of Lading.
List of Bonded Goods.
PILOTAGE: Not compulsory, if required cable Moorfish, Hr. Grace or tel. 709–596–5111, shipping department.
ANCHORAGES: Pilot will instruct captain.
MAX. SIZE: Maximum length 450 ft., maximum draft 24 ft. low tide.
HEALTH: See "Montreal".
RADIO: Route cables and telephone calls through St. John's Newfoundland Radio.
TUGS: Not available.
BERTHING: Nothing specific, Pilot will have instructions; would suggest that Agent be given 24 hours arrival notice.
STEVEDORES: Available. 24 hours notice required.
MEDICAL: Port doctors available; hospital facilities; advance notice would be helpful in providing ambulance services if needed; vaccination/small pox required for European ships.
TANKERS: Marine storage terminals for oil are served by Canadian tankers.
FRESH WATER: Available, pipe line delivery at piers, rate of delivery as required.
FUEL: Diesel, gas oil, marine bunkering facilities in piers, available at any time, no notice required.
DEVELOPMENTS: Possibility new wharf installation no details available.
GANGWAY/DECK WATCHMEN: Not necessary, available if required.
OPENING/CLOSING HATCHES: By crew.
CUSTOMS ALLOWANCES: See "Montreal".
CREW IDENTIFICATION CARDS: Not required.
CONSULS: Norway; Denmark; Spain; Portugal; France.
REPAIRS: Deck and engine repairs available.
AIRPORT: 1 hour 15 min. drive, service by regular airlines making connection to all points in the world.
TIME: GMT minus 3½ hrs. Clocks advance 1 hour last Saturday of April each year and are put back 1 hour last Saturday October each year.
HOLIDAYS: New Year's Day; Good Friday; July 1st; November 11th; December 25th. Cargoes could be worked on these days with exception of Good Friday and Christmas Day.
POLICE/AMBULANCE/FIRE: One telephone number for all services 709–596–5014.
TELEPHONES: Available at pier.
SERVICES: Compass adjusting available.
SHORE LEAVE: All crew members allowed ashore.
AGENT: Ocean Harvesters Ltd., Harbour Grace. Tel. 709–596–5111, 709–596–5112, 709–726–4840. Telex 016–311. Cable address: Moorfish, Hr. Grace.

KINGSTON, Ontario: 44.12 N. 76.30 W.

For important General Information refer to St. Lawrence Seaway.
DOCUMENTS: See "Montreal".
PILOTAGE: Contact Pilotage Officer, in Cornwall, telephone 613–546–6736.
ANCHORAGE: Good anchorage off Penitentiary.
RESTRICTIONS: Channel depths – Controlling depth at low lake levels 22 ft. until wharves in harbour approached. In upper harbour, controlling depth 17½ ft. Depths vary from month to month. Navigating Season April 15th–December 15th.
HEALTH: First port of entry. Quarantine – Quebec city for incoming ships from foreign ports.
TUGS: Available. Necessary for handling ships in rough weather at Elevator and other docks.
BERTHING: Docks extend West from North of bridge (La Salle Causeway) to Little Catariqui Bay – some 4 miles. Dept. of Transport Dock 455 ft., depth alongside 17 ft. Portsmouth Dept. of Transport Dock has 20 ft. alongside end section. Also smaller docks for coastal vessels and private docks, including Elevator dock 700 ft. long on East side 24 ft. alongside, and 600 ft. on West side depth 22 ft. La Salle Causeway 1,000 ft., 14–16 ft. alongside used for berthing in winter.
MEDICAL: Hospitals, Kingston General and Hotel Dieu.
STEVEDORES: From Toronto.
FUEL: Bunker coal – normal stock 2,000 tons from lighters at wharf. Bunker "C" and diesel oil also available.
FIRE PRECAUTIONS: No unusual precautions.
CUSTOMS ALLOWANCES: See "Montreal".
REPAIRS: Most repairs possible.
DRY DOCK: Will take ships of length 210 ft., beam 48 ft. Depth on sill 11 ft.
TIME: Eastern Standard Time GMT minus 5 hours. Daylight saving time from last week-end in April to last week-end in October, clocks advanced 1 hour.
HOLIDAYS: See "Montreal". Port officials always available.
TELEPHONES: Ship to shore phone communications through Kingston (VBH).
AUTHORITY AND REGISTERED PORT AGENT: Harbour Master, Department of Transport, Marine Services, PO Box 592, Kingston, Ontario.

KITIMAT, B.C.: 53.59 N. 128.46 W.

DOCUMENTS and General Information: Refer to "Vancouver".
PILOTAGE: Compulsory. Pilot boards at Cape Beal, West Coast, Vancouver Island, or Triple Island, off Prince Rupert. Pilotage authority require 48 hours notice to allow Pilot to meet vessel at Triple Island or Cape Beal.
ANCHORAGE: No vessel shall anchor in the fairway or dredged channel approaching the wharf or otherwise in a position to interfere with or obstruct the docking or undocking of any other vessel.
RESTRICTIONS: Approach to the port is via Laredo Sound, Laredo Channel, Campania Sound, Whale or Squally Channels and thence via Douglas Channel. The route is approximately 100 miles to the open sea. Entrance channel (red and black flashing light buoys) is 2,400 ft. long, dredged to a max. depth of 30 ft. at low water, width varies from 800 ft. at entrance, to 400 ft. width 350 ft. South of wharf. In addition, a turning-basin has been dredged to 28 ft. at low water on the side of the channel opposite wharf, providing a turning basin 600 ft. in width.
HEALTH: Vessels proceeding direct to Kitimat from foreign ports must apply for permission to proceed by radio to William Head Quarantine Station.
TUGS: Tug services available.
NOTICES: Notice of ETA must be given to Alcan at Kitimat at least 24 and 12 hours before arrival. Descriptions and tonnage of the commodity to be loaded or discharged and the number of passengers to be landed or embarked must be given to Alcan Kitimat at least 12 hours before arrival. Alcan may then assign a berth to the vessel but shall not be liable for any delay in providing berth or for failure to provide a berth. Vessels carrying bulk cargoes for discharge are instructed to request Alcan via radio or wireless telegraph through shore stations as to which hatches are to be opened on arrival alongside unloading berth to permit immediate entry of unloading devices. Derricks, radio aerials, stays, guys or other obstructions are to be removed or cleared away so that they will not impede the safe working of mechanical unloading equipment. If the above instructions are not complied with, resultant costs caused by the vessel being unprepared to commence unloading immediately on arrival shall be charged to the vessel.
BERTHING: Vessels shall not berth at Alcan wharves before obtaining permission. Alcan will endeavour to maintain berthing on rotation of arrival of vessels.

Terminal Wharf No. 1: (concrete casson construction) is 750 ft. long. The channel has mooring dolphins on W. side, 865 ft. S. of wharf, to accommodate vessels up to 16,000 tons while awaiting berth.

Wharf No. 2: Is a timber-pile wharf with 19 ft. alongside, now used for passenger and light cargo trades. On wharf No. 1 are two pneumatic unloading towers discharging to a belt conveyor and a Kangaroo crane for either bulk or general cargo duties; raw material is carried directly to storage buildings.

No. 1 Wharf is connected by rail direct to the Aluminium Company of Canada's smelter yard and to the Terrace-Kitimat spur line of CNR.
FRESH WATER: Will be supplied by Alcan on application in writing at the following rates: $0.15 per long ton (2,240 lb.) plus $10.00 per installation.
FUEL: Diesel oil only available.
REPAIRS: Nearest repair facilities Esquimalt or Vancouver.
AIRPORT: Terrace, 40 miles away. Limousine service from Kitimat to airport.
HOSPITAL: Kitimat, 6 miles from docks.
AUTHORITY: Aluminium Company of Canada Limited, Kitimat, B.C.

LAKEHEAD HARBOUR, Ontario (including Port Arthur and Fort William): 48.27 N. 89.13 W.

For important General Information refer to "St. Lawrence Seaway".

DOCUMENTS: As inland Port all documentation carried out by authorities in Montreal, Quebec, prior arriving. Only when vessels have called at United States Port after departing Montreal, and prior arriving at Canadian Lakehead, will any changes in documentation be necessary; which will consist of a United States Customs clearance. Certificates to be available on board:

Immigration papers.
One copy QS 2 (Health Certificate).
Three copies of Ships' Stores.
Crew Declaration

LAKEHEAD HARBOUR:

PILOTAGE: Pilots are obtained by Agent at Master's request, at which time the location of boarding the ship will be stipulated. Ship's Masters are able to contact Agent by ship–shore duplex through VBA Marine Radio, Thunder Bay.

RADIO: Two radio stations; VBA Thunder Bay, is Department of Transport station offering duplex services; VDX 30, Lakehead Control, offers special services such as assistance in obtaining tugs, relaying special messages for police, radar or radio services, etc.

VBA and VDX 30 both operate 24 hours per day during shipping season on following frequencies:

VBA (AM) Channels 51, 52, 57, 58, 59 and 81
(FM) Channels 12, 26, and 28
VDX 30 (AM) Channels 51 and 52
(FM) Channels 12, 16, 18A, and 14

CONSULS: Following countries are represented at Lakehead: Denmark, Finland, Italy, Netherlands and Norway.

POLICE/AMBULANCE/FIRE: Lakehead Harbour Police 344–3594, or by Marine Radio VDX 30.
Thunder Bay City Police 345–5421 and 623–3411.
Fire and Ambulance contacted most easily through VDX 30 radio.

AUTHORITY: Lakehead Harbour Commission, PO Box 266, Thunder Bay (P) Ontario.

CALL HARBOUR CONTROL VHF 16 WK 12.

BERTHING: *Port Arthur* is an artificial harbour protected by a breakwall. The depth throughout is 27 ft. with some exceptions alongside the elevator berths.

There are four elevators with a depth of 27 ft. alongside and the remaining elevator depths range from 19–26 ft.

The new Keefer Terminal is now the principal General Cargo berth available at the Canadian Lakehead. The ocean vessel shed is 400 ft. long, has a dock 650 ft. long with a maximum apron width of 65 ft. All types of import and export general cargo can be handled at this Terminal. Rental mobile cranes are available for handling lifts up to 12 tons. Depth alongside is 27 ft.

The CNR has an ore dock with a berthing length of 1,200 ft. with a depth alongside of 28 ft. It can accommodate four vessels at one time with 200 loading chutes available. The vertical height from water level to spout is 45 ft. This is the dock used for loading bulk potash. Depth alongside 28 ft.

Fort William is a natural harbour comprised of the Kaministiquia River, Mission River and McKellar River. The Kam River and Mission Rivers are dredged to 25 ft. with the McKellar River being dredged to only 19 ft. The Mission River entrance and turning basin will be dredged to 27 ft. as of July 1, 1966. In general terms, for most vessels two tugs are required for safe river navigation. The maximum draft should not exceed 23 ft. for safe loading and navigation.

There is one General Cargo berth, CPR Shed 7 situated at the Kam and Mission River junctions. Maximum depth alongside is reported to be up to 24 ft.

The majority of elevators maximum depth alongside ranges from 19 ft. to 25 ft. with the exception of Searles at the entrance to the Mission River, which is presently dredged to 27 ft.

There is one open storage Bulk of General Cargo berth, Valley Camp Coal Dock on the Mission River. This dock has two overhead gantry cranes with lift capacity of one, 12–14 tons and the other 22 tons. The berth is 1,600 ft. long with a depth alongside of 25 ft. This dock has recently been extended with modern belt loading facilities, for handling iron ore and similar materials in bulk.

MEDICAL: All facilities available and may be arranged through Agent or Lakehead Harbour Police by contacting VDX 30 Lakehead Control.

DENSITY: Fresh water port. No tide.

FRESH WATER: Available: charge per 1,000 cu. ft. $3.00. Service charge $10.00.

FUEL: Light diesel available by tank truck. Bunker "C" only in emergencies.

GANGWAY/DECK WATCHMEN: Not recommended for this port but may be arranged through Agent.

OPENING/CLOSING HATCHES: Normally done by crew.

CUSTOMS ALLOWANCE: Tobacco, 200 cigarettes or 50 cigars every seven days. Spirit/Wine: Officers: One bottle liquor each seven days. Crew: Beer only, at Captain's discretion.

CARGO GEAR: Normal safety certificate only required. No special port regulations.

CONSULS: None.

REPAIRS: Full repairs available. Includes mobile equipment by both land and water conveyances.

DRY DOCKS: One available, length 747 ft. by 98 ft. width and can accommodate largest vessel operating on Great Lakes.

AIRPORT: Served by regular airlines with connections to any destination.

TIME: Eastern Standard Time GMT minus 5 hours. Daylight saving time from last week-end in April to last week-end October, clocks advanced 1 hour.

HOLIDAYS: During shipping season from April to mid-December on which stevedores do not work: May 24, July 1, September 1, and Thanksgiving Day (October). Work can be arranged through overtime rates.

POLICE/AMBULANCE/FIRE: Lakehead Harbour Police 344–3594 or by Marine radio VDX 30, Port Arthur City Police 345–5421, and Fort William City Police 623–3411. Fire and Ambulance contacted most easily through VDX 30 radio.

TELEPHONES: Telephones at Keefer Terminal only.

GENERAL: All vessels entering, moving in, or departing Lakehead arbour required to contact VDX 30 Lakehead Control Prior making ıch move. Initial contact must be made before entry from area esignated as "Welcome Islands" giving particulars of destination ithin Harbour and routes to be traversed.

UTHORITY: Lakehead Harbour Commission, PO Box 266, Port rthur, Ontario.

IONTREAL, Quebec: 45.30 N. 73.33 W.

OCUMENTS:

2 Crew Lists.
2 Passenger Lists.
3 sets Customs Documents.
3 sets Health Documents.
6 sets Manifests.
6 Bills of Lading.
3 sets Ship's Papers.

ILOTAGE: See "Quebec".

NCHORAGES: Longue Pointe – abreast of the Island of Montreal ose to upper harbour. Also Lanorie – located approx. 3 miles above orel Harbour limits.

AX. SIZE: Entry only restricted by draft. Main channel depth is) ft. Channel 550 ft. wide at narrowest point.

EALTH: Except in case of coastwise vessels free of disease and riving in Canada from ports or areas that are not infected, every ssel coming from a port outside Canada is inspected by the uarantine officer. and shall not make customs entry until it has received pratique.

"Coastwise Vessel" means a vessel operating exclusively between Canada and the island of St. Pierre and Miquelon or between Canada and the United States, including Alaska. A "coastwise vessel" loses coastwise status and is subject to quarantine inspection on its next arrival at a Canadian port when at any time it touches a foreign port other than those mentioned above.

Where sufficient quarantine information can be given by wireless, radio pratique may be obtained between the hours of 9 a.m. and 5 p.m. the day preceeding arrival:

(*a*) From "Quarantine Halifax" by vessels bound for Halifax. Nova Scotia.
(*b*) From "Quarantine Saint John" by vessels bound for Saint John, New Brunswick.
(*c*) From "Quarantine Quebec" by vessels approaching Canadian ports via the Saint Lawrence River.
(*d*) From "Quarantine Victoria" by vessels bound for ports in British Columbia via the Strait of Juan de Fuca, other than vessels coming from an Asiatic port except ports in Japan.

For the purposes of radio pratique vessels are required to give the following information:

(*a*) Name and nationality of vessel.
(*b*) Ports called at during voyage.
(*c*) Date and place of last fumigation or deratting exemption certificate.
(*d*) Nature of cargo.
(*e*) Number of crew.
(*f*) Number of passengers.
(*g*) Port of destination and name of agent.
(*h*) Number of persons without valid vaccination certificates.
(*i*) Condition of health of all on board with details of any sickness or death which has occurred during the voyage.

Valid Smallpox vaccination certificates required.

To facilitate the quarantine clearance of vessels entering the St. Lawrence Seaway, the Montreal quarantine facilities have been augmented by opening a new office in Montreal East near the entrance to the Seaway. Vessels proceeding directly into the Seaway may now receive quarantine inspection and clearance while at anchor awaiting entrance to the Seaway.

RADIO: All communications via Montreal Radio – VFN. Harbour Masters office VHF – 156·8 mc/s. Safety and calling. 156·7 mc/s. Alternate working range 2. 156·6 mc/s. Working range 3.

No port radar. Stand-by on VHF Channel 13 compulsory.

TUGS: Tugs join vessel close to tie-up berths. Ship's lines used.

BERTHING: Total length of berthing 65,118 ft. depths from 25 ft. – 35 ft. Majority of berths on island of Montreal.

STEVEDORES: Working hours 0800–1200, 1300–1700.

MEDICAL: All medical facilities available.

TANKERS:

Imperial Oil Ltd.	4 berths	,,	20–35 ft.
Shell Canada Ltd.	2 berths	,,	30–35 ft.
British American Oil Co.	3 berths	,,	30 ft.
Texaco Canada	2 berths	,,	30–35 ft.
Sun Oil Co.	1 berth	,,	30 ft.
B.P. Canada Ltd.	2 berths	,,	35 ft.

FRESH WATER: Available by pipeline at most berths.
FUEL: Oil – all grades can be delivered at oil companies' terminals; also by bunker barges to vessels lying anywhere in the harbour.
Coal – delivered direct to vessels at coal berths.
FIRE PRECAUTIONS: Looped wire over stern and bow not more than 4 ft. above water for towing in case of fire.
GANGWAY/DECK WATCHMEN: Required. Available at $1.75 per hour.
OPENING/CLOSING HATCHES: Always done by stevedores.
CUSTOMS ALLOWANCE: Tobacco, 200 cigarettes; 50 cigars; tobacco, 2 lb. per person over 16. Wine/Spirits, Total of 40 oz. per person over age of 21.
Subsequent issues may be authorized to crew members of foreign vessels, but the maximum quantity any crew member may hold at any one time must not exceed 300 cigarettes, 75 cigars, 3 lb. tobacco, and 60 oz. liquor.
IDENTIFICATION CARDS: Not required.
CONSULS:

Belgium	tel. 866–8678	Italy	tel. 935–4683
Denmark	,, 849–5391	Netherlands	,, 866–4875
Finland	,, 866–2071	Norway	,, 861–5542
France	,, 878–4381	Panama	,, 739–8728
Germany	,, 932–1112	United States	,, 937–6301
Greece	,, 845–2105	Venezuela	,, 932–1872

REPAIRS: All kinds of hull and engine repairs possible.
DRY DOCKS: Floating dry dock 25,000 ton capacity, length 600 ft., draught 27½ ft. Three graving docks, largest, length 400 ft.; entrance width 50 ft.; depth over sill 15 ft. 3 in.
REPATRIATION: All facilities available.
AIRPORT: International Airport.
TIME: GMT minus 5 hours. Daylight saving time applied from last Saturday of April to last Saturday of October.
HOLIDAYS: New Year's Day; Epiphany; Good Friday; Ascension Day; St. Jean Baptiste Day (June 24th); Labour Day; All Saints Day; Christmas Day.
POLICE/AMBULANCE/FIRE: Emergency telephones at berths, directly connecting berth with Police and Ambulance.
SHORE LEAVE: Permitted.
AUTHORITY: National Harbour Board, ~~357 Common Street~~, Montreal. Port of Mtl. Bldg. Cité du Havre, Mtl.

NANAIMO, B.C.: 49.10 N. 123.57 W.

DOCUMENTS:
3 copies Crew List form 1MM.200.
1 copy Passenger List.
3 copies Ship Stores E.1.
3 copies Crew Declarations Y.14.
1 Quarantine Certificate.
Manifest from previous Ports.
Sick Mariners' Receipts.
PILOTAGE: See "Vancouver".
ANCHORAGES: See "Vancouver".
RESTRICTIONS: No restrictions on Nanaimo Assembly Wharf. Harmac Wharf restricted from 10.45 p.m. to 7 a.m.
MAX. SIZE: Ships of any size can be taken into harbour with safety. Controlling depths are: Harbour entrance, 57 ft. at high water and 44 ft. at low water. Mean channel depth, 31 ft. at LW. Mean rise of tide 13 ft.
HEALTH: Pratique granted at Victoria, B.C.
RADIO: Vancouver Radio.
TUGS: Join vessel at Gallows Point, Protection Island. Ship's lines to be used.
BERTHING: Berth A – 34 ft. LLW. Berth B – 34 ft. LLW. Berth C – 37 ft. LLW.
STEVEDORES: Ordered by Agent, 16 hours minimum notice.
MEDICAL: Hospital facilities available.
TANKERS: Tanker berths at private companies' wharves where own regulations on lines apply.
DENSITY: September to May inclusive 1.0203 average. June to August inclusive 1.0171 average.
FRESH WATER: Available at 15c per ton of 2,000 lb. Use of hose when supplied by wharf $7.50 per vessel.
FUEL: Limited quantities available by truck delivery only.
FIRE PRECAUTIONS: No other specific precautions except during extreme heat when smoking may be prohibited on wharf adjacent to lumber.
GANGWAY/DECK WATCHMEN: Services not necessary but security guards are available.
OPENING/CLOSING HATCHES: Either crew or stevedores, by arrangement.
CUSTOMS ALLOWANCE: Tobacco, 200 cigarettes per week or ½ lb. tobacco and 15 cigars. Wine and/or Spirit. Officers allowed 40 oz. liquor per week. Crew allowed beer only, any amount. *Note:* Beer is not bonded.
IDENTIFICATION CARDS: Not necessary.
CONSULS: None.
REPAIRS: Temporary repairs only.
REPATRIATION: Facilities exist in Vancouver.
AIRPORT: Cassidy Airport, 10 miles South of Port. Charter flights only. Seaplane service from Harbour to Vancouver or charter.
TIME: Pacific Standard Time, 8 hours behind GMT. Daylight Saving Time in effect from late April to late October.
HOLIDAYS: No cargo work on Sundays and/or Holidays with exceptions as follows:
(1) Sundays and Good Friday, Easter Monday, Victoria Day (24th May), Dominion Day (July 1st), Thanksgiving and Remembrance Day crews are available at overtime rates by arrangements.
(2) No cargo work on Christmas Day, Boxing Day and New Year's Day.
(3) Labour Day in case of emergencies only.
(4) Crews cease work at noon 12 o'clock on December 24th until 8 a.m. December 27th; also from 12 o'clock noon December 31st until 8 a.m. January 2nd.
POLICE/AMBULANCE/FIRE: Police 754–2345; Ambulance 753–4433; Fire 753–1234.
TELEPHONES: Available for each vessel.
SHORE LEAVE: Allowed.
AUTHORITY: Nanaimo Harbour Commission, PO Box 131, Nanaimo, B.C. Tel. 753–4146.

NEW WESTMINSTER, B.C.: 49.12 N. 122.55 W.

DOCUMENTS, ANCHORAGE, and further information: Refer to "Vancouver, B.C.".
PILOTAGE: Compulsory from Fraser River Sands Heads.
MAX. SIZE: Draft limited to 33 ft. on 12 ft. tide.
HEALTH: Pratique and quarantine at Victoria B.C.
TUGS: Available, normally join vessel on arrival.
MEDICAL: All services available.
DENSITY: Varies with location and season.
FRESH WATER: Available.
FUEL: All grades available.
DEVELOPMENTS: Future developments call for 35 ft. draft and expanded berthing facilities.
CONSULS: At Vancouver.
REPAIRS: Engine repairs only.
AIRPORT: Nearest at Vancouver.
TIME: Pacific Standard Time, GMT minus 8.
POLICE/AMBULANCE/FIRE: Police 521–7711; Ambulance 872–5151; Fire 526–4411.
SHORE LEAVE: Allowed.
AUTHORITY: Fraser River Harbour Commission, New Westminster.

OCEAN FALLS, B.C.: 52.21 N. 127.41W.

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
3 copies Inward Report (Customs A6).
PILOTAGE: Compulsory. Pilots may be taken at Vancouver or Victoria. ETA to be given to Pilots 6 hours before arrival through radio station VAK.
ANCHORAGE: In harbour, ample room for any size vessels.
RESTRICTIONS: Channel depth 25 fathoms.
MAX. SIZE: For berthing alongside, length 500 ft., draft 30 ft.
HEALTH: Ships from overseas are given pratique at William Head.
RADIO: Vancouver Radio, VAK.
TUGS: Not usually considered necessary. Can be made available by prior arrangement.
BERTHING: Crown Zellerbach Canada Limited owns five wharves, depth alongside 31 ft. at low water.
FRESH WATER: Available from wharves, free of charge.
FUEL: 1,500 sec. fuel available from oil wharf.
REPAIRS: Minor repairs to hull and machinery can be effected. No dry docks.
STEVEDORES: Gangs of longshoremen can be hired by arrangement.
AIRPORT: B.C. Airlines operate daily seaplane service to Vancouver.
MEDICAL: Hospital facilities available.
CUSTOMS ALLOWANCE: 200 cigarettes or 2 lb. tobacco may be held out of bond per person, and 40 ounces of alcohol.
SHORE LEAVE: Crew members allowed ashore.
HOLIDAYS: Easter Monday; July 1st; Labour Day; Thanksgiving Day; Remembrance Day; Christmas and Boxing Day; New Year's Day.
POLICE/FIRE/AMBULANCE: Police tel. 289–4111; Fire 289–4123; Ambulance 289–4123.
AUTHORITIES: Dept. of Transport, Harbour Master. Crown Zellerbach Canada Ltd.

PICTOU, Nova Scotia: 45.41 N. 62.43 W.

DOCUMENTS:
Customs Report Inwards, Form A6 in duplicate.
Clearance from last port.
Stores List, Form E1 in duplicate.
Crew Declarations, Form Y14 in duplicate.
Crew List, Immigration Form 200 in duplicate.
Quarantine Q25 in duplicate.
Fumigating and Deratting Certificate.
Load Line Certificate.
Inspection Certificate.
Safety Equipment Certificate.
Radiotelegraphy Certificate.
Certificate of Register.
Sick mariners Dues Payable – 2c per net ton each voyage.
If Pictou is first port of call in Canada photostat copies of the ship's ocean bills of lading in duplicate to cover all goods for discharge in Canada.

PILOTAGE: Normally arranged through Halifax as there is no radio station in Pictou. Various pilot boats in use.
ANCHORAGE: Safe anchorage all over harbour in 40 ft.
RESTRICTIONS: No entry restrictions except draft over bar at entrance to harbour, which is 22 ft. low water.
MAX. SIZE: Government pier 720 ft. long with 27 ft. water on both sides.
HEALTH: Masters must complete Quarantine form QS.25. Vessel may be quarantined by port doctor, if any disease on board.
RADIO: Halifax, call sign VCS, channels 26, 59, 79. Alternate Charlottetown call sign VCA, channel 59.
TUGS: Not necessary for berthing.
BERTHING: No specific requirements; berths usually available at all times.
STEVEDORES: Usually 24 hours notice required for stevedores.
RADAR/VHF: No radar in port.
MEDICAL: Hospital facilities available. Serious cases may be transferred to larger hospital at New Glasgow 8 miles distant, or to Halifax 100 miles distant.
FRESH WATER: Supplied by town through 4 in. line. 50c. per 1,000 gallons, for first 15,000 gallons, 0.40c. per 1,000 gallons for next 25,000 gallons and 0.30c. per service charge. Water pressure 110 pounds.
FUEL OIL: Diesel fuel available in quantity. 24 hours notice required for bunker fuel as it is only brought in on order.
GANGWAY/DECK WATCHMEN: Not usually required unless requested by ship.
OPENING/CLOSING HATCHES: Usually by crew.
CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes per man. Issue may be made if ship is in port for long periods. Wine/spirits: One bottle per man.
IDENTIFICATION CARDS: Not required. Customs and Immigration Officer should be notified if any crew member wants to travel any distance from port area.
CONSULS: None.
REPAIRS: Facilities to carry out all types of ship's repairs, including deck, engine, electrical and hull repairs.
DRYDOCKS: Largest dry dock, 2,000 ton capacity, 250 ft. long, 42 ft. beam.
REPATRIATION: Crewmen would be repatriated through Halifax.
AIRPORT: Closest airport at New Glasgow, 8 miles distant. Airport served daily by Eastern Provincial Airlines which connect with Halifax. No international airlines use this airport.
TIME: Eastern Standard Time GMT minus 5 hours. Daylight saving time from last week-end in April to last week-end in October, clocks advanced 1 hour.
HOLIDAYS: New Year's Day; Good Friday; Easter Monday; Queen's Birthday (May 19th); Dominion Day (July 1st); Labour Day (1st Monday in September); Thanksgiving Day (2nd Monday in October); Remembrance Day (November 11th); Christmas Day; Boxing Day. Cargo normally not worked on holidays. Would have to be arranged with stevedoring company.
POLICE/AMBULANCE/FIRE: Police 485–4363; Fire 485–4141; Ambulance 485–4381.
TELEPHONES: Facilities available for placing telephones on ships. Cost of installation $6.00.
GENERAL: For larger and bulk cargoes stevedores should be notified well in advance. Rates vary according to the type of cargo.
AUTHORITY: Department of Transport, Harbour Master, 485–4067 Beeches Road, Pictou, Nova Scotia. Regional office for Department of Transport is located at Charlottetown, PEI.

PORT ALBERNI, B.C.: 49.14 N. 124.50 W.

DOCUMENTS, HEALTH, CONSULS, etc.: See "Vancouver".
PILOTAGE: Compulsory, contact through Vancouver Radio. Pilot boards at Cape Beale.
ANCHORAGE: Deep water anchorage available in harbour, depths up to 60 ft.
RESTRICTIONS: Depths in approaches 84 ft. MLLW.
TUGS: Available and required for berthing.
BERTHING
D.O.T. Government Assembly Wharf – Berthing length 1,050 ft.; depth 31–48 ft. LW.
MacMillan & Bloedel Ltd. – Berthing length 500 ft.; depth 33 ft. W.
Somass Wharf. – Berthing length 950 ft.; depth 30 ft. LW.
Alberni Pacific Wharf – Berthing length 550 ft.; depth 31 ft. LW.
STEVEDORES: 15 gangs available. Refer "Vancouver" for holidays, etc.
MEDICAL: Doctors and hospital facilities available.
DENSITY: Salt water.
FRESH WATER: Available at wharves.
FUEL: Supplies by barge from "Vancouver".
CUSTOMS ALLOWANCES: See "Vancouver".
REPAIRS: Machine shop capable of major repairs.
AUTHORITY: Port Alberni Harbour Commission.

PORT ALFRED, Quebec: 48.20 N. 70.53 W.

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
3 Crew's Declaration (Can. Form Y.14).
3 Stores Lists (Can. Form E.1).
Quarantine (Can. Form QS.2001).
3 Cargo Manifests.
3 Bills of Lading.
Harbour Master Dues receipt.
Ship's Register to verify gross and net tonnages.
PILOTAGE: Master cables pilot station minimum twelve hours prior arrival through Coast Radio VCK – Sept Iles giving ETA pilot, name of vessel, draft, destination and tonnage. Pilot boat 40 ft. steel hull patrol boat class. Pilot station at Basque Cove where pilot boat located. Vessels may anchor close to land in Basque while awaiting Pilots.
ANCHORAGE: Good anchorage in Ha Ha Bay where Port Alfred located; sheltered from all winds except North-easterly.
RESTRICTIONS: None. Vessels may enter or depart at any time of day or night.
MAX. SIZE: Vessels of up to 36 ft. draft may berth at low water; length and breadth not considered.
HEALTH: Pratique obtained by cable to Quarantine Quebec. Doctors board vessel on arrival and original pratique serves for duration of vessels stay in Canada. See also "Montreal".
RADIO: Halifax radio station used by vessels while in Atlantic and Sept-Iles Radio Station while in Gulf of St. Lawrence.
TUGS: Two tug-boats available. Join vessel ½ mile off wharves at Port Alfred. Ship's lines used.
STEVEDORES: ETA sent by cable 72, 24 and 12 hours prior to arrival is sufficient to arrange gangs.
VHF: VHF radio telephone Channels 14 and 16.
MEDICAL: General Hospital at Chicoutimi located 10 miles away.
TANKERS: One 14 in. discharge line using 10 in. and 12 in. discharge hoses. No slop discharge facilities. One berth available for tankers at 36 ft. draft.
DENSITY: 1005.
FRESH WATER: Available at all berths.
FUEL: Only small quantities of O.M. diesel available by tank trucks.
FIRE PRECAUTIONS: Saguenay Terminals have a trained fire-fighting crew and fire hydrants installed at all strategic points. No-smoking on all wharves and in ship's holds.
GANGWAY/DECK WATCHMEN: Available if required.
OPENING/CLOSING HATCHES: Generally done by crew on bulk discharging. On general cargo, stevedores open and close hatches.
CUSTOMS ALLOWANCE: One carton (200) cigarettes allowed for each crew member. Wine and/or Spirits, one bottle for Officers and crew and 5–6 bottles to Master.
IDENTIFICATION CARDS: Not required.
CONSULS: Royal Norwegian Consulate located in Saguenay Terminals office.
REPAIRS: Only minor dock and engine repairs.
REPATRIATION: Facilities convenient for crew changes.
AIRPORT: Modern airport served by two regular airlines, two flights per day each.
TIME: GMT minus 5 hours. Daylight Saving Time applied from last Saturday of April until last Saturday of October of each year.
HOLIDAYS: New Year's Day; Epiphany; St. John the Baptist Day; Labour Day; Confederation Day; Christmas Day. No work performed on these days.
POLICE/AMBULANCE/FIRE: Police 544–3355; Fire 544–3355; Ambulance 544–3331.
TELEPHONES: Telephone outlets at each berth; telephone can be put on main deck of vessels at no charge.
SHORE LEAVE: Crew members allowed ashore.
AUTHORITY: Saguenay Terminals Ltd. PO Box 10, Port Altred, Quebec. Tel. 544–3311. Telex 011–36176.

PORT CARTIER, Quebec: 50.02 N. 66.47 W.

DOCUMENTS:
Deratisation Certificate.
Small Pox Vaccination Certificate.
Immigration
Crew List Form 1MM.200 in triplicate.
Customs
Report inwards (A.6) in triplicate.
Crew Declaration (Y.14) in triplicate.
Ship's Stores List (E.1) in triplicate.
Ship's Register.
Sick Mariners' dues receipt.
Clearance from Last Port.
Manifest of cargo.
PILOTAGE: Pilots board about 1 mile off by tug-boat. Frequencies for VHF communication with Pilot and harbour office. Calling 156·8 megs. Receiving/transmitting 156·6 megs. Internal harbour (tugs and Pilots) 156·35 megs.
ANCHORAGES: Not defined on chart, but recommended anchorages are along a line ¼ mile East of the fairway buoy. Holding is generally good except in severe East and South-easterly weather conditions.
RESTRICTIONS: Draft restrictions over 40 ft. draft when vessels have to wait on tide. Tidal range 6 ft. to 12 ft.
MAX. SIZE: Maximum size of vessel 900 ft. length, 135 ft. beam, draft 45 ft.
HEALTH: All vessels should 24 hours before arrival and during normal office hours (holidays and Sundays excepted) radio – "Quarantine Quebec" for radio pratique. Ships trading between Canada and the United States continuously and touching no other foreign port, since last granted Canadian pratique, comply with the above, only on first trip to Canada.
The quarantine message should contain: Name of vessel, Nationality of flag, Port of Departure, Destination, Type of cargo or in

ballast, Number of crew and passengers, Health condition on board ship.

Vessels inspected by port Health Officer soon as possible, in berth or not.

Persons not in possession of valid smallpox certificate are re-vaccinated.

RADIO: Vessels entering from Atlantic watch Halifax radio. During ice season this station also issues ice reports and vessels should report to Ice Information Officer, Sydney, N.S., on entering Gulf.

When 36 hours from Port Cartier, keep W/T watch on VCK Seven Islands radio.

W/T frequency calling 500 kcs.
R/T frequency transmitting 2582 kcs.
R/T (Duplex) transmitting 2582 kcs. 2514 and 2550 kcs.
VHF on 156·6 megs. or 156·35 megs. for tugs and pilot.

TUGS: Meet vessel outside harbour under instructions from pilot. Tug lines used at all times.

BERTHING: North dock 2,500 ft. long includes berth No. 1 for ore loading, and berth No. 4 for standby or emergency use only. The South dock includes berth No. 2 for discharging grain, and berth No. 3 for loading grain. Tanker berths also located on the South dock. Berth No. 5 on the South side of the South dock for general cargo use by coastal vessels only. Coastal vessels also use berths No. 2 and 3 when permitted by the Port Authority.

Vessels cautioned not to use anchors in harbour in case of damage to bubbler system installed on the bottom of harbour. The bottom is smooth surface rock and anchors are of very little value.

Faces of all berths fitted with rubber tire fenders. All mooring ropes and wires should have eyes at least 8 ft. in diameter.

MEDICAL: Hospital facilities available, and crews treated free under the health scheme. Dentist also available.

TANKERS: No facilities for slop discharge.

DENSITY: Has been known to vary slightly between 1025 and 1021, but is considered salt.

FRESH WATER: Available at 50 tons/hour.

FUEL: Bunkering lines for Diesel, oil, bunker C and/or any specified blend of berths No. 1 and No. 2.

GANGWAY/DECK WATCHMEN: Not necessary.

OPENING/CLOSING HATCHES: Normally done by crew.

CUSTOMS ALLOWANCE: Tobacco, 200 cigarettes per man. Wine and/or Spirit: 1 bottle or part thereof per officer. Beer is not normally sealed by Customs.

IDENTIFICATION CARDS: Not necessary.

REPAIRS: Only minor repairs possible.

REPATRIATION: Crew changes and repatriation can be carried out.

AIRPORT: Nearest airport is Seven Islands about 40 miles by road. Services to Quebec City and Montreal, 4 flights daily.

TIME: GMT minus 4 hours. No daylight saving.

HOLIDAYS: Ore vessels not loaded on New Year's Day (January 1st), and Christmas Day (December 25th), nor from 0800 hour Sunday to 1600 hours Sunday nor during the same period on the following holidays: Good Friday; St. Jean Baptiste Day (June 24th); Dominion Day (July 1st); First Monday of August; Labour Day (First Monday of September); Thanksgiving Day (Second Monday of October); Immaculate Conception (December 8th).

POLICE/AMBULANCE/FIRE: Police 766–2233; Ambulance/Fire 768–2300.

TELEPHONES: No direct connections to vessels. Available on berths.

GENERAL: Vessels which have completed discharging of grain and are to load iron ore should have rat guards fitted to all mooring lines at all times.

SERVICES: Electronic repair services to navigational equipment.

SHORE LEAVE: Permitted.

DELAYS: Occasionally Easterly weather conditions may delay vessels berthing.

AGENT: Quebec Cartier Mining Co., Port Office, PO Box 1130, Port Office, PO Box 1130, Port Cartier, PQ Canada. Tel. 768–2400.

PORT COLBORNE, Ontario: 42.52 N. 79.15 W.

Refer to "St. Lawrence Seaway" for important general information.

DOCUMENTS: All documentation carried out by Authorities in Montreal. Only when vessels have called at United States port after departing Montreal will any changes in documentation be necessary, which will consist of a United States Customs Clearance Certificate, to be available on board.

Immigration papers.
One copy QS2 (Health Certificate).
3 Stores Lists.
Crew Personal Effects List.
Customs Clearance.
All of the above will have been stamped in Montreal.

PILOTAGE: Pilots available at Port Weller (upbound) and at Sarnia (downbound).

RESTRICTIONS: Navigation season approximately from April 1st to December 15th. Channel depth 27 ft. dependent on Lake level.

MAX. SIZE: 730 ft. length, 75 ft. 6 in. beam, 25 ft. 6 in. draft.

HEALTH: Pratique granted at Montreal.

ANCHORAGE: In Lake Erie, beyond the 3-mile fairway buoy at entrance to Port Colborne Harbour.

TUGS: None available locally and not usually required.

BERTHING: East Side Wharf: 2,600 ft. long, depth alongside 28 ft. West Side Wharf: 5,000 ft. long, depth alongside 15 to 28 ft. NHB Elevator: 700 ft. long, depth alongside 19 ft.

MEDICAL: Local hospital at Port Colborne. All assistance available.

DENSITY: Fresh water.

FRESH WATER: Available at West Side Wharf.

FUEL: All grades available from oil company berths at West Side Wharf.

REPAIRS: Lay-up berth at West Side Wharf, 15 ft. alongside. Local repair shops for boiler, engine and above deck repairs.

AUTHORITY: St. Lawrence Seaway Authority, Welland Canal.

POWELL RIVER, B.C.: 49.52 N. 124.33 W.

DOCUMENTS:

Customs Clearance from last port.
Manifest for goods to be off-loaded and "In Transit" cargo tonnage.
Duplicate Pratique for vessels arriving from ports other than U.S. ports.
Cdn. Immigration Crew List, Imm. 200 required in triplicate.
Passenger List in triplicate.
Seamen's passports and I.D. cards should be available when arriving from sea.

PILOTAGE: Payment compulsory. Incoming ships take pilot at Race Rocks, near Victoria. Pilotage District of British Columbia.

ANCHORAGE: No suitable anchorage is available in Powell River area. Vessels usually anchor in English Bay.

RESTRICTIONS: No linesmen available between 2359 hours and 0700 hours.

MAX. SIZE: Up to 600 ft. LOA. 32 ft. draft.

HEALTH: Duplicate pratique for first port of call. See also "Montreal".

TUGS: Two tugs available, 300 to 350 h.p.

BERTHING: Berth No. 1 requires a tug when berthing only. Berth No. 2 and Clay Dock are at Pilot's discretion. Accommodation: Channel depth 30–35 ft. LW. Three private piers; pier A with berth No. 1, 500 ft. long, depth alongside 30 ft. LW., Berth No. 2, 482 ft. long, depth alongside 35 ft. LW.; pier B with Berth No. 3, 300 ft. long, berth No. 4, 400 ft. long, Berth No. 5, 130 ft. long, and berth No. 6 375 ft. long, depths alongside 30 ft. LW.

One 30-ton crane, three 10-ton elevators, one 6-ton travelling crane.

Dock storage for 10,000 tons. Government wharf at Westview (3 miles S.E.) 350 ft. long with berths of 100 ft., depth alongside up to 30 ft. LW. LV 7,172 n.r.t., 28½ ft. draft.

STEVEDORES: None. Local longshoremen only. Supercargoes are sent from Vancouver to assist in loading vessels. Longshoremen are members of Papermakers' Union.

RADAR/VHF: None. Pilots are in contact with tugs and mill office using walkie/talkies.

MEDICAL: Powell River General Hospital and port doctor available. Complete medical services provided.

TANKERS: Bunker oil supplied by company barges.

FRESH WATER: Unlimited supply, no charge.

FUEL: Fuel oil, diesel, and gasoline available.

DEVELOPMENTS: Extensive developments in planning stage.

GANGWAY/DECK WATCHMEN: On request.

OPENING/CLOSING HATCHES: By crew prior to arrival only.

CUSTOMS ALLOWANCES: 300 cigarettes, or 50 cigars, or 1 lb. tobacco on arrival. Issues every 7 days. 60 oz. or 2 cases beer on arrival. Issues every 7 days.

IDENTIFICATION CARDS: Keep available for inspection.

CONSULS: Available at Vancouver, B.C.

AIRPORT: Two flights per day to Vancouver International Airport. Four miles from docks.

TIME: Pacific Standard Time.

HOLIDAYS: Union Contract. Usual holidays are New Year's Day, Easter Monday, Labour Day and Christmas Day, every second Sunday.

TELEPHONES: Ship's telephone available.

SERVICES: Normal ship servicing, cleaning tanks, compass and radar repairs are arranged in Vancouver.

SHORE LEAVE: Permitted.

AGENT: Powell River Shipping Services Ltd., Box 74, Powell River B.C. Office, 483–4232, Home, 483–9766.

PRESCOTT, Ontario: 43.44 N. 75.31 W.

For important General Information refer to "St. Lawrence Seaway".

DOCUMENTS: See "Montreal".

PILOTAGE: Arranged through agents – Montreal.

ANCHORAGE: Seaway Anchorage.

MAX. SIZE: Up to 27 ft. draft.

HEALTH: See "Montreal".

RADIO: Seaway Stations.

TUGS: No tugs available, or necessary.

STEVEDORES: Stevedores arranged by Montreal Agents.

TANKERS: No oil discharge facilities.

DENSITY: No tide – seaway density.

FRESH WATER: Available.

FUEL: Arranged with Montreal Agents.

GANGWAY/DECK WATCHMEN: Not necessary.

OPENING/CLOSING HATCHES: Ship's crew.

CUSTOMS ALLOWANCES: Tobacco: No limit. Wine and/or Spirits: No limit.

IDENTIFICATION CARDS: Not required.

CONSULS: None.

REPAIRS: Small repairs available.

AIRPORT: 125 miles to Montreal – served by regular airlines.

TIME: Eastern Standard Time GMT minus 5 hours. Daylight saving time from last week-end in April to last week-end in October, clocks advanced 1 hour.
HOLIDAYS: See "Montreal". Work can be arranged on holidays.
POLICE/AMBULANCE: Prescott – Police 925–3131; Ambulance 925–4901.
TELEPHONES: Arrangements can be made to place telephones on board.
SHORE LEAVE: Allowed.
AUTHORITY: Port Manager, Prescott, Ont., Telex 026–3515.

PRINCE RUPERT, B.C.: 54.19 N. 130.19 W.

DOCUMENTS: See also "Vancouver".
Crew List (Imm. 200) 2 copies.
List of Ship's Stores (E.1) 3 copies at 1st Canadian Port.
Personal Possession List (Crew Declaration Y.14) 3 copies at 1st Canadian port.
PILOTAGE: Telegraphic address: "Pilots Victoria" 48 hours notice required. VHF Channels 6, 11 and 16. Pilot boat 60 ft. vessel black hull. Boarding station one mile radius from Triple Island. Safe sector of approach 060 True through East to 135 True. Heavy weather, North of Lucy Island.
ANCHORAGES: In 10 fathoms; Harbour approaches; one mile East of Kinaham Islands.
RESTRICTIONS: Nil on Prince Rupert Harbour. Porpoise Harbour, slack water and daylight. Swept to 23 ft. at low water.
MAX. SIZE: Vessels of 630 ft. and 36 ft. draught have entered. Larger vessels can be accommodated.
HEALTH: Prince Rupert is an unorganized port and pratique is granted for this port only. Officials board at berth. Pratique is automatic when vessel has called at ports in southern mainland. See "Montreal".
RADIO: Prince Rupert Radio VAJ 500, 2182, 1630.
TUGS: Join vessel off berth. Either ship's or tugs's lines may be used. No extra charge for tug's lines.
STEVEDORES: Gangs arranged through Agent. Main commodities for export: Grain – loading rate 5,000 tons per day which is expected to double when new extension is operational. Pulp – 25 tons per gang hour. Lumber – 20,000 FMB per hour – packaged.
MEDICAL: Hospital facilities available.
DENSITY: Variable, 1013 to 1025.
FRESH WATER: Available at all berths – about 15c per short ton.
FUEL: Marine diesel and heavy fuel oil available from tanks or tank car by arrangement. No berths for bunkering ocean-going vessels.
GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: This work is carried out by stevedores except for specially constructed hatches such as McGregor.
CERTIFICATES:
Safety Equipment.
Cargo Ship Certificate.
Safety Radio.
De-rat.
Load-line.
Cargo Gear Book and Certificates.
All subject to inspection on arrival.
CUSTOMS ALLOWANCE: Tobacco, 50 cigars or 200 cigarettes or 1 lb. of tobacco. Wine and Spirit, 1 bottle per officer.
CARGO GEAR: Cargo Gear Book to be ready for inspection. At first Canadian Port it is advisable to have derricks lowered on arrival.
IDENTIFICATION CARDS: Not required.
REPAIRS: Minor repairs deck and engine room.
DRY DOCKS: 2 small slipways for 100 ft. vessels.
AIRPORT: Two flights daily to Vancouver, B.C. Travelling time to airport abour one hour.
TIME: Zone plus 8 Pacific Standard Time. Last week in April to last week in October is summer Time, clocks advanced one hour.
HOLIDAYS: New Year's Day (No work); Good Friday; Easter Monday; Queen's Birthday; Dominion Day; Labour Day (No work); Thanksgiving Day; Remembrance Day; Christmas Day (no work); Boxing Day (no work).
POLICE/AMBULANCE/FIRE: Police tel. 15; Fire tel. 10; Ambulance tel. 10.
TELEPHONE: Placed on board if required.
SERVICES: Compasses adjusted. No tank cleaning equipment or facilities for discharge of tank washings.
SHORE LEAVE: No restrictions.
AUTHORITY: Department of Transport, Harbour Master, 211 Federal Building, Prince Rupert, B.C. Tel. 624–5523. Telex 047–8927.

QUEBEC: P.Q.: 46.49 N. 71.12 W.

DOCUMENTS:
3 Crew Lists.
3 Passenger Lists (cargo vessels).
8 Passenger Lists (passenger vessels).
3 Ship's Stores Lists.
3 Crew Declarations.
1 Maritime Declaration of Health.
1 Complete Manifest of cargo to be discharged in all Canadian Ports.
5 Manifest for local cargo.
No bills of lading required to Local Authorities.
PILOTAGE: The Master of every ship inward bound in Gulf of St. Lawrence and destined for ports West of Les Escoumins Lat. 48° 20′ N. Long. 69° 20′ W., who is unable to communicate with Channel Quebec on VHF Channel 14 (156,7) must report to "Pilots, Montreal", via any coast radio station, by radiotelegraph or radiotelephone, giving ETA Les Escoumins Pilotage Station. Minimum notice of 12 hours must be given to ensure availability of Pilots at Les Escoumins. This notice must be confirmed three hours prior arrival pilot station by radiotelegraph or radiotelephone through a coast station and addressed to "*Pilots, Montreal*".

Note: Pilot boats (2) and pilot station keep watches on 2182 kcs. and have VHF facilities, which are only used for local instructions from one to the other.

Pilot boats (2) in operation: Pilot #9 Canada and Pilot # 10 Canada. Hull painted black, white superstructure. Pilot-jack welded on stack – all-steel vessels. Equipment: Radar – echo sounder – radio VHF/all frequencies. A.M. – all frequencies – electric whistle – loud hailer – searchlight.

Pilot station can either be raised by radiotelephone frequency 2182 kcs. by morse lamp – semaphore – by just blowing the code letter G consecutively or displaying code flag G. Exact location of Pilot station Anse-aux-Basques, on North shore of St. Lawrence river. Lat. 48° 19.2′ N. Long. 69° 24.9′ W. Pilotage ground limits are rectangular distance of 2 miles from the station. In bad weather, pilot boats removed from station to more secure position and pilotage service held up until better conditions. Same procedure applies during severe ice conditions. Any changes regarding pilot boat service obtained through Marine Traffic Control.

Vessels using pilot boarding stations within St. Lawrence River – Seaway – Quebec Harbour – Lakehead, requested provide accommodation ladder. Landing platform of accommodation ladder should be 10 ft. above water.

Vessels arriving Les Escoumins without having previously stated ETA pilot station 12 hours in advance, or during such time as pilotage service held up for any reason, vessels normally proceed to anchorage off Ile aux-Basques on Southern side of river, where good anchorage ground can be found. Further instructions will be given to Vessel by Marine Traffic Control or Pilot Station on VHF or 2182 kcs.
ANCHORAGE: See "Pilotage".
RESTRICTIONS: Only restriction is depth of water in 11 mile dredged channel. Channel dredged to 30 ft. to which depth add rising tide which, at times, may give extra 18 ft.
MAX. SIZE: No limit in length and breadth. Draft limited per "Restrictions".
HEALTH: Radio pratique obtained through Seven Islands by wireless. In case of reported suspected disease instructions will be given by wireless. When pratique granted, vessel automatically cleared for *all Canadian Ports.*
RADIO: Seven Islands: Call sign VCK. Quebec: Call sign VCC.
TUGS: Tugs join vessels in stream and use ship's lines.
BERTHING: Certain berths can be reached at given state of tide. Pilot would advise.
STEVEDORES: Dead-line for orders: 1100–1600–2200 for periods starting 0800–1300–1900; one hour required before dead-line to order gangs.

Export:	Newsprint	22 to 35	T.P.H.
	Asbestos	22 to 26	"
	Woodpulp	22 to 26	"
	Linerboard	22 to 35	"
Import:	General	15 to 25	"
	Steel	26 to 75	"

RADAR/VHF: Port radar service due in operation end 1970. VHF Marine Traffic Control System in effect for area extending from meridian of longitude passing through Sept-Iles to upper limits of Montreal Harbour.

Order take advantage of Traffic Control System and avoid unnecessary delays all vessels approaching Sept-Iles from seaward should be fitted with VHF set meeting following standards: A vertically polarised unity gain antenna at nominal height 30 ft. above water, transmitter RF power output 10 watts, and receiver sensitivity two microvolts across input terminals for 20 db signal to noise ratio.

Control of VHF channels shall be immediately available on bridge, convenient to conning position and such installation shall conform to requirements laid down in Radio Regulations for equipment used in VHF International Maritime Mobile Radiotelephone Service and be capable operation on following channels:

156.8 MHz Channel 16	156.55 MHz Channel 11
156.6 MHz Channel 14	156.5 MHz Channel 10
156.65 MHz Channel 13	156.45 MHz Channel 9
156.6 MHz Channel 12	156.3 MHz Channel 6

For vessels not provided with VHF equipment, portable VHF sets will be taken on board by pilot. Rental charge for this service. Vessels approaching meridian of longitude passing through Sept-Iles from Eastwards should call Channel Quebec on 156·7 (Channel 14) for further instructions.
MEDICAL: No advanco notice required for medical attention. Hospital facilities available. Every person who arrives Canada from country other than United States, Alaska, Greenland, Iceland, Islands of St. Pierre and Miquelon, Bermuda, Cuba, Jamaica, Bahamas, Virgin Islands, Puerto Rico, Panama Canal Zone or Hawaiian Islands, shall furnish evidence of being immune from Smallpox (Quarantine Regulations rule 28).
TANKERS: No slop discharge facilities. Eight tanker berths. Depths from 37 ft. to 50 ft.
DENSITY: Fresh water.
FRESH WATER: Available all berths delivered by pipe line on wharves. Rate: St. Charles River piers, 20 tons per hour. Cost: approximately 60c. per ton plus service charge $10.00 during normal

 Pilot office 694-3352 or VHF. 11.

working hours. Wolfe's Cove: rate 50 tons per hour with one line, and two lines hundred tons per hour.
FUEL: Bunker 175 delivered by pipe lines on all wharves. Marine gas oil delivered by pipe lines at pier W-29; to any other berth by truck.
FIRE PRECAUTIONS: Only usual precautions; towing wire hanging overboard.
DEVELOPMENTS: Berths 53 and 54 completed during 1970.

POLICE/AMBULANCE/FIRE: St. Catharines – Fire 684-4311; Police 685-4811. Welland – Fire 734-4511; Police 732-2466. Port Colborne – Fire 834-4511; Police 835-1177.
SHORE LEAVE: Only when usual formalities are observed, e.g. Customs Immigration etc.
AUTHORITY: Director, Western Region, St. Lawrence Seaway Authority, Box 370, St. Catharines, Ontario. Tel. 864-6571. Telex 021-653.

"NOTICES TO MASTERS"

All vessels bound to any ST. LAWRENCE port, should require RADIO PRATIQUE through QUARANTINE QUEBEC, preferably 48 hours before ETA. at destination.

Information Required:

A) Name and Nationality of Vessel and call letters.

B) Port of departure and ports of call.

C) Nature of cargo.

D) Number of the crew.

E) Number of passengers.

F) Port of destination and name of the Agent.

G) Health conditions on board with details of any sickness or death.

H) Vaccination status (Smallpox).

I) Date and place of last Fumigation or Exemption Certificate. (Deratting).

To insure prompt and efficient service, messages should be sent through the Eastern coast marine radio stations. As according to Regulations, Radio Pratique may be obtained between 09.00 hrs. in the forenoon and 5.00 hrs. in the afternoon.

(Excerpts from Quarantine Regulations: Sec. 8 (2) & (3).

w Brunswick: 45.16 N. 66.03 W.

Montreal".
ry. Pilot boards at harbour entrance within artridge Island. 3 hours notice of ETA, also ts stand by on VHF Channel 16.
uired, Harbour Master will designate an reme emergency no vessel, at any time, may to St. Lawrence Ship Channel.
g depth in channel is 28 ft. at low water. ried. Largest ship to enter 29,253 tons gross r and sail anytime, day or night at any stage Tankers: see below.
al".
hn.
considered necessary for docking and un- o tugs usually needed, both in and out.
. All but two are deep-water berths with dging done each year to maintain depth. de, boatmen usually necessary for running berths are tidal.
ailable, also seaman's Clinic.
dores required in morning must be ordered and stevedores required in afternoon must me day.
Co. tanker wharf in Courtenay Bay capable raft. New Irving Oil terminal at Mispec Point arge tankers at mono mooring in 21 fathoms

lable from pipelines throughout the docks. ,000 to 2,000 tons readily available and larger nable notice. Delivery to wharves in trucks. ys stock of 30/50,000 barrels fuel oil. Diesel delivered from pipeline in Courtenay Bay h water). Also delivered by barge during pplied by truck to wharves.
ATCHMEN: Available.
HATCHES: Carried out by stevedores.
NCE: See "Montreal".
RDS: Not required.

e „ 652-6990.
„ 694-2350.
„ 693-1193.
„ 692-0137.
„ 693-2681.
„ 657-1905.
„ 693-2613.
epair facilities and equipment available also

ne 1,150 ft. by 146 ft. by 53 ft. deep with 42 ft. h tide. Smaller one 440 ft. by 60 ft. by 34 ft. lls at high tide.
be arranged.
e port will have a fully equipped container April 1971. This terminal will be located at portainer crane, all required shore-based e back-up area. This terminal will accom- built for Associated Container Transporta- and Montreal and will be equipped to handle d draft than are currently being handled on

rvices by Air Canada from airport twelve

urs and in summer minus 2 hours.
r; Good Friday; Victoria Day; Dominion stmas Day; Remembrance Day; Thanks-

E/**FIRE:** From waterfront through private s only to the number 50.
red, can be placed on board.
s available including compass adjustment. allowed ashore.
S: Half speed during fog or when passing a

and is subject to fluctuation as required by lake levels. Development of a new canal is in progress.
GANGWAY/DECK WATCHMEN: At discretion of the Master.
CUSTOMS ALLOWANCES: See "Montreal".
IDENTIFICATION CARDS: Not needed.
CONSULS: No consuls.
REPAIRS: Deck and engine repairs are possible.
DRYDOCKS: Situated at Port Weller able to accommodate vessels, LOA 730 ft.
AIRPORT: International Airport at Toronto, 75 miles away.
TIME: GMT minus 5 hours. Daylight Saving Time when clocks advanced one hour usually 28th April and retarded 27th October.

AUTHORITY: National Harbours Board, Harbour Building, Prince William Street, St. John.

ST. JOHNS, Newfoundland: 47.33 N. 52.40 W.

DOCUMENTS:
Quarantine
Completed Declaration of Health (QSI).
Valid Deratting Certificate.
International Vaccination Certificate against smallpox for all on board.

TIME: Eastern Standard Time GMT minus 5 hours. Daylight saving time from last week-end in April to last week-end in October, clocks advanced 1 hour.
HOLIDAYS: See "Montreal". Work can be arranged on holidays.
POLICE/AMBULANCE: Prescott – Police 925–3131; Ambulance 925–4901.
TELEPHONES: Arrangements can be made to place telephones on board.
SHORE LEAVE: Allowed.
AUTHORITY: Port Manager, Prescott, O

PRINCE RUPERT, B.C.: 54.19 N.

DOCUMENTS: See also "Vancouver".
Crew List (Imm. 200) 2 copies.
List of Ship's Stores (E.1) 3 copies at 1st
Personal Possession List (Crew Declarat
Canadian port.
PILOTAGE: Telegraphic address: "Pil
notice required. VHF Channels 6, 11 and 1
black hull. Boarding station one mile radius
sector of approach 060 True through East to
North of Lucy Island.
ANCHORAGES: In 10 fathoms; Harbou
East of Kinaham Islands.
RESTRICTIONS: Nil on Prince Rupert
bour, slack water and daylight. Swept to 23
MAX. SIZE: Vessels of 630 ft. and 36 ft
Larger vessels can be accommodated.
HEALTH: Prince Rupert is an unorganiz
granted for this port only. Officials board a
matic when vessel has called at ports in
"Montreal".
RADIO: Prince Rupert Radio VAJ 500, 21
TUGS: Join vessel off berth. Either ship's
used. No extra charge for tug's lines.
STEVEDORES: Gangs arranged throu
modities for export: Grain – loading rate 5,0
expected to double when new extension i
tons per gang hour. Lumber – 20,000 FMB p
MEDICAL: Hospital facilities available.
DENSITY: Variable, 1013 to 1025.
FRESH WATER: Available at all berths –
FUEL: Marine diesel and heavy fuel oil ava
car by arrangement. No berths for bunkerir
GANGWAY/DECK WATCHMEN: Not r
OPENING/CLOSING HATCHES: This
stevedores except for specially constructe
Gregor.
CERTIFICATES:
Safety Equipment.
Cargo Ship Certificate.
Safety Radio.
De-rat.
Load-line.
Cargo Gear Book and Certificates.
All subject to inspection on arrival.
CUSTOMS ALLOWANCE: Tobacco, 50
or 1 lb. of tobacco. Wine and Spirit, 1 bottl
CARGO GEAR: Cargo Gear Book to be
first Canadian Port it is advisable to ha
arrival.
IDENTIFICATION CARDS: Not require
REPAIRS: Minor repairs deck and engine
DRY DOCKS: 2 small slipways for 100 ft.
AIRPORT: Two flights daily to Vancouve
airport abour one hour.
TIME: Zone plus 8 Pacific Standard Time.
week in October is summer Time, clocks a
HOLIDAYS: New Year's Day (No work
Monday; Queen's Birthday; Dominion Day
Thanksgiving Day; Remembrance Day; Cl
Boxing Day (no work).
POLICE/AMBULANCE/FIRE: Police te
lance tel. 10.
TELEPHONE: Placed on board if require
SERVICES: Compasses adjusted. No tan
facilities for discharge of tank washings.
SHORE LEAVE: No restrictions.
AUTHORITY: Department of Transpo
Federal Building, Prince Rupert, B.C. Tel.

QUEBEC: P.Q.: 46.49 N. 71.12 W.

DOCUMENTS:
3 Crew Lists.
3 Passenger Lists (cargo vessels).
8 Passenger Lists (passenger vessels).
3 Ship's Stores Lists.
3 Crew Declarations.
1 Maritime Declaration of Health.
1 Complete Manifest of cargo to be discharged in all Canadian Ports.
5 Manifest for local cargo.
No bills of lading required to Local Authorities.
PILOTAGE: The Master of every ship inward bound in Gulf of St. Lawrence and destined for ports West of Les Escoumins Lat. 48° 20′ N. Long. 69° 20′ W., who is unable to communicate with Channel Quebec on VHF Channel 14 (156,7) must report to "Pilots, Montreal", via any coast radio station, by radiotelegraph or radiotelephone, giving ETA Les Escoumins Pilotage Station. Minimum notice of 12 hours must be given to ensure availability of Pilots at Les Escoumins. This notice must be confirmed three hours prior arrival pilot station by radiotelegraph or radiotelephone through a coast station and addressed to "*Pilots, Montreal*".

MEDICAL: No advance notice required.
Hospital facilities available. Every person who arrives Canada from country other than United States, Alaska, Greenland, Iceland, Islands of St. Pierre and Miquelon, Bermuda, Cuba, Jamaica, Bahamas, Virgin Islands, Puerto Rico, Panama Canal Zone or Hawaiian Islands, shall furnish evidence of being immune from Smallpox (Quarantine Regulations rule 28).
TANKERS: No slop discharge facilities. Eight tanker berths. Depths from 37 ft. to 50 ft.
DENSITY: Fresh water.
FRESH WATER: Available all berths delivered by pipe line on wharves. Rate: St. Charles River piers, 20 tons per hour. Cost: approximately 60c. per ton plus service charge $10.00 during normal

 Pilot office 694-3352. or VHF. 11.

working hours. Wolfe's Cove: rate 50 tons per hour with one line, and two lines hundred tons per hour.
FUEL: Bunker 175 delivered by pipe lines on all wharves. Marine gas oil delivered by pipe lines at pier W–29; to any other berth by truck.
FIRE PRECAUTIONS: Only usual precautions; towing wire hanging overboard.
DEVELOPMENTS: Berths 53 and 54 completed during 1970.
GANGWAY/DECK WATCHMEN: Watchmen at gangway not necessary, but could be obtained at the cost of $1.75 per hour.
OPENING/CLOSING HATCHES: McGregor hatches must be opened by crew. All other cases recommended to be done by crew also, but stevedores would also under conditions specified in stevedoring contract.
SHIP'S CERTIFICATES: Load Line, Safety Equipment, Construction, Radio, Passengers, Cargo Gear, Deratting.
CUSTOMS ALLOWANCE: Tobacco, ½ lb. tobacco for 8 days, cigarettes: 1 carton per 8 days. Wine and/or Spirits, Wine/Spirits 40 ounces only. Officers and Masters will have additional supply for entertainment daily on request to customs.
CONSULS:

British, 100 D'Youville	418–5255187
Suede, 100 D'Youville	418–5223843
United States of America, 1 Ste. Genevieve	418–5227089
France (Commercial) 500 Grande-Allée	418–5224646
Dominican Republic, 14 Elgin	418–5241264
France (Consulate), 1110 Des Laurentides	418–6810541
Denmark, 109 Dalhousie	418–6921215

All other consuls located Montreal and send representatives Quebec on request.
REPAIRS: Repairs of all types can be obtained.
DRY DOCKS: Department of Public Works "Champlain Lorne" located within Davie Shipbuilding Ltd. "Chaplain" dry dock 1,150 ft. by 120 ft. at gate entrance. Can dock largest ships afloat. "Lorne" dry dock 624 ft. with floor width 73½ ft. Also 3 outdoor berths and 1 covered berth.
REPATRIATION: All facilities for affecting crew changes and repatriation.
AIRPORT: 6 miles from city limits, served by regular airlines.
TIME: Eastern Standard Time GMT minus 5 hours. Daylight saving time from last week-end April to last week-end October, clocks advanced 1 hour.
HOLIDAYS: Longshoremen Official Holidays: New Year's Day; Good Friday; Saint Jean Baptiste (June 24th); Confederation (July 1st); Labour Day (last Monday of September); Thanksgiving Day (beginning of October); All Saints' Day (November 1st); Christmas Day. Cargo can be loaded or unloaded during each holiday except Labour Day.
POLICE/AMBULANCE/FIRE: Police, Harbour 694–3645; City 522–4001; RCMP 694–3733. Ambulances 522–4088; 529–9221; 529–6811; (for contagious) 522–7041. Fire Dept. 522–3901.
TELEPHONES: No existing facilities for placing telephone on board.
SERVICE: Any services needed.
SHORE LEAVE: No restrictions.
AUTHORITY: Paul Bousquet, Port Manager. Capt. H. Allard, Harbour Master, PO Box 2268, Terminus Postal, Quebec 2, Quebec.

ST. CATHARINES, Ontario: 43.11 N. 79.17 W.

Refer to "St. Lawrence Seaway" for important general information.
DOCUMENTS: See "Montreal".
HEALTH: See "Montreal".
PILOTAGE: Commences in lower St. Lawrence River and is continuous from district throughout Great Lakes. See "Quebec".
ANCHORAGES: Good anchorage areas at both ends of the Welland Canal.
MAX. SIZE: Maximum size of vessel permitted in Welland Canal is LOA 730 ft., beam 75 ft. 6 in., draft 25 ft. 9 in.
HEALTH: Pratique granted in Montreal.
RADIO: Toronto Radio, Buffalo Radio.
TUGS: Tugs not generally used, but may be obtained from Hamilton or Toronto.
BRIDGES: Vessels are instructed by Traffic Control on the transit of the Canal. Generally no delay for bridges.
MEDICAL: Medical and hospital facilities are available in emergencies.
TANKERS: There are limited berths suitable for small domestic tankers.
DENSITY: Fresh water.
FRESH WATER: None available except in emergency by tank wagon.
FUEL: Fuel may be obtained in Port Colborne from Shell, Esso, and St. Catharines Fuel Oil Ltd.
DEVELOPMENTS: Maximum draft on Welland Canal is 25 ft. 9 in. and is subject to fluctuation as required by lake levels. Development of a new canal is in progress.
GANGWAY/DECK WATCHMEN: At discretion of the Master.
CUSTOMS ALLOWANCES: See "Montreal".
IDENTIFICATION CARDS: Not needed.
CONSULS: No consuls.
REPAIRS: Deck and engine repairs are possible.
DRYDOCKS: Situated at Port Weller able to accommodate vessels, LOA 730 ft.
AIRPORT: International Airport at Toronto, 75 miles away.
TIME: GMT minus 5 hours. Daylight Saving Time when clocks advanced one hour usually 28th April and retarded 27th October.
POLICE/AMBULANCE/FIRE: St. Catharines – Fire 684–4311; Police 685–4811. Welland – Fire 734–4511; Police 732–2466. Port Colborne – Fire 834–4511; Police 835–1177.
SHORE LEAVE: Only when usual formalities are observed, e.g. Customs Immigration etc.
AUTHORITY: Director, Western Region, St. Lawrence Seaway Authority, Box 370, St. Catharines, Ontario. Tel. 864–6571. Telex 021–653.

SAINT JOHN, New Brunswick: 45.16 N. 66.03 W.

DOCUMENTS: See "Montreal".
PILOTAGE: Compulsory. Pilot boards at harbour entrance within radius of 8 miles from Partridge Island. 3 hours notice of ETA, also any change of ETA. Pilots stand by on VHF Channel 16.
ANCHORAGE: If required, Harbour Master will designate an anchorage. Except in extreme emergency no vessel, at any time, may drop anchor in or close to St. Lawrence Ship Channel.
MAX. SIZE: Controlling depth in channel is 28 ft. at low water. Draft of 35 ft. can be carried. Largest ship to enter 29,253 tons gross 690 ft. long. Vessels moor and sail anytime, day or night at any stage of tide in new terminal. Tankers: see below.
HEALTH: See "Montreal".
RADIO: VAR Saint John.
TUGS: Available and considered necessary for docking and undocking large ships. Two tugs usually needed, both in and out.
BERTHING: 27 berths. All but two are deep-water berths with depths up to 35 ft. Dredging done each year to maintain depth. Due to rise and fall of tide, boatmen usually necessary for running lines and docking. Some berths are tidal.
MEDICAL: Hospital available, also seaman's Clinic.
STEVEDORES: Stevedores required in morning must be ordered by 4 p.m. preceding day, and stevedores required in afternoon must be ordered by 11 a.m. same day.
TANKERS: Irving Oil Co. tanker wharf in Courtenay Bay capable handle tankers to 40 ft. draft. New Irving Oil terminal at Mispec Point can accommodate very large tankers at mono mooring in 21 fathoms depth.
FRESH WATER: Available from pipelines throughout the docks.
FUEL: Coal – bunkers, 1,000 to 2,000 tons readily available and larger orders supplied at reasonable notice. Delivery to wharves in trucks. Fuel oil/diesel oil – always stock of 30/50,000 barrels fuel oil. Diesel and bunker fuel can be delivered from pipeline in Courtenay Bay (vessel restricted to high water). Also delivered by barge during winter. Diesel oil also supplied by truck to wharves.
GANGWAY/DECK WATCHMEN: Available.
OPENING/CLOSING HATCHES: Carried out by stevedores.
CUSTOMS ALLOWANCE: See "Montreal".
IDENTIFICATION CARDS: Not required.
CONSULS:

Danish Vice-Consulate	„ 652–6990.
Dominican Republic	„ 694–2350.
France	„ 693–1193.
Finland	„ 692–0137.
Norway	„ 693–2681.
Netherlands	„ 657–1905.
Sweden	„ 693–2613.

REPAIRS: Complete repair facilities and equipment available also salvage equipment.
DRY DOCKS: Two. One 1,150 ft. by 146 ft. by 53 ft. deep with 42 ft. of water over sills at high tide. Smaller one 440 ft. by 60 ft. by 34 ft. deep, 30 ft. water over sills at high tide.
REPATRIATION: Can be arranged.
DEVELOPMENTS: The port will have a fully equipped container terminal in operation by April 1971. This terminal will be located at Pier 1 and will have a portainer crane, all required shore-based equipment and a 20 acre back-up area. This terminal will accommodate ships now being built for Associated Container Transportation (ACT) of New York and Montreal and will be equipped to handle ships of a greater size and draft than are currently being handled on the St. Lawrence River.
AIRPORT: Regular services by Air Canada from airport twelve miles from harbour.
TIME: GMT minus 3 hours and in summer minus 2 hours.
HOLIDAYS: New Year; Good Friday; Victoria Day; Dominion Day; Labour Day; Christmas Day; Remembrance Day; Thanksgiving Day.
POLICE/AMBULANCE/FIRE: From waterfront through private telephone which answers only to the number 50.
TELEPHONES: If required, can be placed on board.
SERVICES: All services available including compass adjustment.
SHORE LEAVE: Crew allowed ashore.
PORT REGULATIONS: Half speed during fog or when passing a dredge or tow of barges.
AUTHORITY: National Harbours Board, Harbour Building, Prince William Street, St. John.

ST. JOHNS, Newfoundland: 47.33 N. 52.40 W.

DOCUMENTS:
Quarantine
Completed Declaration of Health (QSI).
Valid Deratting Certificate.
International Vaccination Certificate against smallpox for all on board.

Customs
Crew Declarations (Y.14).
3 Ship's Stores (E.1).
Inward Report (A.6).
Complete copy of each Manifest for goods to be discharged in Canada.
Clearance from Last Port.
Immigration
2 Immigration Crew Lists (200).
2 Tally Sheets (201).
3 Passenger Manifests for passengers not disembarking.
Immigration Control Cards for each person.

PILOTAGE: Compulsory and necessary. Pilots picked up approx. 2 miles from Harbour entrance, 3 hours notice should be given through St. John's Marine Radio VON addressed "Pilots St. John's". Pilots also listen on VHF Channel 16 transmit and receive 156·6 Mc/s. Lights and sound signals international. Pilot boat 50 ft. long, black hull, white top, modern design.
ANCHORAGE: No anchorages near harbour. Safe anchorage in harbour.
MAX. SIZE: No restrictions except draft 35 ft. max.
HEALTH: Pratique cable name and nationality of ship, ports of call during voyage, nature of cargo, number of crew and passengers, port of destination and agent, condition of health of all on board with details of any sickness, and whether all vaccinated. Also see "Montreal".
RADIO: St. Johns Marine Radio, call sign VON duplex R/T on 2118 kc/s, and 4110·8 kc/s.
TUGS: As required by Pilots. Normally ship's lines used.
STEVEDORES: Advise before 1600 hours. ETA in order to commence 1800 hours same day or 0800 hours next day.
MEDICAL: No advance notice except in case of serious illness to be included in arrival cable, ample hospital facilities available.
TANKERS: Discharge lines 6 in., 8 in., 10 in., 12in.. No slop facilities. Five berths draught alongside 26 ft. to 35 ft.
DENSITY: 1025 oz.
FRESH WATER: Fresh water available all berths. Rate approx. 25 tons/hr.
FUEL: Gas oil, bunker C, and intermediate fuel provided ex pipe-line.
GANGWAY/DECK WATCHMEN: Usually ship's crew.
OPENING/CLOSING HATCHES: Stevedores or ship's crew whichever to ship's advantage.
CERTIFICATES:
Construction Certificate.
Safety Equipment Certificate.
Radio Safety Certificate.
Load Line Certificate.
Cargo Gear Book.
CUSTOMS ALLOWANCES: Tobacco: Each man 200 cigarettes per week. Wine and Spirit: Each man 40 oz. wine or spirits, per week.
CREW IDENTIFICATION CARDS: Not required.
CONSULS:

France	726–3837	Dominican Rep.	579–5081
Portugal	726–6958	Netherlands	726–2961
U.S.	726–4524	Norway	579–5006
Brazil	726–7702	Spain,	726–1804
Denmark	726–8000	West Germany	722–1525
Sweden	726–8000	Iceland	722–4270.

REPAIRS: Most deck and engine repairs can be carried out.
DRY DOCKS: One dry dock length 570 ft. width 76·5 ft. depth over sill 27 ft.
REPATRIATION: With little difficulty crew changes and repatriation can be carried out.
AIRPORT: Distance 4 miles served by Air Canada four flights daily.
TIME: GMT less 3½ hours. Last Sunday in April clocks advanced one hour. Last Sunday October clocks retarded one hour.
POLICE/AMBULANCE/FIRE: Police 722–5111; Ambulance 726–3037; Fire 722–1234.
SERVICES: Compass adjusting, radar repairs, RT repairs, gyro compass repairs, all types electronic equipment repaired.
SHORE LEAVE: No Restrictions.
PORT REGULATIONS: Fishing ships must advise of weekend arrival on Friday so that permit to take supplies can be obtained from Federal Dept. of Fisheries.
HOLIDAYS: New Year's Day (January 1st); St. Patrick's Day (March 17th); Good Friday (March 27th); St. George's Day (April 23rd); Commonwealth Day (May 25th); Discovery Day (June 22nd); Memorial Day (June 29th); Orangemen's Day (July 13th); Labour Day (September 7th); Armistice Day (November 11th); Christmas Day (December 25th); Boxing Day (December 26th).

AGENTS: Blue Peter Steamships Ltd., PO Box 5758, St. John's. Tel. 726–2440 Area Code 709. Telex. 016–4510. Cables Bluepeter.

SARNIA, Ontario: 42.59 N. 82.25 W.

Refer to "St. Lawrence Seaway" for important general information.
DOCUMENTS: All documentation carried out by Authorities in Montreal. Only when vessels have called at United States port after departing Montreal will any changes in documentation be necessary, which will consist of a United States Customs Clearance Certificate, to be available on board.
Immigration Papers.
1 copy QS2 (Health Certificate).
3 Stores Lists.
Crew Personal Effects List.
Customs Clearance.
All of the above will have been stamped in Montreal.
RESTRICTIONS: Navigation season – ice forms about December 15th and breaks up about the middle of March. Vessels size restricted by Seaway locks.
MAX. SIZE: Length 730 ft., beam 75 ft. 6 in., draft 25 ft. 6 ins.
PILOTAGE: Notice of ETA should be given to Pilots at least 6 hours before arrival at Sarnia to avoid delays. Accommodation ladder should be rigged in readiness.
RADIO: Sarnia Radio, call sign VBE, communicate on either AM or FM radio telephone.
HEALTH: Pratique granted at Montreal.
BERTHING: Over two miles of water front including main wharves listed below:
C.N.R. – C.S.L. dock, length 1,100 ft., depth alongside 23 ft.; Empire Hanna coal dock, length 700 ft., depth alongside 19 ft.; Elevator Dock, length 900 ft., depth alongside 24 ft.; Dept of Transport Dock, length 1,045 ft., depth alongside 27 ft.; Dalton Fuels Ltd., length 590 ft., depth alongside 20 ft.; Imperial Oil Ltd., Dock A, length 592 ft., depth alongside 22 ft.; Dock B, length 326 ft., depth alongside 19 ft.; Dock C, length 610 ft., depth alongside 25 ft.; Dock E, length 600 ft., depth alongside 25 ft.; Polymer Corp. Dock, length 600 ft., depth alongside 21 ft.; Sun Oil Co. Dock, length 300 ft., depth alongside 22 ft.; Dow Chemical Co. Dock, length 300 ft., depth alongside 20 ft.; Canadian Oil Co. Dock, 1,500 ft., depth alongside 24 ft.
DENSITY: Fresh water.
MEDICAL: Hospital facilities at Sarnia. All assistance available.
FRESH WATER: Available at all berths.
FUEL: All grades available from Imperial Oil and Shell Co. berths.
REPAIRS: Hull, boiler and engine repairs can be effected. No dry docks.
AUTHORITY: Department of Transport, Government Dock, Sarnia.

SAULT STE. MARIE: Ontario 46.28 N. 84.22 W.

Refer to "St. Lawrence Seaway" for important general information.
DOCUMENTS: See "Montreal".
PILOTAGE: River or local Pilots available on six hours notice. The normal charge from Lake Huron to Sault Ste. Marie and return is $400.00. Harbour movements for Pilots$ 50.00, plus expenses. Normal port movement about $65.00 to $85.00 per move. Pilot fee from Sault Ste. Marie to Lake Superior $75.00. U.S. Corps of Engineers, Sault area operate and control St. Mary's River Falls Canal and regulate traffic through all locks in both cities.
HEALTH: Board of Health Officers can make a call to the ship for a normal $5.00 transportation charge.
RADIO: Good ship-to-shore telecommunication available through Department of Transport Radio Station, Canadian Pacific Telecommunications and Canadian National Telecommunications. United States Coast Guard maintain fully equipped Coast Guard Base and have radio communication for all frequencies in entire St. Mary's River and Harbour area; they are available immediately for information pertaining to shipping in area and movement of ships in River.
TUGS: Harbour tugs available when required, but prefer advance notice order avoid delays. In Sault Ste. Marie, Ontario tugs available charge approximately $290.00 per movement, plus expense for waiting time. Tugs also available from Sault Ste. Marie, Michigan.
BERTHING: Government dock, "L" shaped pier length 500 ft. on East side 18 ft. deep on South side, the river side, it is 356 ft. long 19 ft. deep. This dock is used for general cargo discharging. No crane facilities for loading and unloading, unless ship's gear is used, mobile cranes have to be brought in. No tug required to berth or unberth a ship at this dock under normal weather conditions.
Algoma Central Railway Terminals Dock. A slip approximately 700 ft. long on East side 18 ft. 6 in. deep with inner 200 ft. having less than 16 ft. depth; South side this dock 350 ft. long with depth 16 ft. Used for aggregates, ores and material. Tug required to berth or unberth at this slip.
Algoma Steel Corporation Dock. Situated above Canadian Canal with following berths available:
(*a*) Coal and ore dock with a combined length of 2800 ft.
(*b*) Commercial dock on west side of slip 400 ft. long.
(*c*) Limestone dock, "L"-shaped dock on West side 355 ft. long and on South side 450 ft. For loading finished steel.
All three Algoma Steel Corporation docks 21 ft. 6 in. deep. Only material consigned to or being shipped from Algoma Steel Corporation have access to these docks.
Seaway Pier: North-east pier at Canadian Canal which could be used for berthing ships and also used occasionally to load or unload cargo into trucks. This pier approx. 500 ft. long and mobile lifting equipment could be utilized here if necessary. Depth of water 18 ft. Pier mostly used as tie-up for making minor repairs afloat, for medical purposes, or waiting for berth at Algoma Steel Corporation Dock. Berthing and unberthing carried out any time, Sundays and holidays with exception of extreme bad weather, high winds, or fog.
STEVEDORES: Available for loading and unloading at any berths in Sault Ste. Marie area.
FRESH WATER: Available either by hose or by pumper truck at any dock.
FUEL: Coal available and light bunkers available at any berths via tank trucks. No bunker "C" facilities available at Sault Ste. Marie, but can be obtained at Lime Island about 50 miles down river. This station is open during entire navigation season.

REPAIRS: Normal ship repairs are carried out on very short notice if required.
AUTHORITY: Dept. of Transport.
AGENT: Yankcanuck Steamships Ltd.

SEPT ISLES (Seven Islands) P.Q.: 50.06 N. 66.23 W.

DOCUMENTS: PILOTAGE: See "Quebec".
MAX. SIZE: Iron Ore Co. Loading Dock (Old): length 850 ft., beam 130 ft., draft 43 ft. Iron Ore Co. Loading Dock (New): length 1,100 ft., beam 175 ft., draft 57 ft. Imperial Oil Dock: length 775 ft., draft 40 ft.
RADIO: Sept Isles Radio, call sign VCK, operating on RT and VHF 24 hours daily. Ships are to request instructions 4 hours before arrival. These instructions will be given as promptly and concisely as conditions permit. However, we suggest all vessels recheck with VCK abeam of Corossol for futher traffic.
HEALTH: Radio Quebec for pratique during office hours and 24 hours before arrival. Address message "Quarantine Quebec". (Ships trading coastwise between Canada and United States consecutively and touching no other foreign port since last granted Canadian pratique are not required to comply with the above. Vessels granted American Duplicate Pratique are also exempt from this requirement.)
Ships arriving Sept-Iles Bay in Quarantine will be inspected by Health Officer at anchorage or on arrival alongside. Should officer board vessel at anchorage proper accommodation ladder must be provided.
TUGS: Tug service is compulsory at Iron Ore Co. Docks. Three tugs available up to 1,330 h.p.
DOCKING MASTER: The use of a Docking Master is compulsory for docking, shifting and leaving the dock. Docking Master will board inside harbour limits in area of 50° 10′ N. and 66° 24′ W.
BERTHING: *Old Dock* – 2,200 ft. dock divided into three berths. The South-east or loading berth is 800 ft. in length and is fendered with large truck tires mounted over the dock face. The adjoining 800 ft. (mooring or waiting berth) is also fendered with large truck tires. The third and last section 600 ft. in length, is a government berth used for general cargo. Dredged depth at the loading and mooring berths is 37 ft. at mean low water. Designed depth at the government berth is 27 ft. At the loading berth, iron ore is loaded into vessels by means of two travelling boom conveyors with a design capacity of 8,000 long tons per hour. The distance from mean low water to loaders in horizontal position is approximately 35 ft. Loaders can operate at an angle of up to 12 degrees from the horizontal. Vessels should present for loading with a maximum distance of 40 ft. from waterline to hatch coaming.
New Dock – A new deep-water berth some 900 ft. South-west of older facilities and extending about 230 ft. further into bay. This single berth is open-cell construction with 9 cribs giving a berthing face of approximately 925 ft. A tenth transfer house crib, with mooring bollards and access, allows a total mooring length of approximately 1,000 ft. Cribs are fendered with double sets of extra large truck tires. Dredged depth is 60 MLW and dock will be fitted with two travelling shuttle boom conveyors.
Distance from mean low water to loaders in horizontal position will be approximately 55 ft. Loaders operate in a range from 15 degrees above to 15 degrees below the horizontal.
TANKERS: Berth at Imperial Oil Dock. Maximum draft 40 ft.
FRESH WATER: Available ex wharf at all berths. Cost $0.55 per ton.
FUEL: Available ex wharf.
MEDICAL: All facilities available. Masters are requested to have seamen's smallpox vaccination certificates ready for inspection, also ship's deratisation certificate. Any seaman who cannot produce a valid smallpox certificate must be vaccinated before being allowed ashore.
DEVELOPMENTS: Plans to accommodate tankers at new ore dock and provide slop reception facilities.
TIME: Atlantic Standard Time, GMT minus 4 hours, all year round.
AUTHORITY: Dept. of Transport.
Dock Office - VHF 12.

SHEET HARBOUR: 44.50 N. 62.30 W.

DOCUMENTS: See "Montreal".
PILOTAGE: Compulsory. Pilot boards off Sheet Rock light. Rates: $2.00 per foot draft in or out, plus 2 cents per registered ton in or out, plus $10.00 embarking and disembarking fee.
ANCHORAGE: Anywhere in harbour in depths up to 10 fathoms.
MAX. SIZE: See "Berthing".
MEDICAL: Hospitals available.
RADIO: Ship-to-shore communications: through Halifax (VCS).
TUGS: None.
BERTHING: Wharf, berthing length 500 ft. depth low water 21 ft. No railroad or handling facilities on wharf. Small Dept. of Transport wharf 20 ft. depth low water.
STEVEDORES: Skilled labour available. Gangs consist of 20 men.
FRESH WATER: Available by hose from mill.
FUEL: None available.
REPAIRS: No facilities available.
AIRPORT: Halifax 75 miles.
TIME: GMT minus 5 hours.
DELAYS: Open all year with aid of icebreaker during January, February and March. Ice forms about January 15th and breaks up between March 1st and 15th
AUTHORITY: Dept of Transport.

SHIPPEGAN HARBOUR: N.B. 47.45 N. 64.42 W.

CARAQUET HARBOUR: 47.48 N. 64.56 W.

DOCUMENTS: See "Montreal".
PILOTAGE: Approaching vessel hoists flag "G" and uses siren about one mile before reaching fairway buoy. Pilot boat motorised 45-ft. vessel, approaches on leeside. Approaching vessels wait for Pilot about a mile from fairway buoy.
ANCHORAGE: Good anchorage, usually by fairway buoy.
RESTRICTIONS: Entry possible night and day, good vision, lighted buoys.
MAX. SIZE: High tide: 23 ft. low tide 17 ft. (At Shippegan, maximum tide: 20 ft.)
HEALTH: See "Montreal".
RADIO: VC and Grindstone Radio, Rivière au Renard, Fame Point.
TUGS: Not required for these ports.
BERTHING: Caraquet Wharf, 28 ft., Shippegan 25 ft.
RADAR/VHF: Radar service at both harbours.
MEDICAL: No notice required, hospital available, as required when conditions warrant.
FRESH WATER: Available.
CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes per week per man. Wine/Spirit, Spirits allowed to officers. Beer to crew.
REPAIRS: Minor repairs only.
TIME: Eastern Standard Time GMT minus 5 hours, Daylight saving time from last week-end in April to last week-end in October, clocks advanced 1 hour.
AIRPORT: Moreton 135 miles.
POLICE/AMBULANCE/FIRE: Police RCMP 727-2828; Police City 727-3167; Fire 727-2928; Hospital 727-3435.
AUTHORITY: Dept. of Transport.

SOREL, Quebec: 46.03 N. 73.09 W.

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
3 Crews Declaration (Can. Form Y14).
3 Stores Lists (Can. Form E.1).
Health Declaration (Can. Form QS. 2001).
3 Cargo Manifests.
3 Bills of Lading.
PILOTAGE: Compulsory. Pilot boards at Basques Cove and Quebec
ANCHORAGE: In St. Lawrence River off Sorel in depths of 30 to 50 ft.
RESTRICTIONS: Ice free approximately from mid-April to mid-December. No tidal influence.
MAX. SIZE: Up to 32 ft. draft.
RADIO: Sorel Radio, call sign VFN, and Three Rivers Radio, call sign VBK.
HEALTH: Pratique may be obtained by radio to Quarantine Quebec. Health Officer boards on arrival. Valid smallpox vaccination certificates required.
TUGS: Available. Tugs join vessel in approach channel.
BERTHING: North American Elevators: berth 615 ft. long, 29 ft. depth; berth 622 ft. long, 29 ft. depth; berth 508 ft. long, 26 ft. depth; Dept. of Transport wharf: berth 500 ft. long, 26 ft. depth; berth 350 ft. long, 30 ft. depth; berth 600 ft. long, 30 ft. depth; Marine Industries Dock: berth 600 ft. long, 20 ft. depth; berth 400 ft. long, 20 ft. depth; Quebec Iron and Titanium Wharf: 1,100 ft. long, 30 ft. depth.
DENSITY: Fresh water.
MEDICAL: Doctors and hospital facilities available.
FRESH WATER: Available by pipe-line at all berths.
FUEL: All grades available by pipe-line at deep water berths. Can also be obtained by barge from Montreal.
REPAIRS: All deck, engine and boiler repairs can be effected.
CUSTOMS ALLOWANCES: 200 cigarettes for each man. Officers may be allowed one bottle wine/spirits, Master up to five bottles.
TIME: GMT minus 5 hours. Daylight Saving Time: GMT minus 4 hours, applied from last Saturday of April until last Saturday of October each year.
SHORE LEAVE: Crew members allowed ashore. No restrictions.
HOLIDAYS: New Year's Day; Epiphany; Good Friday; Ascension Day; St. John the Baptist Day; Labour Day; All Saints' Day; Christmas Day. No work performed on these holidays.
AIRPORT: Nearest at Montreal.
AUTHORITY: Canadian Dept. of Transport.

SUMMERSIDE, P.E.I.: 46.23 N. 63.47 W.

DOCUMENTS:
2 IMM.200.
3 E.1.
1 Quarantine 2001.
2 Passenger Lists.
1 Customs Document A.6.
PILOTAGE: 24 hours notice of ETA to Agent who notifies Pilot. Pilot boards fairway buoy about 6 miles from wharf.
ANCHORAGE: At fairway buoy in depths of 30–35 ft.
MAX. SIZE: 550 ft. long, 50 ft. beam, 25 ft. draft high tide.
HEALTH: Vessels coming from U.S.A. accepted without pratique. Vessel from other countries radio telephone for permission. See also "Montreal".
RADIO: Halifax N.S., Sydney N.S., Grinstone, M.1.
TUGS: None available.
STEVEDORES: 24 hours notice required.

MEDICAL: Hospital facilities available. Current vaccination/fever certificates required.
FRESH WATER: Available 30 tons/hour.
FUEL: Can be arranged if necessary.
OPENING/CLOSING HATCHES: Crew/Stevedores.
CUSTOMS ALLOWANCE: Tobacco: 1 carton per man per week. Wine/Spirits: Spirits 40 oz. per man per week. Further allowances made if master requests.
IDENTIFICATION CARDS: Passports required.
REPAIRS: Only minor repairs.
REPATRIATION: Can be arranged.
AIRPORT: 7 miles, 2 flights per day.
TIME: Atlantic Standard Time with daylight saving in Summer.
HOLIDAYS: New Year's Day; Good Friday; Victoria Day (19th May); Dominion Day (1st July); Remembrance Day (11th November); Thanksgiving (13th October); Labour Day (1st September); Christmas Day. Plus all Saturday afternoons and Sundays.
POLICE/AMBULANCE/FIRE: Police 436–9222; Ambulance dial O call operator; Fire 436–3333.
TELEPHONES: Telephones can be placed on board.
SHORE LEAVE: Crew allowed ashore.
AUTHORITY: Harbour Master.

SYDNEY, Nova Scotia: 46.08 N. 60.09 W.

DOCUMENTS:
Crew's Declaration Y.14 in triplicate.
Ship's Stores E.1 in triplicate.
Crew Tally IMM.201 in duplicate.
Report Inward A.6 in triplicate.
PILOTAGE: Pilots are obtainable inside Fairway Buoy, 46° 18′ N. 60° 08′ W. Vessels approaching Sydney requiring Pilot must report by radiotelegraph or radio by radiotelegraph or radiotelephone, estimated time of arrival to District Supervisor of Pilots, North Sydney, Nova Scotia, at least 12 hours before vessel's ETA. The should preferably be GMT. ETA's must be revised if necessary prior to arrival through VCO Marine Radio Sydney, or via any Coast Radio Station.
ANCHORAGES: South Arm and North-west Arms (good holding ground 40 to 60 ft. depth).
RESTRICTIONS: Berthing allowed day or night. "Harbour Ice", January to March, "Drift Ice" April to May. Navigable with aid of ice-breakers stationed at Sydney.
MAX. SIZE: Maximum draft 37 ft. Governed by least depth in channel of 38 ft. at low water.
HEALTH: Sydney is an official quarantine station. Radio pratique obtained between 9 a.m. and 5 p.m. local time by radio message to "Quarantine Sydney". Information required from vessel is as follows:
Name and nationality of vessel.
Name of three previous ports called at during voyage.
Port of destination and name of Agent.
Nature of cargo.
Date and place of last de-ratting or exemption certificate.
Number of crew and passengers.
Condition of health of all on board with details of any sickness or death occurring during the voyage.
Vaccination status of crew and passengers.
The expected time of arrival and any other information that may be required by the quarantine officers.
The ship will require usual inspection on arrival. However, radio pratique will enable vessel to enter port, dock and commence loading or unloading operations prior to official quarantine clearance. Vessels which have not applied for radio pratique and all vessels with suspected infectious disease aboard will remain in quarantine until cleared.
RADIO:

Place	*Call Letters*	*Freq. kc/s.*
Sydney Radio	VCO	500
Grindstone Island	VCN	500
Canso Radio	VAX	500
Halifax Radio	VBO	530
Cape Race	VCE	500

TUGS: No Tugs.
BERTHING: No. 1 Pier: Berthing length 425 ft., depth at low water 28 ft.
No. 2 Pier: Berthing length 550 ft., depth at low water 30 ft. 6 in. pipeline for bunker boil, 4-in. pipeline for marine diesel, 16-in. pipeline for discharging oil.
No. 3 Pier: Berthing length 700 ft., depth at low water 41 ft. Equipped to handle cargoes by self-unloading boom type vessels and bulker type vessels.
Dominion Coal Co., Pier No. 4: Berthing length 810 ft., depth at low water 30 ft. Used exclusively for loading coal.
Government Wharf (Sydney): Berthing length 974 ft., depth at low water 30 ft.
Government Wharf (Westmount): Main jetty, length 850 ft., depth at low water 36 ft. outside, 27 ft. inside. Seaward jetty, length 800 ft.; depth at low water, 21 ft. Inside jetty, length 1,150 ft., depth at low water 18 ft. Finger jetty, length 350 ft., depth at low water 25 ft. outside, 19 ft. inside.
STEVEDORES: Available.
MEDICAL: Two hospitals.
DENSITY: Average 1023.
FRESH WATER: Available from shore by hoses.
FUEL: Marine diesel, bunker fuel and galley fuels are obtainable by pipeline at piers number 2, 3 and 4. Rate of bunkering approximately 100 tons per hour.
GANGWAY/DECK WATCHMEN: Crew sufficient.
OPENING/CLOSING HATCHES: Crew.
CUSTOMS ALLOWANCE: 200 cigarettes or ½ lb tobacco or 15 cigars, each officer. 40 oz. of spirit per officer.
CREW IDENTIFICATION CARDS: Seaman's identity cards.
CONSULS:
British and Canadian Shipping Master, Capt. Darnbrough.
Portugal Vice-Consul 794–3515.
Honorary French Consular Agent, North Sydney 794–4800.
Norwegian Vice-Consul, Sydney 564–9288.
REPAIRS: Floating repairs by Atlantic Springs Machine & Repair Co. or Sydney England and Drydock Co. Largest slipway 3,000 tons, hull and engine repairs available.
REPATRIATION: Can be arranged.
AIRPORT: Air Canada.
TIME: Sydney is on Atlantic Standard Time from the last Sunday in October to the last Sunday in April, and on Atlantic Daylight Time from the last Sunday in April to the last Sunday in October. GMT minus 4 on Atlantic Standard Time and GMT minus 3 on Atlantic Daylight Time.
HOLIDAYS: Christmas Day; New Year; Good Friday; Dominion Day; Thanksgiving Day; Labour Day. No work as a rule from 8 a.m. to 8 a.m. next day.
POLICE/AMBULANCE/FIRE: Police 564–4415; Ambulance 564–5507; Fire 539–3552.
SERVICES: Compass adjusting, tank cleaning.
SHORE LEAVE: Allowed.
AUTHORITY: Harbour Master.

TORONTO, Ontario: 43.40 N. 79.25 W.

For important general information refer to "St. Lawrence Seaway".
DOCUMENTS: Master should prepare for boarding of customs, immigration officers:
Customs – Crew Declaration Lists (in triplicate) and Ship Store Lists (in triplicate).
Immigration – Crew List and Passenger List (in duplicate.
PILOTAGE: Not compulsory but available 24 hours. Pilotage requested through vessel agents or direct to Harbour Master's office which maintains a 24-hour radio watch on following frequencies: Bridge whistle signal —.—
Call Sign XJF 495.
Safety and calling 2182 kc/s. or 158·8 mc/s.
Working 2003 kc/s. or 156·6 mc/s.
Alternate working 156·7 mc/s.
ANCHORAGES: Vessels anchor in Humber Bay or in Inner Harbour.
RESTRICTIONS: Vessels may enter port area at any time.
MAX. SIZE: The port has facilities to accommodate nearly any vessel which can navigate the St. Lawrence Seaway Locks.
Maximum size of vessels permitted to transit the Seaway:
(*a*) Ships not exceeding 730 ft. overall and 75 ft. 6 in. extreme breadth may transit.
(*b*) Masts must not exceed 117 ft. above the water level.
(*c*) Maximum draft 25 ft. 9 in.
HEALTH: See "Montreal".
RADIO: Controlling radio station in the Toronto area is VBG Toronto.
TUGS: Not normally required but available. Tugs use ship's lines.
BRIDGES: One bridge only – Ship Channel Bridge.
STEVEDORES: General rule is 24 hours notice.
To work ship at 1 p.m., order gangs by 11 a.m. the same day.
To work ship at 6 p.m., order gangs by 4 p.m. the same day.
To work ship at 8 a.m., order gangs by 4 p.m. previous day.
RADAR: Harbour Master's Office has radar installed but not normally used for assistance of vessels. Port communication centre is located in Harbour Master's office and operated for emergency safety requirements, and all information given to any vessel in area.
MEDICAL: Doctor and hospital facilities available.
TANKERS: Diameter of load/discharge lines are the American Standard 8 in. Maximum draft at berths is 25 ft. 9 in.
DENSITY: Fresh water.
FRESH WATER: Available at all berths.
FUEL: In most cases, vessels bunker in Montreal. Fuel available at 12 hours notice.
GANGWAY/DECK WATCHMEN: Crew member or someone hired by Agent.
OPENING/CLOSING HATCHES: Carried out by stevedores.
CERTIFICATES:
Certificate of Registry.
Articles of Agreement.
Log Book.
Safety of Life at Sea.
Safety Equipment Certificate.
Safety Construction Certificate issued by the Country to which the ship is registered.
CUSTOMS ALLOWANCES: Tobacco. Crew entitlement on first arrival in Canada – 200 cigarettes, 50 cigars, 2 pounds of tobacco. Wine and/or Spirit, Crew entitlement on first arrival in Canada – 40 oz. of spirits, liquors or wines.
CARGO GEAR: Required are a tackle equipment book and a certificate covering cargo equipment which must be kept up to date and notated every 12 months by a competent person.
IDENTIFICATION CARDS: Visitor passes available from port police office.
Tugs call "Green City" on VHF 16.

Harbour Control/ VHF 16 (wkg. 12)

CONSULS: Tugs on VHF 6.
Consulate General of Belgium, 8 King East Commercial Section 364–5283, 364–6546.
Brazilian Consulate, 922–5181.
Consulate of Denmark, 151 Bloor West 927–5661.
Finnish Consulate, 102 Eglinton East 488–3551.
Consulate General of France, 185 Bay 366–1131. French Trade Commissioner 362–1257.
German Consulate General, 77 Admiral 925–2813.
Consulate of Greece, 100 University 368–3322.
Consulate of Israel, 362–1491.
Consulate General of Italy, 204 St. George 924–8721. Italian Trade Commissioner, 100 University Avenue 362–1036.
Consulate General of Japan, 363–7038.
Netherlands Consulate General, 364–5443. Emigration Affairs 363–3756.
Consulate of Norway, 55 Eglinton East 487–3635.
Consulate General of Panama, 25 Adelaide East 364–7231.
Consulate of Portugal, 159 Bay 366–3816
Consulate of Spain, 924–7424.
Consulate of Sweden, 755–2779.
Consulate General of United States of America, 360 University Avenue 362–7513.
Consulate General of Yugoslavia, 377 Spadina Road 481–7279
REPAIRS: Most repairs not requiring dry dock can be carried out in Toronto. Nearest dry dock is located at Port Weller, 30 miles distant.
REPATRIATION: All facilities.
AIRPORT: (1) Toronto Island Airport located at Western end of harbour. General aviation only with regular air lines.
(2) Toronto International Airport approximately 15 miles distant. Airport is served by 9 regular airlines.
TIME: GMT minus 5 hours. Two alterations made to clocks during (1) Last Sunday morning in April, Eastern Standard Time to Eastern Daylight Time one hour ahead. (2) Last Sunday morning in October, Daylight Time to Eastern Standard Time one hour back.
HOLIDAYS: Work can be arranged on any holiday at double time rate with the exception of Labour Day which is the first Monday in September of each year. No work is done on this day.
POLICE/AMBULANCE/FIRE: Emergency numbers as follows: Harbour Police 361–1111; Port Police 863–2140; Fire Department 363–2133 or 361–1111; Ambulance 361–1111.
TELEPHONES: Arrangements not available for placing telephones on board.
SHORE LEAVE: No restrictions.
AUTHORITY: The Toronto Harbour Commissioners, 60 Harbour Street, Toronto 1.

TROIS RIVIERES, Quebec: 46.22 N. 72.34 W.

DOCUMENTS:
2 sets Crew Lists.
2 sets Passenger Lists.
3 sets Customs Documents.
3 copies Health Documents.
6 sets Manifests.
6 sets Bills of Lading.
3 sets Ship's Papers.
PILOTAGE: Pilots take charge of vessel at Quebec for Trois-Rivières destination.
ANCHORAGES: Anchorage 3 miles upstream. Depth of 35 ft. and safe.
MAX. SIZE: Berths vary from 30 ft. to 35 ft. depth.
HEALTH: Trois-Rivières is a Port of Entry. Port doctor at the service of vessels. See also "Montreal".
RADIO: St Lawrence River Marine Traffic Control call system letters VBK Trois-Rivières.
TUGS: Not needed. Pilot boat can be of service on special occasions.
BERTHING: 36 berths are available including 7 open and 11 shedded total length 9,188 ft. Private wharves, 2 berths total length 1,084 ft.
STEVEDORES: Stevedores at Trois-Rivières are also Agents.
MEDICAL: If medical service is required upon arrival, call through No. 7 (St. Lawrence River Marine Traffic Control System). Port doctor. Hospital facilities available.
TANKERS: Diameter of oil lines 8 in. and 12 in. No slop discharge facilities. Seven tanker berths – five for 30 ft. draught and two for 35 ft. draught.
FRESH WATER: Hoses connected to harbour hydrants; 20 tons per hour.
FUEL: All grades available.
GANGWAY/DECK WATCHMEN: Not necessary except if dangerous cargo on board.
OPENING/CLOSING HATCHES: Carried out by stevedores.
CUSTOMS ALLOWANCE: 200 cigarettes each and/or two lb. tobacco. Wine and/or Spirits: One bottle each.
CREW IDENTIFICATION CARDS: Seaman's card and/or passport.
CONSULS: At Montreal.
REPAIRS: Minor repairs done by local machine shops.
REPATRIATION: Can be arranged.
TIME: EDST from last Sunday of April to last Sunday of October, then normal EST.
AIRPORT: 5 miles. Daily flight to Quebec and Montreal.
HOLIDAYS: New Year's Day; Easter Monday; Confederation Day; Thanksgiving Day; Christmas Day; Good Friday; Queen's Birthday; Labour Day; Remembrance Day. One Civic Holiday taken June 24th.
POLICE/AMBULANCE/FIRE: Police and Fire 374–3535; Ambulance 375–6456 and 374–6225; Poison Treatment 374–6211.
SERVICES: Compass adjusting only.
SHORE LEAVE: Members allowed ashore.
AUTHORITY: National Harbours Board, PO Box 999, Trois-Rivières, P.Q., Canada. Tel. 378–3939. T. A. Lauzon, Port Manager, 378–2887 and 378–2888 General Office.

Pilots Tel. 374-4015 (12 hour prospect - 3 hour confirmati

VANCOUVER, B.C.: 49.17 N. 123.07 W.

DOCUMENTS: Master to keep Pilots, Victoria, advised of ETA pilot station. Agent concerned forwards blank Canadian Crew List and Immigration Forms together with port instructions to Pilot. Forms should be completed by Master for presentation to Customs and Immigration on arrival.
Immigration Authorities require two sets of Immigration Forms, Canadian Customs require three copies list of Bonded Stores and three copies Crew Personal Declaration Forms.
A vessel proceeding to B.C. outports (i.e. Port Alberni, Prince Rupert, Tasu, Kitimat), which does not require Pilot at Fairway Buoy, Victoria may apply quarantine Victoria for permission to proceed direct. Where such permission has been granted Master to notify Agent concerned.
PILOTAGE: Pilot station at Victoria, B.C., equipped with VHF radio telephone and watch maintained on both 156·8 mHz and 156·55 mHz. No designated anchorage for vessels requiring Pilot. Normal method of boarding is by pilot ladder (no boat-rope), but under favourable conditions accommodation ladder may be used.
ANCHORAGES: There are 17 designated anchorages in the port. Eight in the Outer Harbour (English Bay) 6 in Inner Harbour and 3 above Second Narrows. Inner Harbour anchorages mainly reserved for vessels awaiting berths or tides. Those outside mainly reserved for vessels with expected long waits. Inner Harbour anchorages range from 9 to 21 fathoms and Outer from 8 to 16 fathoms. Largest vessels using and expected to use Vancouver Harbour can be accommodated at all anchorages. Holding ground is good and anchorages are protected.
RESTRICTIONS: Vessels enter harbour night and day. Present low water depth in 1st Narrows (harbour entrance) is 37 ft. with controlling depth of 50 ft. projected. Vessels bound above 2nd Narrows are restricted to high water to 1 hour after inbound, and high water to 1 hour before high water out bound.
MAX. SIZE: Largest vessels to use port 100,000 tons, 820 ft. long, 43 ft. draft. Vessels of this draft would transit 1st Narrows at high water under present circumstances.
HEALTH: Vessels inbound from a foreign port: Agent notifies quarantine station, Victoria, giving name, ETA pilot station, where bound from and where bound to. Vessel arriving from Fiji, Australia, New Zealand, Honolulu, United Kingdom or Balboa, C.Z., may radio Victoria Quarantine Station requesting Radio Pratique and may proceed direct to her destination, where will be boarded by quarantine officials on arrival alongside. Free pratique granted only to vessels coming from the U.S. with duplicate pratique; same rule applies to vessels proceeding from B.C. to U.S. ports, where duplicate pratique is issued, prior to arrival, same being brought on board by quarantine doctor at pilot station, Victoria.
Advise Quarantine Station, Victoria, in event of suspected contagious disease on board.
RADIO: VA.1 Vancouver Radio.
TUGS: Meet vessels East of 1st Narrows and off berth. Ship's lines are used. Pilots communicate with tugs on VHF.
BERTHING: Vessels berthing at Lynn Terminals and Alberta Wheat Pool, await favourable tide conditions. Vessels are berthed at Vancouver Wharves stemming the tide.
STEVEDORES: Gangs normally ordered day before ship's arrival, can be ordered same day for afternoon or evening work.
RADAR/VHF: 1st Narrows Bridge is radar equipped. Bridge Signal Station manned 24 hrs. per day, can be contacted on AM 2182, 1650, and FM 156·8, initial call switching to 156·3, 156·5, 156·6 or 156·7. Pilots in radio telephone contact with Bridge at all times.
MEDICAL: All services available.
DENSITY: Density varies in different sections of harbour, according to times of year.
FRESH WATER: Laid on at berths. Hose supplied. Delivery 25 tons per hr. 15 cents per ton.
FIRE PRECAUTIONS: Tankers to have suitable towing wires over offshore bow and offshore quarter.
DEVELOPMENTS: Berthing for vessels up to 100,000 dw tons and draft up to 60 ft. One berth now complete at Roberts Bank. 1st Narrows entrance to Vancouver Harbour proposed dredging to 50 ft. at low low water expected completion 1971.
GANGWAY/DECK WATCHMEN: If required, employment arranged through Agent at $2.50 per hr.
OPENING/CLOSING HATCHES: Normally carried out by stevedores, except in cases of bulk carriers.
REPAIRS: All types of engine and deck repairs.
DRY DOCKS: Available. Max. capacity 12,000 tons.
AIRPORT: ½ hour from Vancouver International Airport.
TIME: Pacific Standard Time GMT minus 8 hours. Clocks will be adjusted to Summer Time (plus 1 hour) when advised.
HOLIDAYS: New Year's Day*; Good Friday; Easter Monday; Victoria Day; Dominion Day; Labour Day*; Thanksgiving Day; Remembrance Day; Christmas Day*; Boxing Day*.
* No cargo work these days.
POLICE/AMBULANCE/FIRE: Police 684–7111; Ambulance 879–

4511; Fire Vancouver FI–1234; Air-Sea Rescue 732–4272; Harbour Board Police 254–7317.
TELEPHONES: Are placed on board vessels at all berths. Charge $2.50 installation, and $1.00 per day.
GENERAL: Vessels not permitted pump bilges or discharge oil, contaminated ballast or galley refuse into water. Every vessel boarded on arrival by Harbour Patrol Personnel and furnished with applicable excerpts from Harbour by-laws.
SERVICES: Stevedore companies equipped with tank cleaning equipment. Sludge barge available. Services of compass adjuster may be obtained.
SHORE LEAVE: No restrictions, but Immigration will advise of any special circumstances where restrictions might be enforced.
AUTHORITY: National Harbours Board, Tel. 255–3565. Telex 0450111.

VICTORIA, B.C.: 48.25 N. 123.22 W.

DOCUMENTS: See "Vancouver".
PILOTAGE: Pilots embark at Victoria for all British Columbia ports. Pilot station within 2 mile radius of buoy in position 48° 22′ 45″ N. 123° 24′ 56″ W. Radio Pilots Victoria through radio station VAK giving ETA not less than 6 hours in advance.
ANCHORAGE: In Royal Roads.
HEALTH: Quarantine Officials board with the Pilot.
RESTRICTIONS: Outer harbour: depth 35 ft. MLLW. Inner harbour: depth 21 ft. MLLW.
TUGS: Available.
BERTHING: In Outer harbour: Ogden Point. Berthing length 3,400 ft.; depth alongside 34 ft. H.L.W.
STEVEDORES: 13 gangs available. Refer "Vancouver" for holidays, etc.
MEDICAL: Doctors and hospital facilities available.
DENSITY: Salt water.
FRESH WATER: Available at wharves.
FUEL: Supplied by barge from Vancouver.
CUSTOMS ALLOWANCES: See "Vancouver".
REPAIRS: All repair facilities available.
DRYDOCK: At Esquimalt: Length 1,173 ft.; breadth 149 ft.; depth 49·5 ft.
AUTHORITY: Dept. of Transport. Harbour Master.

WEYMOUTH, Nova Scotia: 44.27 N. 66.01 W.

DOCUMENTS:
3 Crew Lists.
3 Passenger Lists.
3 Customs Documents.
3 Health Documents.
3 Manifests.
Ship's papers.
PILOTAGE: Ship's Agent contacts vessel through Marine Radio Station, Yarmouth and notifies Pilot, who will then be on lookout. Ship gives standard whistle signal for Pilot, who boards about two hours before high tide. In meantime, ship should ride at anchor about ¼ mile N.W. of fairway buoy. No special pilot boat. Boat used for Pilot is 35ft. fishing boat. Cost $100 for all vessels, in and out.
ANCHORAGE: Good safe anchorage outside harbour in 33 ft. over mud. Also ¼ mile N.W. of fairway buoy.
MAX. SIZE: Maximum length permissible 375 ft. Breadth, no limit. Draft, approx. 26 ft. of water at high tide.
TUGS: No tugs required. The fishing-boat will run lines to wharf if required.
BERTHING: North Weymouth, L-shaped wharf 280 ft. in length, and leg 40 ft. width. Depth alongside 9 ft. low water.
STEVEDORES: Available. Rates: $100 per gang/hour (for 5-hatch ship). Experienced loading lumber and pulpwood.
MEDICAL: Hospital: at Digby, 20 miles distant. Ambulance can be arranged.
FRESH WATER: Available; delivery by truck.
DEVELOPMENTS: Redredging of channel in near future. Dates not finalised.
GANGWAY/DECK WATCHMEN: No watchmen necessary.
TIME: Eastern Standard Time GMT minus 5 hours. Daylight saving time from last week-end in April to last week-end in October, clocks advanced 1 hour.
POLICE/AMBULANCE/FIRE: Police 245–4162; Ambulance 245–2205; Fire 837–5142.
TELEPHONE: No arrangement for placing telephones on board ship. Telephone available near dock.
AUTHORITY: Harbour Master, Digby Leo., Weymouth.

WINDSOR, Ontario: 42.19 N. 83.03 W.

For important general information refer to "St. Lawrence Seaway".
DOCUMENTS:
Sanitary Health Certificate – fixed on outside of container for agriculture plant protection. 1 paper affixed to each container.
Meat locker Certificate.
Quarantine Certificate.
3 Crew Lists.
3 Passenger Lists.
3 Stores Lists.
Manifest – 3 A.6 – 2 A.6 out.
Bill of Lading.
Valid Smallpox Certificates.
PILOTAGE: Pilots board ships at Sarnia Eastbound and Port Weller Westbound.
ANCHORAGES: Windsor Harbour Anchorage lies approximately ½ mile North of Fighting Island marked by 4 white buoys, showing flashing white lights, an area of 800 ft. wide and ¾ of a mile long. Depth of 5½ to 6 fathoms.
MAX. SIZE: Can handle any ship the seaway passes. No tide.
HEALTH: In the case of vessels arriving via the St. Lawrence River radio pratique may be obtained from Quarantine Quebec. See also "Montreal".
RADIO: WFS Detroit Marine Radio.
TUGS: Only on rare occasions is tug necessary.
STEVEDORES: Advice as to number of gangs should be received no later than 4 p.m. on day preceding.
RADAR/VHF: No radar service. Harbour Master may be contacted on VHF Channel 16.
MEDICAL: Four hospitals.
TANKERS:

British American; hoses	=	8 in. Max. depth 19 ft.
Shell Canada	,,	= 8 in. Max. depth 19 ft.
Petrofina	,,	= 8 in. Max. depth 22 ft.
Imperial Oil	,,	= 8 in. Max. depth 18 ft.
Texaco Canada	,,	= 8 in. Max. depth 18 ft.
Sterling Fuels	,,	= 8 in. Max. depth 20 ft.

No slop tanks available.
DENSITY: No tide, the water is fresh.
FRESH WATER: Tank truck delivery. Cost per ton $8.00.
FUEL: Tank truck delivery. All grades – 24 hours notice. Coal bunkering dock available 24 hours per day. No notice.
FIRE PRECAUTIONS: Fire Dept. requires man at tank installations ashore while pumping, also notify Fire Dept. re any spillage.
GANGWAY/DECK WATCHMEN: Not required, but can be supplied.
OPENING/CLOSING HATCHES: Normally done by the stevedoring company.
CUSTOMS ALLOWANCE: See "Montreal".
IDENTIFICATION CARDS: I.D. cards should be carried.
CONSULS: U.S. Consul, tel. 253–5203. Italian Consul, tel. 256–0092.
REPAIRS: All repairs above water can be carried out.
AIRPORT: Windsor Airport approximately 5 miles. Regular flights 7 days a week by Air Canada.
TIME: GMT minus 5 from April to October. DST subject to local vote.
HOLIDAYS: The following are the legally observed holidays; however, vessels will be worked on these days at prevailing rates: Christmas, New Year, Good Friday, Victoria Day, Dominion Day. Civic Holiday, Labour Day, Thanksgiving and Veteran's Day.
POLICE/AMBULANCE/FIRE: Police 253–4211; Fire 254–2881; Ambulance 945–2391.
TELEPHONES: Phones can be placed on board.
GENERAL: Fluctuation of water level; high Westerly wind drops water level. Detroit River Light should be contacted for water gauge on VHF 16 for upbound ships, and Belle Isle Coast Guard Stations on VHF 16 for downbound ships.
SERVICES: Tank truck available for tank-washings, also radio telephone and radar service. Compass adjustor not available.
SHORE LEAVE: No restrictions on shore leave.
AUTHORITY: Port of Windsor, Windsor Harbour Commission, Canada Square, 500 Riverside Dr. W. Zone, 12, Windsor, Ontario, Canada.

Canary Islands

ARRECIFE: 28.57 N. 13.33 W.

Minor port at island of Lanzarote.
Situated to the South of the town consists of three moles: one 200 metres in length, another 300 metres in length both suitable for fishing vessels, and Muelle de los Marmoles, the principal berthing quay, 370 metres length of which 260 metres has a depth alongside of 8 to 15 metres. Fuel, gas oil, fresh water available by pipeline.
Small slipways up to 400 tons capacity available and workshops for minor repairs.

LAS PALMAS: 28.05 N. 15.27 W.

DOCUMENTS:
5 Crew Lists, including one visaed by Spanish Consulate.
4 Transit Passengers Lists.
2 Stores Lists.
8 copies of Manifest, with Bills of Lading covering cargo for Las Palmas.
8 Lists of Passengers Disembarking.
Passports of passengers landing (required by Immigration Authorities on arrival).
1 Maritime Health Declaration.
PILOTAGE: Compulsory. Masters send radio message to Agents 48 hours prior to arrival giving ETA (GMT). Pilot station may be contacted by VHF Channel 16, 155·56 kc/s. Call for Pilot by whistle 2 long and 1 short, "G" flag during day; white over red signal during night. Sound signals prohibited 2200 to 0800 local time. Pilot boats have black hulls, white wheel house, with black "P" and boat number painted both sides of wheel house, flying "G" flag with black "P"

on centre. Pilot boards approx. 1 mile off breakwater where vessels should await Pilot.
ANCHORAGE: Good anchorage in roads. Sandy bottom. Mean tidal range 5–6 ft. Tidal velocity negligible.
RESTRICTIONS: No tide restrictions. Vessels berth to mole day and night in accordance draft and requirements.
MAX. SIZE: Any length and beam can safely berth and normally discharge or load cargo whilst bunkering. Maximum draft 40 ft.
RADIO: EAL Laspalmas-Radio.
TUGS: The following tugs are available: Harbour and/or salvage tugs: "Tamaran" 2100 hp. "Doramas" 1313 hp. "Fortunate" 1047 hp. Harbour tugs: "Castillejos" 650 h.p. "Cory" 500 h.p. "Espana II" 500 h.p.
BERTHING: Subject to availability; information should be wirelessed to Agents 48 hours prior arrival, if berthing required, and for what purpose. Main breakwater "Generalisimo Franco" N. to S.; 6,600 ft., fitted oil bunker points. Up to 43 ft. low tide. Approaches up to 36 ft. depth all tides, over 36 ft. half to full tide. Old breakwater "Muelle de la Luz", 3,400 ft. Cargo operations. Cranes: 1 floating 80 tons, steam derricks to 20 tons. Ashore: 1 electric 90 tons, several portable 3 to 10 tons.
STEVEDORES: Gangs required, cargo details, tons per hatch should be announced to Agents, with ETA, 48 hours prior arrival.
MEDICAL: Master should advise Agent if medical attention required on arrival. Hospital and ambulance services available day and night. Vaccination and inoculation available any time but notice should be given prior to arrival.
TANKERS: No facilities for slop discharge. Crude oil tanker berth.
FRESH WATER: Available at any mole delivered by hose at rate of approx. 50 tons/hour per hose, while bunkering and/or loading/discharging cargo.
FUEL: Masters to include in messages to Agents amount, grade and viscosity of oil required, and name supplier, 48 hours prior arrival.
DEVELOPMENTS: Basin for tankers, fishing craft, etc., is being constructed East of breakwater.
GANGWAY/DECK WATCHMEN: Recommended. Arranged by Agents.
OPENING/CLOSING HATCHES: Performed by stevedores.
CUSTOMS ALLOWANCE: No restrictions for tobacco, wine and/or spirits.
IDENTIFICATION CARDS: Not necessary.
CONSULS: Consuls or Consular representation of most maritime nations available.
REPAIRS: All types of deck and engine repairs carried out afloat.
DRY DOCKS: None. Slipways for small vessels only.
REPATRIATION: All facilities for crew changes, repatriation by sea and air.
AIRPORT: International Airport 26 kilometres South of Las Palmas.
TIME: GMT. No alterations during year.
HOLIDAYS: Local: 29th April; 8th September. National: 1st January; 6th January; 19th March; 1st May; 18th July; 25th July; 1st November; 8th December; 25th December. Variable dates: Maundy Thursday (half-day); Good Friday; Ascension Day; Corpus Christi.
Cargo handling during feast days (holidays of variable date). No stevedoring labour available from 2000 hours on day prior to Good Friday, Christmas Day and 6th January until 0800 hours on the following day.
POLICE/AMBULANCE/FIRE: Police 26.44.31; Ambulance 21.60.00; Fire 21.60.00.
TELEPHONES: Line connected to vessels alongside wharves from Harbour Board exchange if required.
SERVICES: (Special) Underwater hull cleaning, compass adjusting, etc.
SHORE LEAVE: Permitted.
AGENTS: Miller Y Cia, SA, Muelle Santa Catalina, (PO Box 12), Las Palmas, Canary Islands. Telex 95053. Tel. 26.08.50 (5 lines). Telegrams "Miller Laspalmas".

LAS SALINETAS:

Private loading quay for nitrogen and fertiliser factory about 10 miles South Puerto de La Luz, Las Palmas, only used by vessels loading or discharging for Compania Insular del Nitrogeno, S.A.
Accommodation one mole 145 metres length depth alongside 7·5 to 15 metres. Fresh water available.

SANTA CRUZ DE TENERIFFE: 28.28 N. 16.16 W.

DOCUMENTS:
6 Crew Lists.
6 Passengers in Transit lists.
6 Passengers Landing Lists.
7 Cargo Landing Manifests.
2 Stores Lists.
1 International Health Declaration.
1 Free Pratique.
If no passenger or cargo landing, must present negative declarations.
PILOTAGE: Recommended give Agent 48, then 24 hours notice of ETA. Contact pilot station by VHF Channels 14 or 16. Pilot station located at shore end of Muelle Norte. Pilot boards up to two miles off extreme end of Muelle Sur. In daytime pilot cutter identified by blue flag with white "P" superimposed; night time, red and white light. When pilot cutter unable proceed out of harbour due heavy weather, Pilot awaits in lee of extreme end of Muelle Sur. Pilots called by VHF when entering; on sailing called by local Agent, or by blowing "C" on ship's whistle.
ANCHORAGES: Vessels proceeding to anchorage are conducted by Pilot. Alternatively Pilot gives bearings by VHF.
ENTRY RESTRICTIONS: No berthing or sailing from Floating Pipeline Discharge Terminal between 1800 and 0800 hours. Dique del Este: Daytime berthing only for vessels over 36 ft. draft.
MAX. SIZE: Floating Pipeline Terminal 95,000 dwt.
Dolphins 45,000 dwt.
Dique del Este: 200 m. length, 39 ft. 6 in. draft.
HEALTH: Free pratique not granted by radio. "Q" Flag must be flown until vessel cleared inward by Port Health Authorities, which procedure is very quick. If suspected disease or fever on board, Agent or Port Health Authorities must be notified by radio.
RADIO: Teneriffe Radio – call sign EAT working frequency 472 kc/s. Short-wave EAT 3 working frequency 1930 to 0830, 8742 kc/s. Short-wave EAT 4 working frequency 0830 to 1930, 13092 kc/s. Radio telephone call sign: 'Teneriffe Radio' working frequency 1740 kc/s.
TUGS: Tugs join vessels entering approximately half a mile to a mile from extreme end of Muelle Sur. Use of tugs' lines optional, but when supplied by the tug extra charges incurred.
Tugs normally available: "Punta Anaga" 1900 IHP. "El Guanche" 1375 IHP. "Cepsa II" 1100 IHP. "Cepsa I" 650 IHP.
BERTHING: Dique del Este, new extension available December 1970. Depths alongside 18 metres over 650 metres length and 12 metres over 50 metres length.
STEVEDORES: Monday to Saturday gangs ordered at 0730, 1330 and 1930 hrs. Gangs for Sunday work ordered at 1930. Saturday. Telegraphic information from Masters to be despatched 48 hours prior arrival giving first ETA. Gangs work four six-hourly shifts, viz. 0800–1400, 1400–2000, 2000–0200, 0200–0800. All necessary gear supplied by Stevedores.
MEDICAL: Masters to advise by radio if medical attention required on board. Yellow fever and smallpox inoculations possible in daytime subject prior notification.
TANKERS: Local refinery (Compania Espanola de Petroleos SA) have ample couplings, hoses and reducers. Slop facilities available. Tankers discharge at Floating Pipeline Terminal, and at Dique del Este.
Loading terminals situated at Dique del Este, at Puerto Honduras for 45,000 dwt, and two berths at extreme end of Muelle Sur.
DENSITY: About 1025.
FRESH WATER: Available at all berths delivered by hose any time day or night. Water barge available daytime to supply vessels at anchorage, 200 tons capacity. May be available night-time at extra cost. Delivery by hose, Ptas 1,500 per ton. If delivered by barge, additional cost of Ptas 500 each way for towage of barge.
FUEL: All grades from Cia. Espanola de Petroleos SA (Cables "Spanoil" Madrid and/or Teneriffe) at all berths. Average rate 500–600 tons per hour. Bunkers at anchor can be supplied by bunkering barge "Mayorca", 1,400 tons capacity or "Guadarranque" 600 tons capacity. 48 hours notice required.
FIRE PRECAUTIONS: Tug "Punta Anaga" extensively equipped fire-fighting equipment including foam and four water/foam monitors on bridge top. Refinery well equipped with shore fire-fighting equipment, including mobile foam trucks.
DEVELOPMENTS: South Mole to be prolonged South by over 1,000 metres, depths alongside of 33 ft. LWOST.
GANGWAY/WATCHMEN: Available but not compulsory.
HATCHES: Normally opened by crew, stevedores lifting beams. If whole operation carried out by stevedores, extra charge possible.
CUSTOMS ALLOWANCE: Free port no restrictions presently in force.
CARGO GEAR: Supplied by stevedores.
IDENTIFICATION CARDS: Not required.
CONSULS:

Austria	Dominican Rep.	Netherlands
Belgium	Finland	Norway
Bolivia	France	Panama
Brazil	Germany	Peru
Colombia	Great Britain	Portugal
Costa Rica	Italy	Sweden
Chile	Liberia	Uruguay
Denmark	Luxembourg	Venezuela
	Monaco	

REPAIRS: Light deck and engine repairs only possible. At present carried out by small shore workshops.
REPATRIATION: Many vessels effect crew changes with daily air flights to Madrid and Europe.
AIRPORT: 12 km. from port. Served by Iberia, KLM, Air France, Lufthansa, BUA and others. Daily flights to and from most European capitals.
TIME: GMT. No alterations during year.
HOLIDAYS: 1st January; 6th January; 19th March (St. Josephs); Easter Thursday; Good Friday; 1st May; 15th May; 25th May; 5th June; 29th June; 18th July; 25th July; 15th August; 12th October; 1st November; 8th December; 25th December.
No work 1st January, Good Friday, and Christmas Day. Other holidays worked as overtime.
POLICE/AMBULANCE/FIRE: Police 242300; Ambulance 241502, 244675; Fire 242349.
TELEPHONE: Facilities exist for connecting telephones on board.
SERVICES: Underwater hull cleaning, tank-cleaning compounds (Dasic Chemicals, etc.), compass adjusting.
SHORE LEAVE: No restrictions.

AGENT: Miller Y Cia SA, PO Box 79, Marina 25, Santa Cruz de Teneriffe. Tramp and Liner Agents, Stevedores, Travel Agents. Tel. 244880–1–2. Telegrams "Miller Teneriffe".

Cape Verde Islands

ST. VINCENT (Archipelago of Cape Verde, Overseas Province of Portugal):

PORT: Porto Grande at 16° 52′ 55″ N. 25° 00′ 25″ W. City: Mindelo.
HARBOUR: Porto Grande is a natural semi-circular harbour sheltered and safe, facing island of Santo Antao over a channel approximately 10 miles wide at nearest points. In this channel but nearer St. Vincent is the rock of Ilheu dos Passaros on which is a lighthouse. Entry to harbour is from North or South. Weather conditions throughout year usually good to excellent.
DOCUMENTATION: On arrival Master should hand Agents:
3 Crew Lists. 3 Passenger 3 Crew Lists.
3 Passenger Lists.
1 Maritime Health Declaration Certificate.
1 copy of Stores List.
Port Doctor will also wish to sight Ship's Deratisation Certificate.
When discharging cargo a minimum of 5 copies of Bill of Lading and 5 copies of Manifest are required. No special forms for Passenger Lists and Crew Lists and those in general use by the vessel will be accepted.
PILOTAGE: Radio notice of estimated time of arrival must be sent by Master to Agent at least 48 hours before arrival. Pilot boards at entrance to harbour and prefers to use Jacob's ladder. Signal for Pilot is 2 long and 1 short on ship's siren. Time between Pilot boarding to anchoring or berthing at piers is 10 to 45 minutes.
Important: The Harbour Master requests Masters not to anchor in harbour before Pilot on board. Pilots available day and night. Pilotage compulsory for all vessels entering harbour for anchoring, or berthing. When sailing, pilotage not compulsory for vessels which anchored in harbour. Pilotage compulsory for all vessels berthing and unberthing at piers.
ANCHORAGE: Anchorage berth in 4 to 20 fathoms.
MAX. SIZE: The harbour of Porto Grande can accommodate vessels up to any size. Also see "Berthing" and "Tankers".
HEALTH: Free pratique can be obtained before arrival on application by radio to Guarda Mor (port doctor) of Sao Vicente de Cabo Verde confirming that crew are good health. The port doctor, however, usually boards vessel on arrival in company with police and Customs guards, order provide any medical assistance which may be required. Crew and passengers should be in possession of Smallpox Vaccination Certificates. Production of these certificates will not, however, be called for unless there is a very good reason for doing so.
RADIO: Advice of estimated time of arrival should be sent by radio to Agents at least 48 hours prior entering port. Bunker and water requirements, if any, should also be requisitioned in same message. Cash to Master, provisions, cigarettes, spirits, etc. should be also added. ETA message should also advise number of hatches to be worked and number of tons in each hatch.
St. Vincent radio operates on CQA–500 kc/s and 8·738 mc/s twenty-four hours a day – working frequency 435 kc/s on 8 mc/s. Listening every two hours over the hour and again each half hour on the hour.
BERTHING:

Pier No.	*Maximum Depths metres*	*Length of Pier metres*
1*	11·50	310·00
2	11·50	310·00
3	9·50	160·50
4	9·50	160·50
5	8·50	90·00
6	6·50	122·00
7	4·50	61·50
8	3·50	106·75
9	3·50	40·00
10	4·50	100·00
11	5·50	100·00

(* This pier is open to the sea and usable subject to prevailing winds and swell).

Floating and suspended fenders are available at the piers. Suspended fenders are each of 3 lorry tyres, 3 ft. wide with a diameter of 2 ft. 6 in. suspended at intervals of 70 ft. Floating fenders are of 5 tyres with a wooden core and are 4 ft. 6 in. long and 3 ft. 6 in. in diameter and are placed at intervals between the suspended fenders. Cruising vessels normally berth at pier No. 2.
Height of Pier No. 2 above sea level approximately 2 metres. Vessels moor port side to pier. No shore gangways available. Cruising vessels with drafts too deep to berth alongside piers can anchor in harbour about 1,250/1,500 metres distance from Custom House pier where passengers may land. Ship's launches must be used for the transport of passengers to and from shore. With tug assistance vessels may berth or unberth at any time of day or night at piers Nos. 2, 3 and 4, but in adverse weather or other adverse conditions berthing at night may be prevented. Berthing and unberthing at night at other piers generally not possible.
STEVEDORES: If quantity for loading or discharging is of 10 tons or under, and in comparatively small parcels, then cargo can be loaded or discharged using the only small lighter available for vessels at anchorage. If larger quantity to be handled vessel must berth alongside quay. In both instances ship's tackle must be used. Discharging rate for bagged cargo, i.e. flour, rice, etc. is about 30 tons per hour per hatch. In all cases vessel's derricks and winches are used. There are no lighters available, therefore as described above all cargo in excess of 10 tons must be loaded or discharged at the piers. The opening/closing of hatches is the responsibility of the crew on board, but can be done by the stevedores by arrangement with the master under the supervision and responsibility of the ship's officers.
TANKERS: Maximum length 775 ft.; Maximum draft 36 ft. Underkeel clearance 4ft. Maximum dwt 53,000 tons.
Discharge effected by barge from starboard side of tanker at anchorage, also through submarine pipe line in harbour at: Lat. 16° 53′ 30″ W. Long. 25° 00′ 50″ W. Length of line, 1,000 metres; diameter, 20 in.; berth, Buoys; hoses, 12 in.; number of hoses, 7; position of hose connection, midships starboard side; Maximum rate per hour, 2,000 metric tons; density of water at berth 1025.
Submarine pipeline buoy berth. Tankers moored to one forward buoy and three stern buoys. Tanker also uses port anchor which is dropped before tying up to buoys. Nature of bottom is coarse sand and gravel. Berthing at buoys carried out daylight only and port tugs of up to 1200 h.p. used always on berthing and on unberthing according to weather conditions.
Cleaning tanks: 50 miles from shore only.
Gas freeing: At present no facilities available.
FRESH WATER: Can be supplied at anchorage or at piers ex lighter day or night. Water suppliers request at least 43 hours notice giving quantity required. Price about Escudos $60 per ton and minimum charge covering cost of supply of 20 tons made on supplies for or under that quantity. To supply over 750 tons during a 12-hour stay in port with two lighters giving between 25 to 50 tons per hour per hose would be difficult. Connections of hose couplings from water barges are 3 in. male, 11 threads per inch.
FUEL: Oil bunkering carried out ex lighter at anchorage at rate of up to 300 tons per hour dependent upon speed at which vessel can receive. Both fuel and diesel oil bunkers can be supplied. Gas oil can be supplied in drums to vessel at anchorage or in bulk ex pipeline on piers. By the end of 1970 it was hoped to supply fuel and diesel bunkers ex pipelines at piers. Vessels loading or discharging cargo at piers can, if required, be bunkered ex barge. All bunkering at anchorage ex barge takes place on starboard side of vessel.
DEVELOPMENTS: Facilities expected improve in near future. A synocholift Dock to take two vessels up to 60 metres long by 20 metres wide, is planned which together with other workshop amplifications are expected to be fully operational by 1975.
GANGWAY/DECK WATCHMEN: Two Maritime Police are always in attendance and are compulsory.
CUSTOMS ALLOWANCES: Tobacco and Wine and/or Spirits, no restrictions within reason.
CONSULS:
Belgian (Vice-Consul
British (Vice-Consul)
Brazilian (Consul and Vice-Consul)
Danish (Vice-Consul)
French (Consular Agent)
Italian (Consular Agent)
Netherlands (Vice-Consul)
Norwegian (Consul)
Panamanian (Consul)
Spanish (Vice-Consul)
Swedish (Vice-Consul)
Venezuelan (Belgian Consul acts in a friendly capacity).
REPAIRS: At present voyage repairs of limited scope carried out, but slipping facilities are available for craft up to 250 tons only.
REPATRIATION: Facilities exist for effecting crew changes by air, but recommend that TAP Lisbon be contacted by Owners for crew making flights into Sal Island order join vessel St. Vincent. Agents should also be informed to make necessary arrangements for flight on local plane from Sal Island to St. Vincent. All crew travelling to Cape Verde must have transit visa issued by Portuguese Consul in country of origin. All crew, except cases for hospitalisation, must be in possession of a passport before Portuguese police will permit them disembark for repatriation. Crew possessing valid passports or sailors' books can land in Cape Verde for medical and/or hospital treatment or for repatriation to country of nationality provided it is country with whom Portugal has diplomatic relations and provided Agents of vessel take full responsibility on behalf of Owners for all expenses.
AIRPORT: Airport served by Dove planes for inter-island service only. 20 flights a week in and out of St. Vincent, 4 direct from Praia and 6 via Sal Island inwards. 5 via Sal and 5 direct Praia outwards. Main Airport is at Sal Island where two flights a week by Boeing 727 call to and from Lisbon. At Sal Island the only hotel is situated at the Airport.
TIME: 2 hours behind GMT all the year round.
HOLIDAYS: New Year's Day (1st January); St. Vincent's Day (22nd January); National Holiday (10th June); Corpus Christi (13th June*); Assumption Day (15th August*); Republic Day (5th October†); All Saints' Day (1st November); Restoration of Independence†; Immaculate Conception (8th December); Christmas Day (25th December).
* Holidays optional.
† Dates variable each year.
Although offices closed on holidays, loading and discharging of vessels not generally affected.
POLICE/DOCTOR/AMBULANCE/FIRE: Contact police on board or local Agent.
AGENTS: Millers & Corys. Cape Verde Islands Office Box No. 1, St. Vincent, Cape Verde Islands, (via Lisbon). Cables: "Orlop Saovicentedecaboverde". Tel. General Office, St. Vincent 418; Manager's Office, St. Vincent 477; Managers' Residence, St. Vincent 420; Assistant Manager's Residence, St. Vincent 421; Resident Engineer's Residence St. Vincent 419.

Ceylon

COLOMBO: 06.56 N. 79.50 E.

DOCUMENTS:
5 each of Crew and Passenger Lists.
8 Manifests.
1 Arrival Report for Pilot.
1 Master's Declaration for Immigration, and same for Police.
2 Private Property Lists of officers and crew for Customs.
2 copies of Preliminary Report by Master for Customs.
1 Maritime Declaration of Health for Port Health Officer.
1 Master's Declaration of Cargo for Quarantine Department.

PILOTAGE: Vessels approaching port apply for Pilot by flying the G flag by day or two red lights at night. They can, in addition, flash the pilot station or use VHF Channel 16. The telegraphic address of pilot station is "Pilot Station Port Commission Colombo" and a provisional ETA 24 hours ahead is advisable with corrections thereafter. However, these are best channelled through the vessel's Agent. Pilot boat is a wooden motor launch with the word "Pilot" on its side. It flies the H flag by day or red and white lights by night according to the international code. The Pilot boards within an area of about 1 mile of the harbour entrance. Advice of where to anchor can be obtained from the Pilot by VHF or signal light.

ANCHORAGES: The usual anchorage off port is within 3 miles of the harbour mouth where up to 14 fathoms of water is available. 18 fathoms of water is available within 6 miles.

RESTRICTIONS: Entry may take place at all hours of the day and night but it is unusual for the Pilot to board vessel between midnight and 0400 hours.

MAX. SIZE: The maximum draft is 36 ft. and a length of 800 ft. is permissible. Beam is not critical. There is no appreciable rise and fall of tide.

HEALTH: The vessel entering port must fly the Q flag until boarded by the Port Health Officer to grant pratique. Pratique may be granted by radio if there is a doctor on board provided the ship is not calling from a port in India. A radio message should be sent within 24 hours of the vessel's ETA in the following terms "Last port —— no quarantinable disease on board – Doctor on board" and the Port Health Officer will reply to the Agent confirming pratique being granted by radio. Pratique is automatic if the vessel enters after calling at another port in Ceylon. If any quarantinable disease on board double Q flags must be hoisted prior to entering harbour.

RADIO: "Colombo Radio" with a call sign 4PB is the usual channel for communicating with Colombo.

The pilot station is presently available on VHF Channel 16 and the Port (Cargo) Corporation on VHF Channel 11.

TUGS: Tugs normally join the vessel at the harbour mouth and use their own lines.

BERTHING: There are no specific requirements relating to berthing space but early advice of draft is most advisable.

STEVEDORES: The stevedores at Colombo are the Port (Cargo) Corporation, a nationalised concern having the monopoly of stevedoring and lighterage. ETA at least 24 hours in advance if possible. Gangs for the day shift which commences at 0730 hours must be ordered by 0700 hours and gangs for the evening shift, commencing at 1630 hours, by 1600 hours. This excludes the Poya Day on which only the day shift is worked, and gangs must be ordered by 0930 hours on the previous day.

MEDICAL: Although advance notice of medical assistance required is helpful, particularly when port stay is limited, it is not essential. Comprehensive hospital facilities are available either in private nursing homes or in the Government hospitals. The following inoculations are required: Smallpox and cholera, yellow fever if calling from ports in East Africa and Mozambique.

TANKERS: The diameter of discharge lines is crude oil 24 in. at 1,000 tons per hour, white oil 10 in. at 250 tons per hour, gasoline 10 in. at 170 tons per hour, export of furnace oil 14 in. at 500 tons per hour and export of naphtha 12¾ in. at 450 tons per hour. Pumping will not be commenced after night-fall. No residue discharge facilities are available. There are three tanker berths. One of 650 ft. for white-oil tanker with a maximum draft of 33 ft., one of 700 ft. for crude oil with draft of 34 ft. and the other of 550 ft. for fuel oil imports with a maximum draft of 31 ft. and this same berth is used for exports, but permissible draft is 33 ft.

DENSITY: 1025.

FRESH WATER: Fresh water is readily available by barge. The rate of delivery is approximately 40 tons per hour and the cost is Rs.28.60 per 1,000 gallons plus 10% of cost of water after 1630 hours on work days and after 1230 hours on pre poya and 20% of cost of water on poya days. The water is of good quality.

FUEL: Furnace diesel and gas oil available. Advance notice of at least 24 hours is advisable as the bunker requirements of the port often exceed the ability of the oil companies to supply immediately. Supplies are by barges which can pump at 150/200 tons per hour.

DEVELOPMENTS: One new alongside dry-cargo berth with a draft of 34–42 ft. should be ready by 1973 and there are plans for further development.

GANGWAY/DECK WATCHMEN: Watchmen are available and are to be recommended unless members of the crew are available to provide this service. The cost of watchmen is Rs.22.50 per man per shift of 8 hours and overtime at Rs.10.00 per man per 4 hours or part thereof on week-days. On poya days Rs.30.00– per 8 hour shift and Rs.12.50 every 4 hours or part thereof.

OPENING/CLOSING HATCHES: This work is normally carried out by the stevedores except in the case of McGregor or similar hatch covers which they will not handle.

CERTIFICATES: Register showing vessels name, port of registry, gross and nett tonnages and owner. Safety Equipment Certificates quadrenninal and annual, Ship's Articles (British) and clearance from previous port and deratisation Certificate.

CUSTOMS ALLOWANCES: Cigarettes 25 per man per day. Tobacco 1 oz. per man per day. Snuff 1 oz. per man per day. Spirits ¼ bot. per man per day. Wine 1 bot. per man per day. Beer 2 bots. per man per day.

IDENTIFICATION CARDS: These are not essential but the crew is expected to carry some form of identification with a photograph on it when they leave the vessel.

CONSULS:

America	Tel. 26211	Maldives	Tel. 82301
Belgium	,, 94521	Netherlands	,, 94261
Burma	,, 91964	Philippines	,, 99746
China	,, 96459	Poland	,, 81903
Czechoslovakia	,, 94766	Denmark	,, 26605
France	,, 33882	Thailand	,, 95280
Germany	,, 95814	Rumania	,, 95946
Hungary	,, 84027	Soviet Union	,, 36262
Indonesia	,, 34813	Switzerland	,, 29403
Italy	,, 88622	United Arab Republic	,, 93843
Japan	,, 93831	Yugoslavia	,, 92624

REPAIRS: Most main engine and boiler repairs and minor hull repairs can be effected.

DRY DOCKS: Maximum length 630 ft. overall 72 ft. breadth deepest draft 30 ft. Maximum possible notice required for booking.

REPATRIATION: There is no difficulty in arranging repatriation and crew change.

AIRPORT: It is 18 miles to the international airport which is served by regular airlines. The second airport, for domestic flights, is 8 miles away.

TIME: Ceylon standard time is 5½ hours in advance of GMT, and no alterations are made during the year.

HOLIDAYS: Do not follow the normal pattern of weekends in Ceylon and instead of Saturdays and Sundays the days of the four quarters of the moon are observed as weekly holidays, with the day before observed as the weekly half holiday. Cargo work can normally be arranged on all except the following holidays:

1st January; 4th February; Sinhalese & Tamil New Year 1 day in April; 1st May; Wesak Full Moon in May; 26th September; Christmas Day.

POLICE/AMBULANCE/FIRE: Harbour Police tel. 21075; Ambulance 20428; Ambulance launch: Exhibit A.L. flags; Port Fire Brigade 32331.

TELEPHONES: None are available for placing on board.

GENERAL: Ships should not discharge oil within territorial waters, dispose any waste into harbour or on to quays, immobilise main engines without prior permission, use radio for transmission in harbour. Ships should hoist national flag during daylight hours.

SHORE LEAVE: There is no restriction on crew members being allowed ashore.

DELAYS: Delays for vessels working cargo vary considerably and it is impossible to generalise. However, it is very unusual for vessels calling for bunkers, fresh water, stores, etc., to be delayed for more than, say, 24 hours.

AGENT: Aitken, Spence & Co. Ltd., Lloyd's Building, Sir Baron Jayatilaka Mawatha, PO Box 5, Colombo 1. Tel. 27861–7 (7 lines). Telex 142. Cable Address "Aitken Colombo."

GALLE: 06.01 N. 80.14 E.

DOCUMENTS: Pilot brings on board:
Arrival Report and Maritime Declaration of Health.

Port Health Officer boards vessel after berthing and collects Crew List, Passenger List, Maritime Declaration of Health. Examines crew, passengers and International Certificates of Vaccination.

Customs. Manifests, Bonded List, Passenger List, Cargo List, List of Currency, Port Declaration.

Immigration. 3 Crew Lists.

PILOTAGE: Apply for Pilots via local Agents. Send ETA not more than 24 hrs. prior arrival via Colombo Radio. Vessels telegraph direct to Master Attendant, Galle, via Colombo Radio. Vessels advised listen-in on Channel 16, VHF.

Pilot launch about 60 ft. long with white hull carrying word "Pilot". Pilot launch proceeds to vessels from Master Attendant's Office and Pilot will board about ¼ mile to South of bell buoy. Vessels should anchor until pilot launch arrives and heave-up on approach of pilot launch; due to heavy swell prevalent *essential* vessels provide good lee for Pilot. Proper pilot ladder and two man ropes should be ready. Vessels anchoring should do so to the South or East of bell buoy. See "Anchorages".

ANCHORAGES: Best anchorage lies to Eastward of bell buoy where depth 9 fathoms. To Southward of bell buoy depth increases to 15 fathoms. Vessels should anchor about ½ mile from bell buoy.

RESTRICTIONS: Vessels should not proceed north of bell buoy. Entry prohibited after 1700 hrs. and may be delayed by bad weather. Generally a wind force of over 25 kts. and a swell of over 4 ft. delays entry.

MAX. SIZE: North-east Monsoon. 1 vessel of 500 ft. up to 30 ft. draft, 2 vessels of 500 ft. up to 26 ft. draft, 1 vessel of 450 ft. up to 23 ft. draft, 1 vessel of 350 ft. up to 20 ft. can be berthed at stream berths. South-west Monsoon. 1 vessel of 475 ft. up to 25 ft., 1 vessel of 450 ft. up to 21 ft., 1 vessel of 350 ft., up to 18 ft. can be berthed at stream berths.

2 alongside berths available for vessels 18 ft. draft. Alongside berths being dredged to accommodate vessels of up to 24 ft. draft, but at the moment only vessels of up to 350 ft. length permitted alongside. 750 ft. of quay space available, but this being extended to over 1,000 ft.

HEALTH: The International Declaration of Health, handed to Master by Pilot, must be completed and returned to Port Health Officer, who boards after berthing. PHO also requires 2 Crew Lists, synopsis of Vaccination Certificates, De-ratisation Certificate and examines Certificate of Vaccination.

RADIO: Colombo Radio.

TUGS: At present only one tug of 250 h.p. available throughout year. If sufficient notice given (over 24 hrs.) an additional tug could be sent from Colombo (only available during N.E. Monsoon). Proposal to station a 2,000 h.p. tug permanently in Galle under consideration. Tug meets vessel at berth, tugs lines used. Charges for tugs included in port (pilotage) charges irrespective of ownership of towing lines.

BERTHING: Vessel berthing in stream lies to both anchors and picks up 4 to 6 mooring lines from buoys aft. To pick up mooring lines, vessel should have ready at stream two messenger wires of $2\frac{1}{2}$ in. diameter and 60 fathoms length.

STEVEDORES: All stevedoring carried out by Government Corporation gangs, lighters, etc., are all arranged by Corporation.

MEDICAL: Vessel arriving in Galle and requiring medical attention should cable Agents at least 12 hrs. in advance.

DENSITY: 1025.

FRESH WATER: Not available.

FUEL: Cannot be supplied under any circumstances.

DEVELOPMENTS: In addition to alongside berths now available, proposed to build breakwater from Watering Point to Secundra Rock continuing to Fort. Blasting in progress off Watering Point and breakwater may take 10 years to complete. Blasting not dangerous to vessels lying at Watering Point berths. (Also see "Max. Size".)

GANGWAY/DECK WATCHMEN: Ceylon police station two policemen aboard every vessel in harbour. For vessels berthed alongside policemen stationed aboard through day. For stream vessels policemen stationed only during hours when cargo worked.

OPENING/CLOSING HATCHES: Shore labour, but there is no objection to hatches being opened prior to labour boarding.

CUSTOMS ALLOWANCES: Present allowance 200 cigarettes/week, 2 bottles beer/day. Others proportionally.

CONSULS: All consular officers in Colombo, 72 miles away, 3 hours by train, 2 hours by road.

REPAIRS: No repairs possible as Galle open to S.W., essential that vessels have engines ready at all times. No shutdown permitted.

REPATRIATION: Via Colombo. Government Agent in his capacity as collector of Customs acts as Shipping Master and will sign on/off properly authorised crew changes.

AIRPORT: Colombo.

TIME: Ceylon standard Time GMT plus $5\frac{1}{2}$ hrs.

HOLIDAYS: Non-working days in the Port (dates variable yearly): National Heroes' Day, Independence Commemoration Day, Sinhala and Tamil New Year Day, Good Friday, May Day, Vesak Full Moon Day, Poson Full Moon Day, Christmas Day.

POLICE/FIRE/AMBULANCE: Harbour Police 325; Ambulance 251, 252. No fire brigade available.

TELEPHONES: No telephones available aboard.

SHORE LEAVE: Crew allowed ashore.

AUTHORITY: Assistant Master Attendant, Master Attendant's Office, Galle, tel. 324.

AGENT: Clark, Spence & Co. Ltd., P.O. Box 11, Clan House, Fort, Galle. Cables: Spence Galle.

TRINCOMALEE: 08.36 N. 81.15 E.

DOCUMENTS:

International Maritime Declaration of Health.
6 copies Crew List.
6 copies Passenger List.
Smallpox Vaccination Certificates are compulsory.
Cholera or Yellow Fever Certificates required if vessel is arriving from an infected port.

PILOTAGE: No means of communication between Pilot Station and vessels calling at port. Vessels should indicate ETA through Colombo Radio, either to Agent or direct to Deputy Master Attendant, Trincomalee, at least twenty-four hours before arrival. No night pilotage. Pilot boards incoming vessels between hours of 0600 and 1800 about 2 cables Northward of Round Island (8° 30′ 48″ N. 81° 13′ 24″ E.). Vessels embarking pilot should whenever possible lower an accommodation ladder; if this is not practicable should let down a pilot ladder and provide two man ropes not less than three inches in circumference. Vessels awaiting a pilot should anchor half a mile North-westward of Round Island light tower in depths from 11 to 13 fathoms.

ANCHORAGES: Trincomalee Harbour is the only entirely sheltered natural harbour in Ceylon. Good anchorage may be found in almost any part of harbour in good weather.

RESTRICTIONS: Vessels may enter during hours of daylight only. Range of tide is very small and does not restrict entry.

MAX. SIZE: Almost unlimited length and draft can be accommodated in anchorage. Only one berth which can accommodate up to 600 ft. length, and 32 ft. draft. This jetty used for discharging tankers and bunkering.

HEALTH: The Port Health Officer boards vessels after arrival at anchorage to grant pratique. Pratique automatic for vessels arriving from another port in Ceylon.

RADIO: All cables to Deputy Master Attendant, Agents, Receivers, etc., should be routed through Colombo Radio; call sign 4 PB.

TUGS: One tug attends when required. Tow-lines generally not used; but if required tug lines used.

STEVEDORES: Stevedoring operations have been nationalized and are carried out by the Port (Cargo) Corporation, Trincomalee.

RADAR/VHF: At present there is no radar or VHF communication.

TANKERS: One tanker berth at which vessels of 600 ft. length and 32 ft. draft are discharged.

DENSITY: Salt water.

FRESH WATER: Available, supplied by water lighters.

FUEL: Marine heavy diesel and furnace oil can be supplied at 24 hours notice.

GANGWAY/DECK WATCHMEN: Watchmen are provided by the Port Tally and Security Services Corporation.

OPENING/CLOSING HATCHES: Carried out by stevedores.

CUSTOMS ALLOWANCE: Tobacco issued as required. Wine and/or Spirit issued as required.

IDENTIFICATION CARDS: Identity Cards or Passports are required to be carried by crew members ashore.

CONSULS: All Consular officers are in Colombo.

REPAIRS: Only minor repairs can be carried out.

REPATRIATION: Crew changes and repatriation can be effected.

AIRPORT: No International flights through Trincomalee. Internal service of Air Ceylon operates three flights a week between Trincomalee and Colombo.

TIME: GMT plus $5\frac{1}{2}$ hours.

HOLIDAYS: Dates of holidays are not fixed. Cargo work can generally be arranged on any holiday.

TELEPHONES: Police 308; Ambulance 448; Fire 335. There are no telephone connections for ships.

SHORE LEAVE: Allowed.

AUTHORITY: Deputy Master Attendant, Port Commission, Trincomalee. Tel. Dockyard 212.

AGENT: V. M. Vadivelu & Bros., Inner Harbour Road, P.B. No. 9, Trincomalee. Tel. 463. Cables Vadibros Trincomalee.
Steam Agents, Clearing, Forwarding and Transport Contractors.

Chile

GENERAL INFORMATION

1. Arrival Advice: Ships' Masters are required to give the Captain of the Port 24 hours notice of arrival, stating time and date in their radio messages. They should also inform their Agents of ETA.

The telegraphic address of the Captain of the Port at all Chilean ports is "Maritgob".

2. Chilean Ports Time-table: Chilean ports are open at 07.00 hours from 15th April to 14th October and at 06.00 hours from 15th October to 14th April. They close down at 21.00 hours, unless the Maritime Authorities dispose otherwise due to urgent circumstances. Punta Arenas during summer (November – December) closes at 22.00 hours.

By special arrangement, and subject to payment of overtime to the authorities involved, vessels may be received and cleared in overtime hours.

All Administrative and Customs personnel in the port receive overtime after 18.00 hours on week-days, and on Sundays and feastdays; Customs' personnel additionally receive overtime after 12.00 hours on Saturdays.

3. Health. All vessels arriving from abroad are required to call at one of undernoted ports for free pratique: Arica, Valparaiso or Punta Arenas. Vessels are also allowed to call direct to Tocopilla, Iquique, Antofogasta, Coquimbo, San Antonio, Talcahuano and San Vicente.

Vessels can be exempted from call at one of these ports, and proceed direct to the port of loading and/or discharge provided permission is obtained, with 8 days notice from National Health Service.

Following details in order to apply for exemption on behalf of a vessel are required:

Name and flag of vessel.
Net registered tonnage.
Last port of call.
Cargo carried, or if in ballast.
Port of arrival in Chile and date of arrival.

4. Use of Sound Signals is forbidden in Port.

ANTOFAGASTA: 23.39 S. 70.25 W.

DOCUMENTS:

1 Clearance.
4 General Cargo Manifests.
12 local Cargo Manifests.
10 Transit Cargo Manifests.
5 Passenger Lists for the port.
5 Passenger Lists in transit.
6 Crew Lists.
4 Store Lists.
3 Crew Personal Effects Lists.
3 Mail Lists.
Passenger Baggage Declaration 2 per passenger.

PILOTAGE: Compulsory. Pilot should be awaited in position bearing 239° and 480 metres from the beacon at the head of protected mole.

ANCHORAGE: About 1,200 metres from green light on coast mole. Vessels that do not go into port anchor in what is known as "old or outer port" where best anchorage is bearing 103° from anchor painted on hillside, about 5 cables from coast in 37–22 metres of water.

Small vessels anchor about 4½ cables from old passenger quay in 22–18 metres of water. Ships should use 2 anchors and follow the indications of the port pilot.

RESTRICTIONS: From May to July the surge is stronger and results in rough seas which last from 2 to 4 days interrupting the traffic of small craft.

MAX. SIZE: Draft restriction only maximum 33 ft. except for Berth No. 1, where maximum draft 15 ft.

RADIO:

Station Call Sign	*Category*	*Frequency*	*Type*	*Receives*	*Transmits*	*Schedule*
Antofagasta CBA 3	(P)	8 Mc/s.	A1	8354, 8374	8730	H00–30
		4 Mc/s.	A3	4091·6	4396·6	H30–45
		8 Mc/s.	A3	8230	8780	H45–60

TUGS: Available.

BERTHING: Inner dock measures 4½ cables long N. to S. and 2½ cables wide at entrance.

Water is 10 metres deep alongside berths number 2 to 5 and A to D, except number 1 berth which has only 5 metres of water.

TANKERS: Buoy moorings for tankers, owned by Standard Oil, Shell and Copec. Max. draft 33 ft.

Vessel berths using both anchors forward and lines to three mooring buoys astern. Hoses lifted midships on port side. No slop disposal facilities.

STEVEDORES: Available. 240 stevedores, divided into gangs of 9 men (permanent). 70 stevedores (replacements), 280 longshoremen, 275 dockworkmen, 50 permanent riggers, 25 replacement riggers. Working hours are A.M. 08.00–12.00 P.M. 14.00–18.00.

MEDICAL: Hospital with 600 beds, also a sanatorium (Rest Home).

FRESH WATER: Port has 42 standpipes of 2½ in. situated at the various moles. Delivery is at the rate of about 10 tons per hour.

FUEL: Coal: in case of necessity can be obtained in limited quantities. Fuel and diesel oil supplied by Standard Oil, Shell Mex and Copec from petroleum terminals. For quantities less than 70 tons diesel oil can also be supplied from tank cars on the mole.

GANGWAY/DECK WATCHMEN: Crew.

OPENING/CLOSING HATCHES: Done by Stevedores.

IDENTIFICATION CARDS: Required.

CONSULS:

Argentine	Dutch	Norwegian Panamanian
Belgium	French	Peruvian
Bolivian	German	Spanish
British	Greek	Swedish
Columbian	Guatemalian	U.S.A.
Ecuadorian	Hondurian	Venezuelan
El Salvador	Italian	Yugoslavian

REPAIRS: There are two shipyards for repair of small craft, also several workshops, and foundries.

REPATRIATION: Facilities available.

AIRPORT: The airport is at Cerro Moreno 23 kilometres to the North of Antofagasta.

TIME: Local time GMT minus 4 hours.

HOLIDAYS: See Valparaiso.

SHORE LEAVE: Allowed.

PORT REGULATIONS: It is prohibited to anchor between Paita rock and the extreme North of the protected mole. Zone for explosives and inflammables: these must be discharged at Caleta La Chimba and vessels take a Pilot who boards at Antofagasta.

AUTHORITY: Empresa Portuaria de Chile.

ARICA: 18.29 S. 70.20 W.

DOCUMENTS: *Port Captain*

1 Clearance.
2 Passenger Lists (1 in transit – 1 disembarking).
1 Crew List.
1 Declaration of Explosives (only if transported).
1 Voyage Memorandum (containing draft, Safety Radio Certificate (date), Chilean, Lighthouse Dues, Ports of Call.

Customs (Vessels calling South bound)

3 General Manifests.
3 Crew Lists.
3 Crew's Personal Effects declaration.
3 Mail declaration (in blank if not carried).
3 Passenger Lists.
3 Ship's Stores Lists.
3 Stores Lists. (Slop chest or store in passenger ships).
3 Lists of packages or parcels carried in the ship's office.
5 Sets of Manifests with the Cargo for Arica.
8 Sets of Manifests of Cargo in transit to Tacna-Peru (in blank if negative.
10 sets of Manifest of Cargo in transit to Bolivia.

(vessels calling North-bound)

1 Crew List.
1 List of Crew's Personal effects.
1 List of Mail for Arica.
1 Passenger List.
1 List of ship's Stores.
1 List of Slop Chest or Stores.
1 List of packages or parcels carried by ships office (if any).
5 sets of Manifests with the Cargo for Arica.
8 sets of Manifests of Cargo in transit to Tacna-Peru.
10 sets of Manifests of Cargo in transit to Bolivia.

Health Dept.

1 International Declaration of Health.
1 List of Vaccination against smallpox and cholera of the crew (dates).
1 List of Passengers in transit and/or local.

Agriculture

1 Ships Store List.
1 List of Cargo for Arica.

PILOTAGE: Compulsory. Ships approaching port should fly international signal flag "G" to request Pilot. Pilot boat is small craft painted white, with "P" or "H" flag on the mast. Pilot boards incoming vessels at pilot station, located 3 cables and 165° from red light at end of breakwater. If more than one ship is awaiting Pilot, vessels are requested to hoist, below the flag "G", a numeral, indicating order of arrival, especially if arrived overnight. Vessels waiting to be docked can anchor in Road at pilot station in 10 fathoms of water.

ANCHORAGE: Safe anchorage for vessels arriving after sunset can be found in a line bearing 194° Faro Isle Alecran distance 7 cables in depths varying from 9 to 10 fathoms.

RESTRICTIONS: Port officially closes at 21.00 hours; however, if necessary, ships docked and undocked at any time, weather permitting, if application presented in advance to port Captain,

MAX. SIZE: Six berths available within port area. They are numbered from East to West.

Berth No. 1.
Small ships length not exceeding 180 ft. and a maximum draft of 13 ft.

Berth No. 2.	vessels up to	460 ft.	length and a	maximum	draft of	20 ft.
Berth No. 3.	,,	460 ft.	,,	,,	,,	27 ft.
Berth No. 4.	,,	544 ft.	,,	,,	,,	37 ft.
Berth No. 5.	,,	544 ft.	,,	,,	,,	37 ft.
Berth No. 6.	,,	544 ft.	,,	,,	,,	37 ft.

If necessary, vessels over 600 ft. in length can be accommodated in berths 4 to 6, providing the area available for docking. Oil carriers have mooring buoys outside port area in depths of 48 ft. water. Installations consist of two groups of buoys, located in the North part of the bay, outside the port but sheltered from the swell prevailing in the coast, by the breakwater. 3 buoys are used to moor tankers loading crude oil from Bolivia. 2 buoys are used to moor tankers discharging clean products for city service.

HEALTH: Health officer boards ship after pilot has docked. Pratique granted after routine inspection of certificates and papers requested internationally. Yellow flag is lowered to signal the rest of the boarding party to embark to clear the ship.

In case of fever, and/or suspected diseases on board, Captains are to radio to Port Captain of the above situation. Upon arrival, vessels will be anchored in Quarantine, and inspected according to international procedures. From another Chilean port, pratique is automatic.

RADIO: COSTERA ARICA. Call sign CBA – 4. Frequency of transmission 8·478 kc/s. Frequency of reception 8·360 kc/s. Hours: from 0800 to 1900 on even hours.

TUGS: Only one tug in this port and normally joins vessel at the end of the breakwater. Tug is compulsory for docking and undocking. Tug provides the line at no extra charge.

STEVEDORES: Generally, stevedores are nominated the day before ship arrives, according to ETA, by the Agent. Also nomination can be made during the day. Working hours are A.M. 08-00 – 12-00, P.M. 14-00 – 18-00.

MEDICAL: Medical assistance can be obtained at any time requiring no advance notice. Hospital in the city.

TANKERS: Two sets of mooring buoys for tankers. Loading lines connection is 10 in. Discharging lines flanges 8 in. Pumping ballast into the bay is strictly forbidden. Ballast can be discharged through pipe-lines, to tanks ashore intended for this use.

DENSITY: Sea water: 1.025.

FRESH WATER: Fresh water is available. Hoses to be provided by vessels. Rate of delivery about 10 tons per hour. Cost of cubic metre US $0·23.–.

FUEL: No fuel facilities.

FIRE PRECAUTIONS: Red label explosives stowed in cargo hatches, require special permission to discharge within the port. Explosives for Arica are discharged into lighters, at mooring buoys located outside the port area. For tankers who load or discharge outside the port area, usual fire precautions are enforced.

DEVELOPMENTS: Project to build a new mole in the Northern part of the port, with accommodation for two ships of approximately 540 ft. The Port Authority is completing the actual installations, adding electric cranes, rails alongside, and a shed to store ore in bulk.

GANGWAY/DECK WATCHMEN: Port regulations call for a gangway watchman.

OPENING/CLOSING HATCHES: Riggers provided to attend to these services, nomination is by number of hatches working. 5 men to a hatch.

CERTIFICATES:

Tonnage Certificate.
Lighthouse Dues (Chilean).
Safety Radio Certificate.

CUSTOMS ALLOWANCE: One carton cigarettes per man, and one bottle wine/spirits per man.
IDENTIFICATION CARDS: Needed to leave and/or enter port area.
CONSULS:
Peru Yungay 304 Tel. 1020 Sweden San Marcos 171 Tel. 1011
Bolivia Bolognessi 283 ,, 1030 Great Britain Colon 203 ,, 1586
REPAIRS: Only small repairs can be performed in Arica, like welding, lathe, mechanical and adjusting of motors. Also possible to repair electric motors.
DRYDOCKS: There are two: intended for fishing boats. Maximum capacity 200 tons.
REPATRIATION: Crew changes can be arranged through the local office of immigration, if repatriated.
AIRPORT: Distance to airport: 7 miles. No international flights are served in Arica, except 2 flights weekly to Bolivia. Domestic flights are available at the rate of two per day.
TIME: GMT minus 4 hours, no alterations.
HOLIDAYS: Cargo can be arranged on all holidays except Labour Day (1st May).
POLICE/AMBULANCE/FIRE: In same order: telephone 1959; 1331; 1312.
TELEPHONES: Not available on board.
SHORE LEAVE: Permitted.
DELAYS: No delays under normal conditions. Port congestion causes ships to wait at anchorage 24 hours or more, depending on unusual facts as labour strike, swell, or lack of room to bring vessels alongside (when five ships are docked).
AUTHORITY: Empresa Portuaria De Chile is the Authority that operates and controls the ports and cargo handling. Address: Maximo Lira 389. Tel. 2284.

BARQUITO: 26.21 S. 70.38 W.

DOCUMENTS, HEALTH, CONSULS, etc.: Refer to "Chaneral".
PILOTAGE: Pilot available in Chaneral Bay.
ANCHORAGE: Open anchorage with no difficulty. Anchoring prohibited to the South of the marker buoy.
MAX. SIZE: Up to 30,000 dwt.
TUGS: Not required for mooring. Two tugs used for towing lighters only.
BERTHING: Three buoys suitable for mooring large vessels situated in depth of 9 fathoms.
STEVEDORES: Order 24 hours before arrival.
MEDICAL: Facilities available.
TANKERS: Two 8 in. submarine lines for receiving fuel and diesel, indicated by marker buoy in 8 fathoms of water.
FRESH WATER: Not available.
FUEL: Not available.
OPENING/CLOSING HATCHES: Performed by stevedores.
CUSTOMS ALLOWANCES: No fixed limits.
IDENTIFICATION CARDS: Required.
CONSULS: Nearest at Antofagasta.
REPAIRS: No facilities for major repairs. Two slipways for vessels up to 100 tons.
AIRPORT: At Chaneral, 2 miles away. About two flights a week.
TIME: GMT minus 4 hours.
TELEPHONES: Ship-to-shore communication by walky-talky radio.
SHORE LEAVE: Allowed.
AUTHORITY: Andes Copper Mining Co. Port Agency, Barquito, Chaneral.

CALDERA: 27.03 S. 70.53 W.

DOCUMENTS: *Port Captainry*
Clearance from Last Port.
2 Crew Lists.
2 Passenger Lists.
Customs
3 Cargo Manifests.
2 Store Lists.
2 Personal Effects Lists.
2 Crew Lists.
Maritime Health
1 Health Certificate.
List of Vaccination Certificates.
Agricultural Health
1 Provisions List.
The original of all documents have to be signed by the Chilean Consul in the last foreign port of call.
PILOTAGE: Arranged by Agent basis previous advice of ETA. Vessels may anchor inside the port while waiting for Pilot.
ANCHORAGE: Prohibited within 800 metres of Mechanised Quay.
MAX. SIZE: Vessels up to 80,000 dwt. berth at Mechanised Quay. Max. draft 13·50 m. Berthing only at high water.
HEALTH: Pratique given after official visit, and automatic for vessels from another Chilean port. In case of contagious disease on board, advance notice is required and vessel may need to be cleared first at Valparaiso.
RADIO: Radio Costera Valparaiso – CBV 2; working during even hours only between 0800–1200 and 1400–2200.
Radio Costera Caldera – CBD 2, receiving on 218 kc/s. only at following times: 0830–0900, 1030–1100, 1430–1500, 1630–1700.
TUGS: None available.
BERTHING: One mechanised quay for handling ores in bulk. Other vessels work cargo at anchor using lighters.
STEVEDORES: In ETA to Agent indicate number of gangs required for loading/discharging.
MEDICAL: First-aid only at Caldera. If needed advance notice necessary to prepare transport to Copiapo, nearest city 75 km. away. Fumigation only carried out at ports of Arica, Valparaiso, or Punta Arenas.
DENSITY: 1026.
FRESH WATER: Not available.
FUEL: Not available.
GANGWAY/DECK WATCHMEN: Only by crew.
OPENING/CLOSING HATCHES: Done by riggers except at mechanised quay, where performed by ship's crew.
CUSTOMS ALLOWANCES: Only amount needed while vessel in port.
IDENTIFICATION CARDS: Needed if leaving port area.
CONSULS: None at Caldera.
REPATRIATION: Can be arranged.
AIRPORT: At Copiapo, 75 km. away, a daily flight to Santiago where international connections available.
TIME: GMT minus 4 hours, no changes.
HOLIDAYS: 1st January; 18th and 19th September; 21st May; 1st November; Good Friday; Good Saturday; and every Sunday. Arrangements to work can be made on these days. Other holidays when no work can be done are 8th and 25th December.
TELEPHONES: No connection to vessels.
SHORE LEAVE: Allowed.
AUTHORITY: Captain of the Port, Costanera Street. Tel. Caldera 23.

CALDERILLA

Two miles South of Caldera.

Installation of Mitsubishi Ore Transport Co. Can accept vessels up to 60,000 dwt. at mechanised quay.
Vessels bound for Calderilla must first call at Caldera for Pilot and official clearance.

CHANARAL: 26.21 S. 70.38 W.

DOCUMENTS:
1 Clearance.
9 Local Cargo Manifests.
4 Passenger Lists for the Port.
4 Lists Transit Passengers.
5 Crew Lists.
1 Crew Personal Effects List.
1 Store List.
2 (per passenger) Baggage Declarations.
PILOTAGE: Compulsory for foreign vessels and tankers and for mooring at mechanised quay. There is one pilot at the port. Pilot must be waited for in position bearing 289° and 2,025 metres from reference point indicated on Chilean navigation chart.
ANCHORAGE: Between Point Piedra Blanca and Point Piedra Negra at 325°, two cables from head of the Fiscal quay in 15–12 metres of water, with good holding ground of sand.
MAX. SIZE: Draft 42 ft., length 800 ft., breadth 100 ft.
RADIO:

Station call sign	*Category*	*Frequency*	*Type*	*Receives*		*Transmits*		*Schedule*
Chanaral	(T)	2 Mc/s.	A 3	2182		2182	2000	H30–45
CBH–2		4 Mc/s.	A 3	4091·6	4396·6	4396·6		H45–60

TUGS: There are 4 small tugs.
BERTHING: Fiscal Quay: About 3 cables S.W. from Point Piedra Negra, 70 metres long by 8 metres wide, depth is 5·5 metres.
Mechanised Quay: At Point Piedra Blanca there is a mechanised pier, property of Compania Minera Santa Fe for loading bulk iron ores. 60 metres long by 10 metres wide, with 14·5 metres depth; sand and mud bottom. Ores transported by means of a conveyor belt to a loading tower from which it is loaded direct to ship's hatches. At present loading tower, is fixed so that vessels have to be moved to change hatches, but studies are being made as to possibility of converting it into a mobile tower. Loading rate is of 1,000 tons per hour. Vessels up to 224 metres length, 36 ft. draft have loaded alongside up to 34,000 long tons. Vessels moor at head of quay, which has 4 buoys (2 forward and aft). In addition the quay is provided with bitts to secure mooring ropes, fore and aft.
STEVEDORES: 85 stevedores (9 gangs of 9 men each). Ordinary working hours are from 07.00 hours to 11.00 hours, and continuing from 13.00 hours to 17.00 hours, but by special agreement and paying for meals, work can be carried on straight, i.e. from 07.00 hours to 20.00 hours and continuing from 20.00 hours till 07.00 hours of the following day with a 100% surcharge on wages, etc.
MEDICAL: Modern hospital and doctors available.
FRESH WATER: No means for supplying vessels.
FUEL: Not available.
GANGWAY/DECK WATCHMEN: Available.
OPENING/CLOSING HATCHES: Done by Stevedores.
IDENTIFICATION CARDS: Required.
CONSULS: None at Chanaral, the nearest are at Antofagasta.
REPAIRS: 2 shipyards to repair tugs and lighters only.
REPATRIATION: Facilities exist.
AIRPORT: The airport is located 2 kilometres N. of Chanaral.
TIME: Local time is GMT minus 4 hours.
SHORE LEAVE: Allowed.

DELAYS: There is frequent surf during June and August, sometimes interrupting traffic and cargo operations in the bay for a short time. Surfs generally come from the N.W. or the W. Fogs are frequent between April and August, but sometimes they are quite heavy during other months of year.
AUTHORITY: Empresa Portuaria de Chile.

COQUIMBO: 29.57 S. 71.21 W.

DOCUMENTS:
1 Clearance.
1 Light Dues Certificate.
11 Cargo Manifests.
5 Crew Lists.
5 Passenger Lists.
2 Store Lists.
2 Personal Effects List.

PILOTAGE: Compulsory for vessels mooring to quay. Pilot boards in position bearing 101° and 1,215 metres from Point Tortuga Lighthouse, between Latitude 29° 55′ 38.5″ S. Longitude 71° 19′ 56″ and Latitude 29° 56′ 10″ S. Longitude 71° 20′ 34″ W.
ANCHORAGE: Vessels lie in roads until ready to tie up to quay. Bay has good anchorage with a sandy bottom and depths varying from 15–10 metres. A forbidden zone is indicated on charts.

Vessels frequently have to anchor first before mooring to the quay as this only has capacity for 2 vessels at a time.
MAX. SIZE: 375 metres long and 30 ft. draft.
RADIO:

Station call sign	*Category*	*Frequency*	*Type*	*Receives*	*Transmits*	*Schedule*
Coquimbo CBC–2	(S)	4 Mc/s.	A 3	4091·6 6265·5	4396·6	H00–30
		6 Mc/s.	A 1	6280	6505·5	H30–60

TUGS: No tugs available, only motor launches to assist the Pilot and for passing mooring lines.
BERTHING: Buoys: Santa Fe Mining Company has 2 private buoys at berth 2 for mooring ore vessels using the portable and semi-mechanised system of loading.

Mooring Mole: 375 metres long, for 2 vessels of 180 metres each with draught of 30 ft. Berth number 1 is on the South side and number 2 on the North. Can be used at all times except during stormy weather, or when heavy swell is experienced.

Passenger Mole: to the S. of mooring mole.

Rail Mole: is an extension of berth number 2 and serves for mooring small vessels.

North of berth number 1, Santa Fe Mining Company has installations for storing ore in bulk, consisting of two subterranean ore yards. The loading system includes some incline conveyors, some field conveyors, a stacker conveyor, a loading conveyor and a 77·5 ft. loading tower featuring a 56 ft. aluminium boom. All these components are movable on rubber tyres.

Ore through a system of belt conveyors is passed to these portable conveyors made up in sections and then to loading tower with a loading boom from which ore is loaded direct to ship's hatches. Usually, vessels are shifted when changing hatches. Rate of work is 600 tons per hour and vessels moor with the bow to the North, port side alongside.

Discharge of Explosives and Ballast – Explosives are discharged direct to quay prior to authorisation by Maritime Authorities and due precautions being taken.
STEVEDORES: Ordinary rate of loading per gang, hatch, hour: Sacked goods up to 80 kilos each 25 tons; Cases, boxes, etc., 18 tons; Sacked ores 40 tons; Copper concentrates 60–80 tons; Manganese ore in bulk 80–100 tons; Iron ore 100–1000 tons.

Unloading: Wheat in Bulk 60 tons; Coal 50 tons; Timber 30 tons; Rails 33 tons.

Working hours are a.m. 08.00–12.00, p.m. 14.00–18.00.
MEDICAL: Hospital at Coquimbo and La Serena.
FRESH WATER: Can be obtained in limited quantity at quay at rate of 25 tons per hour. Quality is good.
FUEL: Coal can be obtained in limited quantity. Diesel oil and gasoline can be obtained at the quay from truck or railcar.
GANGWAY/DECK WATCHMEN: Available.
OPENING/CLOSING HATCHES: Done by stevedores.
IDENTIFICATION CARDS: Required.
CONSULS:

British	Peruvian
Italian	Spanish
Liberian	Danish Vice-Consulate
Panamanian	Swedish Vice-Consulate

REPAIRS: No shipyards. There is a private workshop for minor repairs.
REPATRIATION: Facilities exist.
AIRPORT: 7 kilometres to the E. of La Serena.
TIME: Local time GMT minus 4 hours.
SHORE LEAVE: Allowed.
AUTHORITY: Empresa Portuaria de Chile.

HUASCO: 28.27 S. 71.14 W.

DOCUMENTS:
1 Clearance.
12 Cargo Manifests, or 5 No Cargo Manifests.
6 Passenger Lists, or 6 No Passenger Lists.
9 Crew Lists.
1 Store List.
1 Crew Personal Effects.
4 Storage Plans.
2 per passenger Baggage Declarations.
1 Health Certificate.

PILOTAGE: Compulsory, for vessels mooring to Santa Barbara and Guacolda mechanised quays. Vessels waiting for Pilot and/or clearance must anchor in position bearing 050° and 1,800 metres from Guacolda lighthouse, in the centre of the bay, between Guacolda peninsula and Panulcillo islet.
ANCHORAGE: Vessels anchor in roadstead, larger vessels finding good anchorage ground 2 cables N.N.E. of Cayo Isle in 26–24 metres of water and small vessels 2 cables bearing 090° from Cayo Isle in 12 metres of water, sandy bottom.

Depth is generally moderate and level with a sandy and shell bottom while at the maritime terminals of Santa Barbara and Guacolda is quite deep, around 50 metres, which has to be taken into account when anchoring. The bottom at these terminals is mud, offering a good holding ground.
MAX. SIZE: Length 260 m. Draft 14·5 m.
RADIO:

Station call sign	*Category*	*Frequency*	*Type*	*Receive*	*Transmits*	*Schedule*
Huasco CBH–3	(T)	2 mcs.	A 3	2182	2182	H30–60

TUGS: CAP at Guacolda has own tug. At Huasco there are 4 motor launches for use of Pilot, and lighters.
BERTHING: *Santa Barbara Mechanised Quay*, property of Santa Barbara Mining Company and used exclusively for loading iron ores. 80 metres long by 10 metres wide. Conveyor belt ending at a fixed loading tower, which loads at 600 tons per hour. Vessel has to be shifted to receive cargo in different hatches.

Height of loading tower is 25·60 metres over low tide, loading boom is 14·20 metres over medium sea level and depth alongside quay is 12·60 metres. Vessels with a maximum draft of 14·50 metres (48 ft.) can go alongside. Santa Barbara Mining Company provide riggers for shifting the vessel.

Guacolda: Quay is 183 metres long by 16 metres wide with a minimum depth of 13 metres and a medium of 20 metres at the head permitting any type of vessels to go alongside; in fact vessels of 80,000 tons have moored without difficulty. Quay has a conveyor belt ending in a mobile loading tower, with loading average of 2,500 tons per hour. Vessels moored port side to quay.
STEVEDORES: There are 50 stevedores for up to 4 gangs. In addition there are 20 longshoremen and 14 lightermen. Working hours are a.m. 07.00–12.00, p.m. 14.00–21.00.
MEDICAL: There is only a first-aid station. Freirina, 15 km. distance, has a small hospital and there is a first-class hospital at Vallenar, 52 km. away. A modern hospital under construction at Huasco.
FRESH WATER: No means for supply to vessels. Guacolda maritime terminal could deliver water in a very limited quantity and only in case of emergency.
FUEL: None available.
OPENING/CLOSING HATCHES: Done by stevedores.
IDENTIFICATION CARDS: Not required.
CONSULS: None, nearest are at Antofagasta.
REPAIRS: 3 shipyards, but only for the repair of minor craft.
AIRPORT: Nearest commercial airport is at Vallenar, 52 km. away.
TIME: Local time GMT minus 4 hours.
TELEPHONES: None available.
GENERAL: Zone for ballast: it is prohibited to unballast in port except clean water from deep tanks. For any other kind of ballast authorisation should be requested first to the maritime authority who will indicate the appropriate place.
SHORE LEAVE: Allowed.
AUTHORITY: Capitan de Puerto de Huasco.

IQUIQUE: 20.13 S. 70.10 W.

DOCUMENTS: *Maritime Authority*
1 Clearance.
2 Passenger Lists.
1 Lights Dues Certificate.
1 Radio Certificate.
Customs
4 Cargo Manifests.
1 General Manifest.
2 Crew Lists.
2 Passenger Lists.
2 Personal Effects Lists.
2 Store Lists.
Port Health
Health Certificate.
Deratisation Certificate.
Fumigation Certificate.
Vaccination Certificate.
Immigration
2 Crew Lists.
2 Passenger Lists.
Passports.
Agricultural Health
Inspection of refrigerator room.

PILOTAGE: Compulsory. During day-time pilot vessel flies blue ensign marked with a "P" and during night the usual pilot lights. Pilot boards 1,570 metres from Serrano Island lighthouse or 3 cables from the end of the breakwater. Pilotage hours for mooring operations are from 6 a.m. onwards; for vessel's departure no restriction, but preferably before midnight.

ANCHORAGE: Masters arriving for the first time in this port keep watch for numerous fishing boats. These boats leave port between midnight and 3 a.m., they are all equipped with navigation lights. The bay of Iquique is wide and offers good anchorage. Vessels awaiting a berth or those not mooring, find good anchorage in depths from 40 to 14 metres with sandy bottom; the best anchoring place is found 900 metres from the breakwater lighthouse and 500 metres from the mooring quay. Tankers mooring to buoys use both anchors. Vessels carrying explosives or gunpowder moor 1,400 metres from lighthouse situated at the end of the breakwater. There are two zones where there are submarine cables and where it is forbidden to anchor.
RESTRICTIONS: Fogs occur more frequently from December to March. A current runs from S. to N. at ½ to 3 miles per hour and is stronger at Point Piedras and Cavancha. Rough seas are more frequent from May to September, but they are relatively weak within the harbour.
MAX. SIZE: Berthing areas are as follows:
1. Embankment of 526 metres length; berths 1, 2 and 3, depth of 9 metres LW.
2. Pier, West side; 335 metres length, berths 4 and 5, depth between 9 and 12 metres LW.
3. Pier, East side; 280 metres length, berths 6 and 7, depth between 9 and 12 metres in berth No. 7 and 12 to 15 metres in berth No. 6.

RADIO: The Chilean Navy has a navy radio station (C.B.I.) for general marine service and another radio station, Radio Coastal Service (S.R.C.) situated in the same building of the Port Captaincy for cases of emergency.

Station call sign	*Category*	*Frequency*	*Type*	*Receives*	*Transmits*	*Schedule*
Iquique	(S)	2 Mc/s.	A 3	2182	2182	H00–30
CBI/CB2		4 Mc/s.	A 3	4117·2	4422·2	H30–60

TUGS: Available with sufficient h.p. and capacity to assist vessel berthing and unberthing. (U.S. $150–200 per vessel approximately.)
STEVEDORES: Gangs are ordered according to arrival of the vessel, the previous day at 6 p.m. and confirmed before 8 a.m.
MEDICAL: Good hospital and medical services in the port.
TANKERS: North of the harbour there are buoy berths for discharging, operated by Esso, Shell and Copec.
FRESH WATER: Available from stand-pipes at mooring quays at a rate of 150 tons every 8 hours. Also delivered by barge.
FUEL: Usually no fuel for merchant vessels available. Can be obtained in case of emergency from oil terminals.
GANGWAY/DECK WATCHMEN: Shore watchman employed on the gangway.
OPENING/CLOSING HATCHES: Carried out by stevedores of the Syndicate. Not allowed for crew to do this while vessel in port.
CUSTOMS ALLOWANCES: Normal port consumption allowed.
IDENTIFICATION CARDS: Required if no passports.
CONSULS:

Norway	Tel. 254	Panama	Tel. 820
Italy	,, 669	Sweden	,, 283
Great Britain	,, 310	Colombia	,, 860
Spain	,, 282	China	,, 213
Peru	,, 522		

REPAIRS: There are firms to repair diesel engines up to 500 h.p., also spare parts.
DRYDOCKS: There are dry docks for vessels up to 500 tons, also a floating dock, 300 tons capacity.
REPATRIATION: No repatriation problems for crew holding passports.
AIRPORT: Distance to Cavancha Airport 5 minutes by car. One national airline for passengers, connected with other foreign airlines in Santiago de Chile (capital).
TIME: GMT minus 4 hours.
HOLIDAYS: Work stops only during national fetes: 18th and 19th September; 25th December; 1st January.
POLICE/AMBULANCE/FIRE: Police Tel. 231; Hospital 307; Fire 1920, 1699, 1657, 1219, 1955.
TELEPHONE: Inside the port less than 100 metres from berthing area, but they cannot be connected on board.
SERVICE: Possible to get service for cleaning tanks and wells.
SHORE LEAVE: Allowed.
AUTHORITY: Gobernador Maritimo de Iquique. Tel. 1006.

MEJILLONES: 23.06 S. 70.28 W.

DOCUMENTS:
5 Crew Lists.
5 Passenger Lists.
4 Stores Lists.
4 Lists personal effects.
12 Manifests.

PILOTAGE: Service carried out by the Pilot Corps of Antofagasta (65 kilometres from this port). Service is compulsory. Agent has to apply for the Pilot, and it is important to give arrival notice in good time.
ANCHORAGES: Open bay very well protected and with deep water.
SIZE OF VESSEL: No restrictions. Vessels work cargo at anchor.
HEALTH: Pratique is automatic for vessels coming from another Chilean port, otherwise it will be granted after Sanitary visit.
RADIO: Antofagasta Radio CBA–3. Operates between 08.00–12.00 and 14.00–20.00.

Transmitting 8,730, receiving 8,354 radio telegraph
,, 4,396 ,, 4,091 radio telephone
,, 8,780 ,, 8,230 ,, ,,

TUGS: There are none.
BERTHING: There are no berths. Vs. work cargo at anchor.
STEVEDORES: Agent to be informed before 6 p.m. the day before arrival to order gangs.
MEDICAL: There is a doctor in the port but no hospitals are available and patients are transported to Antofagasta.
DENSITY: Sea water.
FRESH WATER: No fresh water available.
FUEL: Not available.
GANGWAY/DECKWATCHMEN: This service is recommended.
OPENING/CLOSING HATCHES: This work can be carried out by crew and/or stevedores. Derricks operated only by crew.
SHIP'S CERTIFICATES:
Register Certificate.
Tonnage Certificate.
Radio Certificate.

CUSTOMS ALLOWANCES: 2,000 cigarettes for each member of the crew beside the ones in the stores. One bottle wine/spirits per person.
REPAIRS: There are no workshops. Vessel repairs done by the crew are allowed.
IDENTIFICATION CARDS: Not necessary, only passport and boarding card.
REPATRIATION: There are facilities for changing the crew.
AIRPORT: At 25 km. from this port. A weekly flight (on Mondays) to U.S.A. with calls in Lima and Panama.
TIME: Local time GMT minus 4 hours.
HOLIDAYS: It is possible to work on these days with a surcharge of 100%.
New Year's Day; Good Thursday; Good Friday; 1st May; 21st May; Ascension Day; 18th September; 19th September; 12th October; 1st November; 8th December; 25th December.
POLICE/AMBULANCE/FIRE: Police Tel. 7 Mejillones; Ambulance 24142 Antofagasta; Fire 41 Mejillones.
TELEPHONES: It is not possible to instal lines on board.
SHORE LEAVE: Members of the crew are allowed ashore.
AUTHORITY: Captain of the Port, Tte. Gonzalo Verbal, Playa s/n. Tel. 6.

PUERTO MONTT: 41.28 S. 72.57 W.

DOCUMENTS: *For Port Captain:*
Clearance from Last Port.
Crew List.
Passengers Disembarking List.
Passengers in Transit List.
Certificate of Registry.
Light Dues Certificate.
Radio Safety Certificate.
Safety Equipment Certificate.
For Customs:
4 copies Cargo Manifest.
2 copies Passenger List.
1 copy Crew List.
2 copies Stores Lists.
1 copy Crew Personal Effects List.

PILOTAGE: Ordered by Agent on receipt of vessel's ETA at least 24 hours in advance. Otherwise request directly to Port Captain, cable address "Maritgob Montt". Vessels should anchor as indicated below and exhibit code flag "G". Pilot boards from a motor boat at the anchorage.
ANCHORAGE: Vessels of any size can anchor in the outer roads of the port. Recommended position 800 metres off Isla Tenglo buoy bearing 254°. In winter bad weather, use of two anchors recommended.
RESTRICTIONS: Vessels not generally moored in hours of darkness. Vessels over 10,000 tons are restricted by tides. Unberthing and leaving port can be effected at night.
MAX. SIZE: At the quays: length 170 metres, draft 24 ft. Tankers up to 25,000 dwt.
HEALTH: All ships are boarded by authorities on arrival unless coming from another Chilean port. In case of suspected disease on board vessel must advise authorities by radio before arrival.
RADIO: Radiocostera Puerto Montt, operating between 0800 and 1845 hours.
TUGS: None available.
BERTHING: Effected in daylight hours only. Tankers moor at buoys in the Eastern part of the bay.
STEVEDORES: Vessel should advise Agent before arrival the number of gangs required and amount of cargo for discharge.
MEDICAL: All medical facilities available. Advance notice preferred if possible. Possible to obtain vaccination and inoculation certificates.
TANKERS: Tanker buoy mooring. Vessel moors using both anchors forward and two buoys aft. 10 in. submarine pipe-line, two 8 in. hoses connected. No slop facilities.
FRESH WATER: Available from the quays, at rate 10 tons per hour.
FUEL: Available by barge. Larger quantities obtainable at the tanker moorings, rate 100 tons per hour. Advance notice required.
DEVELOPMENTS: Outer berths are being dredged to a depth of 8·50 metres.
OPENING/CLOSING HATCHES: It is obligatory to employ shore labour for this purpose.
CUSTOMS ALLOWANCES: Two cartons of cigarettes and two bottles of liquor for each man, which are to be declared in his personal effects.

CONSULS: Germany, Spain, and Netherlands are represented locally.
REPAIRS: Minor engine and electronic repairs can be effected.
REPATRIATION: Can be arranged.
AIRPORT: Situated 17 km. from the port. Daily flight to Santiago where international connections can be made.
TIME: GMT minus 4 hours. In summertime: GMT minus 3 hours.
HOLIDAYS: Work may be arranged on all holidays.
POLICE/FIRE/AMBULANCE: Police: Tel. 2762; Fire 1888; Ambulance 2331.
SHORE LEAVE: Allowed.
AUTHORITY: Direccion Gobernacion Maritima de Puerto Montt. Cables "Maritgob, Montt".

AGENT: Agencias Maritimas Unidas SA, Charrillos 1581, Tel. 3001. Cables "Agemar Montt".

PUNTA ARENAS: 53.10 S. 70.54 W.

DOCUMENTS:
1 General Declaration–Clearance Licence.
10 Crew Lists.
6 Passenger Lists or negative.
14 Cargo Manifests.
1 Health Declaration.
2 Sets of Manifests whole cargo for Chilean Ports. A copy has to be stamped by Customs and kept on board until the vessel leaves the last Chilean port.

In subsequent Chilean Ports, only the following:
10 Crew Lists.
6 Passenger Lists.
14 Cargo Manifests.
1 Clearance Licence.

PILOTAGE: Compulsory for foreign vessels. Vessel entering from Pacific will usually embark Pilots in Valparaiso or any other nearest port. Vessels coming from the Atlantic embark Pilots in Bahia Posesion, 30 miles to the West side of the Eastern entry of Magallanes Strait. Pilot vessel is a landing craft called "Concon" which has radio-telephone frequencies of 2,182 and 2,638 ks. Four hours before arrival of the vessel, the craft keeps watch on 2,182 ks. Craft carries International Pilot lights; the hull is black with white housing. ETA at Bahia Posesion has to be given at least 24 hours in advance. Pilots have to be requested at Valparaiso 5 days in advance minimum. This is normally done by Agent. In bad weather, vessel to anchor and wait in lat. 52° 17′ 5″ South, long. 69° 12′ West. Pilots usually board near the buoy of Banco Narrow and disembark off the lighthouse of Punta Delgada.
ANCHORAGE: Recommended anchorage area is 4–5 cables from the head of the Fiscal Quay, 11 fathoms depth. Anchorage is prohibited within 300 metres of the quay.
RESTRICTIONS: No tidal restrictions, vessels can come alongside day or night.
MAX. SIZE: 6 berthing places, two of which are for vessels 600 ft. length, 27 ft. draft. Tankers: See below. No limits for vessels at anchor.
HEALTH: At first Chilean port, doctor will come aboard with Authorities. In other Chilean ports there is no need to ask for pratique or to hoist the "Q" flag as pratique is automatic.
RADIO: There are two radio stations: (*a*) CBM Radio Naval of Magallanes permanent watch on 500 ks. Telegraphy (A1). (*b*) CBM2 Radio Costera Magallanes operating from 0830 to 1830 on frequencies 4390, 8694 (transmitting) and 4085, 8360 (receiving).
TUGS: Not normally used to go alongside in Punta Arenas but only to berth in tanker terminals – ship's lines used.
STEVEDORES: Gangs to be requested 24 hours before arrival. Loading/discharge rate depends on type of cargo but can be estimated at an average of 15 tons/hour/gang. According to the working rules of this port, when a vessel starts its operations of loading or discharging without working overtime, it has to follow them for the whole time, but if it starts working with overtime, it must continue doing overtime every day.
MEDICAL: No advance notice to Agent required. There is a hospital with all facilities. International anti-smallpox vaccination required to go ashore.
TANKERS: There are the following terminals for tankers:

Terminal	*Lat.*	*Long.*	*Max. Length*	*Draft*
Lenadura	53′ 12″ S.	70′ 54″ W.	500 ft.	30 ft. (*a*)
Caleta Clarencia	52′ 55″ S.	70′ 70″ W.	650 ft.	30 ft.
Bahia Gregorio	51′ 38″ S.	70′ 11″ W.	650 ft.	42 ft. (*b*)
Puerto Percy	52′ 54″ S.	70′ 14″ W.	400 ft.	36 ft. (*c*)

(*a*) No berthing at night; (*b*) Berthing subject to tides; (*c*) Terminal for loading LPG. Also possible to load diesel oil. In Caleta Clarencia and Bahia Gregorio there are two loading lines of 8 in. In the Gas Terminal at Puerto Percy lines for gas and liquids are 4 in., for diesel oil 3 in.

There are no facilities for receiving residues, which have to be discharged at least 20 miles away from entrance of Magallanes Strait. Vessels must have clean ballast for mooring, quantity depends on size of vessel and weather conditions.
DENSITY: 1025.
FRESH WATER: Only available at Punta Arenas Quay through hoses at a rate of 8 tons/hour. The price for normal working hours (8 a.m. to noon and 2 p.m. to 6 p.m. is Eo 1 per ton. Overtime Eo 3 per ton. In case of emergency it can be delivered by vessel of the Chilean Army, if advance notice is given.
FUEL: Only diesel oil available in Puerto Percy with advance notice of at least 7 hours.
FIRE PRECAUTIONS: Tankers are forbidden alongside at the quay.
DEVELOPMENTS: Port is being dredged to increase draft to 33 ft. in berths 1 North and 1 South.
GANGWAY/DECK WATCHMEN: Foreign vessels obliged to employ a watchman, except on Tanker Terminals. The price is Eo 70 for 24 hours. Holidays: 100% recharge.
OPENING/CLOSING HATCHES: Carried out by riggers. Sailors from the vessel and stevedores not allowed to do it.
CERTIFICATES: All International Certificates to be shown on arrival.
CUSTOMS ALLOWANCES: Quantity in possession of every member of the crew to be declared at the Customs.
IDENTIFICATION CARDS: Chilean International Police (Extranjeria) provides a provisional card to stay in the country. It has to be held each time a member of the crew goes ashore.
CONSULS:

Germany	Tel. 21146	Colombia	Tel. 23939
Argentine	,, 22887	Denmark	,, 22555
Austria	,, 21465	Spain	,, 22898
Belgium	,, 22336	France	,, 23054
Brazil	,, 23347	Great Britain	,, 22740
Greece	,, 21832	Peru	,, 23371
Holland	,, 23126	Sweden	,, 21871
Italy	,, 21613	Switzerland	,, 21935
Norway	,, 21018	Yugoslavia	,, 22089
Paraguay	,, 21021		

REPAIRS: "Asmar" (Astilleros de la Armada) has a shipyard for small vessels up to 1,500 tons as well as a good workshop to effect floating repairs. Some nautical spares can be found.
REPATRIATION: Facilities for repatriation, subject permission of International Police (Extranjeria) and Maritime Authority.
AIRPORT: Distance to airport 18 km. National airline (LAN). Daily flights from and to Santiago. Argentina Airlines fly to Argentine cities twice a week.
TIME: GMT minus 4 hours.
HOLIDAYS: New Year (1st January); Religious Fete (4th and 5th April); Bank Holiday (1st May); Navy Day (21st May); Religious Fete (15th August); National Day of Chile (18th September); Army Day (19th September); Religious Fete (1st November); Religious Fete (8th December); Christmas Day (25th December). Work can be carried out except on New Year and National Day of Chile.
POLICE/AMBULANCE/FIRE: Maritime police tel. 22356; Fire 21212, 21264; Ambulance 22658.
TELEPHONE: There is no connection on the quay.
SERVICES: Compass and gyro compass adjusting can be done.
SHORE LEAVE: Crew allowed to go ashore in all ports of the area.
AUTHORITY: Maritime Governor of Punta Arenas, Calle O'Higgins 1169, Tel. 22356. Telegraphic address: Maritgob Parenas. No Telex number.

SAN ANTONIO: 33.37 S. 71.37 W.

DOCUMENTS:
1 Clearance.
1 Light Dues Certificate.
9 Cargo Manifests.
2 Crew Lists.
2 Passenger Lists.
2 Stores Lists.
1 Personal Effects List.
2 per Passenger Baggage Declarations.
1 Fumigation Certificate.

PILOTAGE: As port is narrow, pilotage compulsory for entering or clearing the artificial port. Pilots board vessels about one mile outside the artificial port, weather permitting. Vessels should wait for Pilot in position bearing 159° and 1,080 metres from Panul Lighthouse.
ANCHORAGE: Vessels over 100 metres length must anchor in position bearing 240° and 1,400 metres from South mole beacon. Vessels under 100 metres length find good anchorage in sandy and muddy bottom, 20 metres deep in position bearing 240° and 650 metres from the above beacon. Only in event of bad weather or strong winds which prevent pilot boarding vessels outside harbour vessels under 100 metres length can anchor inside North pool and wait for Pilot.

Mooring buoys: inside small or North pool, are two mooring buoys. Fiscal Buoy: situated at 280° and 170 metres from head of Port Authorities' pier can be used for vessels up to 31 ft. draft.

PSNC Buoy: Property of shipping company, situated at 185° and 50 metres from above pier, can be used for vessels up to 40 ft. draft.
RESTRICTIONS: San Antonio is a narrow and a difficult manoeuvering port, entrance to artificial port is subject to weather conditions and during hours the port is open; see "CHILE", General Information.

Entrance is effected during daylight only. In emergency and specific cases (weather permitting) this can be done up to 22.00 hours. Sailing permitted any time, day and night, weather permitting.
MAX. SIZE: The following is maximum length and draft allowed in different berthing places:

Berth 2	length 80	metres,	20 ft. draft	
Berth 3	,, 60	,,	18 ft.	,,
Berth 4	,, 160	,,	22 ft.	,,
Berth 5	,, 100	,,	17 ft.	,,
Berth A	,, 100	,,	or more, 30 ft. draft	
Berth B	,, 160	,,	29 ft.	,,
Berth C	,, 150	,,	27 ft.	,,

Berth A has a mechanised plant for discharging coal bulk cargo.

RADIO:

Station call sign	*Category*	*Frequency*	*Type*	*Receive*	*Transmit*	*Transmit*	*Schedule*
San Antonio	(S)	2 Mc/s.	A 3	2182	2182	2000	H15–30
CBS 2		4 Mc/s.	A 3	4117·2	4422·2	4422·2	H30–60

TUGS: There are 3 tugs available.

BERTHING: At mooring pier, facing small pool are berths 1, 2, 3 now joined together forming useful mooring berth 250 metres long, and facing the large pool berths 4 and 5. Berths 1–4 are only used by foreign vessels and coastal vessels while berths 2–3 and 5 are only used by coastal vessels.

Mechanised mole: situated at head of South mole, berth A for mechanised discharge of coal and bulk cargo. Vessels up to 110 metres length can discharge without any difficulty. Vessels over this length will have to be shifted to work number 1 and 2 hatches provided berth B is available. The maximum draft is 30 ft.

Only when raining is work stopped. but as the ground swell is strong and the mole is not well protected, it is recommended that ships be provided with good fenders and moored in a secure manner.

STEVEDORES: 614 labourers, stevedores, tally-clerks, crane men, watchmen, etc. Cargo is worked expeditiously, especially copper. Port works from 08.00 to noon and from 14.00 to 18.00 hours, or straight through up to 23.00 hours and paying overtime. The rate of cargo handling capacity is as follows:

Loading: Copper 30–40 tons/hour per hatch/gang.
Bagged cereals, 20–30 tons/hour per hatch/gang.
General cargo, 20–30 tons/hour per hatch/gang.

Discharge: Phosphates (bagged) 20–30 tons/hour per hatch/gang.
Cereals 50–80 tons/hour per hatch/gang with mechanical grabs.
General cargo, 20–30 tons/hour per hatch/gang.

MEDICAL: Hospital with 100 beds and necessary surgeons.

FRESH WATER: All berths equipped with standpipes to supply fresh water direct to vessels at a rate of about 10 tons per hour, but during day rate may be less due to low pressure.

FUEL: Coal: in case of emergency, coal can be received by railway car from the mechanised plant at berth A, or by lighters.

Fuel can be supplied to vessels in case of emergency provided this is requested with sufficient advance notice.

GANGWAY/DECK WATCHMEN: Available.

OPENING/CLOSING HATCHES: Done by stevedores.

IDENTIFICATION CARDS: Required.

CONSULS: Brazilian, French, Norwegian, Swedish and Italian.

REPAIRS: Three workshops; several slipways for repair of small craft.

REPATRIATION: Facilities exist.

AIRPORT: at Los Cerrillos near Santiago, national and foreign airlines services.

TIME: Local time GMT minus 4 hours.

GENERAL: Fumigation: all vessels arriving with a complete cargo of cereals are compelled to be fumigated according to Chilean law. To effect this vessel is tied up at North mooring buoy. Only the hatches are fumigated and all crew members must go ashore.

Fumigation takes about 18–20 hours. It is recommended these vessels arrive provided with strong ropes (special nylon) and good fenders as protection against heavy swell.

SHORE LEAVE: Allowed.

DELAYS: South-west winds generally blow at dawn calming at sunset, leaving a heavy and strong swell in the bay. It is therefore recommended to arrive at the port daybreak from September to March, so as to enter the artificial port immediately. South winds also develop a Northerly current. Fogs are frequent from November to March.

AUTHORITY: Empresa Portuaria de Chile.

SAN VICENTE: 36.44 S. 73.08 W.

DOCUMENTS, HEALTH, etc., refer to "Talcahuano".

PILOTAGE: Compulsory. Pilots board at Anchorage in Bahia San Vicente.

RESTRICTIONS: Daylight only berthing and unberthing.

TUGS: None available.

BERTHING: *Comap-buoy Berth.* Vessel moors with both anchors forward and lines to 2 buoys astern. Two×10 in. lines connected starboard side midship. 10 in. hoses 70 psi backpressure. Gas oil, fuel and kerosine handled. No slop line.

Hauchipato Steel Mill. Vessel moors stern on to jetty – discharge through stern line. One 6 in. line, 6 in. hoses, 120 psi backpressure fuel oil only. No slop line.

DENSITY: Salt water.

FRESH WATER: Not available at berths.

FUEL: Can be supplied by barge.

DEVELOPMENTS: A new port is under construction. Estimated to be in operation during 1971.

TALCAHUANO: 36.42 S. 73.07 W.

DOCUMENTS:

1 Clearance.
1 Light Dues Certificate.
11 Cargo Manifests.
4 Crew Lists.
3 Passenger Lists.
2 Store Lists.
3 Passenger in Transit Lists.
1 Personal Effects List.
2 Baggage Declarations per passenger.
1 Fumigation Certificate.

PILOTAGE: Compulsory. Pilot boards vessel near Belen Lighthouse, 3 cables distance.

ANCHORAGE: West of a line between the "Molo Marino" and the "Morro" channel at a depth of 10 metres of water, muddy bottom. In N. winds it is more convenient to anchor nearer to docks and harbour. Only one anchor is necessary, but if wind increases a second should be dropped. Vessels in quarantine, are moored 182° from Belen Lighthouse and 7 cables distance. Vessels carrying explosives are moored in same direction but 9 cables from Belen Lighthouse.

RESTRICTIONS: Port works from 08.00 hours to 12.00 hours and from 14.00 hours to 18.00 hours. Only six vessels can moor alongside quay at one time.

MAX. SIZE: Vessels of 28 ft. draft and 195 metres in length can moor on the East side.

RADIO:

Station call sign	*Category*	*Frequency*	*Type*	*Receives*	*Transmits*	*Schedule*
Talcahuano	(S)	6 Mc/s.	A 1	6265	6414.5	H00–30
CBT–4		4 Mc/s.	A 3	4085·2 6280	4390·2	H30–60

TUGS: Port has 2 tugs, one of 120 h.p. and the other of 115 h.p., Shipyard has 2 tugs each of 600 h.p.

BERTHING: Naval Quay: Called Pier Quinientos. Situated South of inner harbour for repairs afloat, on West side of bay. 500 metres long but only 240 metres are available for merchant marine. Vessels up to 29 ft. draft can moor alongside at high water. No difficulties are experienced on account of length of vessels.

Fiscal Pier: Situated short distance East of La Viuda Rock and on the S.W. coast. 320 metres long (but only 195 metres usable) and 65 metres wide. Vessels up to 28 ft. draft and not exceeding 195 metres length can moor on East side.

Fiscal Quay: 1·5 metres of water, for mooring tugs and lighters, at present out of use.

Passenger Mole: At a distance of 80 metres from the Fiscal Quay and on the Blanco Encalada Mole is the Passenger Pier with concrete steps for passenger traffic.

Chacabuco Quay: Situated on the Inner Harbour for repairs. Vessels up to 21 ft. draft can moor. No railway line or cranes, therefore vessels must work with own derricks to vans. "Asmar" tugs are used for mooring.

STEVEDORES: 12 gangs available Loading: assorted goods 12 tons per hour/gang/hatch. Cereals 25 tons per hour/gang/hatch. Timber 100 tons per hour/gang/hatch. Newsprint 20 tons per hour/gang/hatch.

Discharge: assorted goods 12 tons per hour/gang/hatch. Bagged cargo 25 tons per hour/gang/hatch.

When loading is carried out by means of lighters, this is usually done from privately owned moles belonging to the principal commercial firms of the port from their warehouses situated inside the Morro Channel. Working hours are a.m. 08.00–12.00, p.m. 14.00–18.00.

MEDICAL: Public hospital with board and sanatorium for infectious/contagious diseases. In addition, private clinics and a naval hospital.

FRESH WATER: Vessels in roads can receive water from tugs. Vessels moored alongside supplied direct from pipes at rate of 10 tons per hour.

FUEL: Can be supplied only to vessels moored alongside quay and this in small quantities up to 100 tons, by means of cistern-truck or in drums.

GANGWAY/DECK WATCHMEN: Available.

OPENING/CLOSING HATCHES: Done by stevedores.

IDENTIFICATION CARDS: Required.

CONSULS: Brazilian and Norwegian Consulates. At Conception the following:

Argentine	French	Paraguayan
Belgium	Finnish	Panamanian
Bolivian	Guatemalian	Peruvian
British	German	Swedish
Colombian	Dutch	Swiss
Danish	Honduran	Spanish
Ecuadorian	Italian	Uruguayan
El Salvadorian	Mexican	Venezuelan

REPAIRS: "Asmar" or the navy workshop has capable personnel and modern equipment to effect all kinds of repairs, not only to hull, but also to engines, boiler plates, welding, carpentry and electrical works. Chilean Navy has high-sea tugs to effect salvage and assist vessels in danger. 3 private-owned workshops, which can effect small repairs to vessels afloat. Several slipways for construction and repair of small craft.

DRY DOCKS: Naval shipyard and workshops have 2 dry docks. Dock number 1 is 180 metres long by 30 metres wide (605 ft. long by 57 ft. wide). Dock No. 2 is 250 metres long by 40 metres wide (800 ft. long by 110 ft. wide).

Two floating docks: one 200 ft. long by 30 ft. wide for vessels up to 1,000 tons, and the other 333 ft. long by 50 ft. wide for vessels up to 3,500 tons. There is also a workshop for repairs to be effected afloat. There are 6 anchored mooring buoys used by vessels when entering Dry Dock 2.

REPATRIATION: Good facilities exist.

AIRPORT: Hualpancillo is situated between Talcahuano and Concepcion, 7 kilometres N.W. of Conception. Lan-Chile has connections from this airport with all the towns of the country from Arica to Punta Arenas and abroad.

TIME: Local time is GMT minus 4 hours.
SHORE LEAVE: Allowed.
GENERAL: South wind affects vessels only when moored outside the port zone. Weather signals are indicated on Signal Station of Port Authorities' Building.
AUTHORITY: Empresa Portuaria de Chile.

TALTAL: 25.24 S. 70.29 W.

DOCUMENTS: See "Valparaiso".
PILOTS: No official pilot staton at Taltal. If professional assistance required vessel should give ETA 24 hours in advance via Valparaiso Radio. Pilot boards at the anchorage. International code signals used. Harbour Master's office can be contacted by radio-telephone on the following frequencies: 2,152 kc/s. 2708 kc. 4396·6 kc.
ANCHORAGE: Sheltered deep-water anchorage suitable for any size vessels. Locations of designated areas marked on the chart.
RESTRICTIONS: Port closed in summer from 2000 to 0600 hours; in winter from 1900 to 0700 hours.
MAX. SIZE: Limited only by depths in anchorage.
HEALTH: Vessel boarded on arrival by Health Inspector.
RADIO: Radio Naval de Valparaiso or Radio Naval de Arica.
TUGS: One privately owned tug may be called on to assist if necessary.
BERTHING: No berths alongside shore. Vessels work cargo in open anchorage. One buoy berth for tankers. Mooring, unmooring in daylight only. 6-in. hoses for discharging fuel and diesel.
STEVEDORES: At least 24 hours advance notice of ETA required to arrange gangs.
MEDICAL: Doctors and hospital facilities available. Advance notice desirable.
FRESH WATER: Not available.
FUEL: Not available.
IDENTIFICATION CARDS: Required by all crew members.
CONSULS: There are no local representatives.
REPATRIATION: No facilities for crew change or repatriation.
AIRPORT: Situated 25 km. away. Four internal flights a week, two Northward and two Southward.
TIME: GMT minus 4 hours.
HOLIDAYS: No work done on 1st May, 18th September and 1st January.
TELEPHONES: There is no telephone service.
SHORE LEAVE: Allowed.
AUTHORITY: Capitania de Puerto. Calle Esmeralda 125.

TOCOPILLA: 22.05 S. 70.11 W.

DOCUMENTS:
Customs
6 copies of Cargo Manifest.
4 Passenger List for the Port.
4 Passengers in Transit Lists.
4 Passengers for the Port Personal Effects declaration.
2 Crew Lists.
4 Store Lists.
2 Lists of Crew's Personal Effects.
2 Lists of Hazardous Cargo.
Port Captain
Clearance from Last Port of Call.
2 Passengers Lists for the port.
2 Crew Lists,
1 List of Hazardous Cargo.
Interpol
2 Lists of Passengers for the Port.
1 Crew List.
1 List of Passengers in Transit.
Sanitary:
1 Health Declaration.
1 Crew List.
1 List of Passengers for the Port.
Agents:
6 copies of Cargo Manifest.
1 List of Passengers for the Ports.
1 List of Passengers in Transit.
5 Crew Lists.
1 copy of Hazardous Cargo List.
1 Cargo Distribution detail.
MOORING: The port has three buoys for mooring vessels of any tonnage, and which are used exclusively by ships discharging or loading general cargo and bagged nitrate, two buoys for the discharge of oil carriers. The depth of these moorings range from 15 to 30 metres.
RESTRICTIONS: Ships are boarded by Pilot and Port Authorities up to 21.00 hours. On special request from the Agent, vessels are received up to midnight.
HEALTH: On arrival vessel boarded by Sanitary surgeon, who will grant full Sanitary Pratique valid for all Chilean ports of call in the present voyage. In cases of suspected disease he will determine if patient or patients should be removed to local hospital, and if feasible declare the affected vessel Sanitary cleared.
RADIO: All calls should be directed via Arica or Iquique Naval Radio Station.
TUGS: No tugs are used for mooring or unmooring of ships.
BERTHING: All berthing is done during daylight; night time only on special occasions, and by Agent's request.
STEVEDORES: Number of gangs required for loading and/or loading operations should be radioed 24 hours in advance, indicating last ETA. Working hours a.m. 07.00–11.30, p.m. 13–30–17.30.
MEDICAL: In case of urgent need of a surgeon on arrival the Master should request medical assistance by radio to Agent and/or port Captain. Hospital available with moderate facilities.
TANKERS: Two buoys used for oil discharge. One of them belongs to Chile Exploration Co. and operates with two lines of 8 in. diameter each line, the other buoy is property of Sociedad Quimica y Minera de Chile S.A. and has two lines of 8 in. diameter for discharge of oil, and one line 4 in. in diameter for diesel oil only.
FRESH WATER: None available.
FUEL: None available.
GANGWAY/DECK WATCHMEN: Recommended to employ services of a deck or gangway watchmen. Daytime service cost: Eo 87,03; night-time Eo 113,77.
OPENING/CLOSING HATCHES: Ship's crew not allowed to work in port opening or closing hatches. Rigger's Union should be employed, one foreman and eight riggers.
CERTIFICATES:
Tonnage.
Deratification.
Radio.
Chilean Light Dues Certificate.
CUSTOMS ALLOWANCES: No special restrictions.
CARGO GEAR: Gear that complies with standard port Safety Regulations.
IDENTIFICATION CARDS: Not necessary.
CONSULS: Only Norwegian Vice-Consulate.
REPAIRS: Facilities only for minor repairs.
REPATRIATION: There are facilities.
AIRPORT: Served by Chilean Airways, located very near the town. It can be reached by motor-car in 15 minutes.
TIME: Local time GMT minus 4 hours.
HOLIDAYS: January 1st; April 4th and 5th; May 1st and 21st; August 15th; September 18th and 19th; November 1st; December 8th and 25th. No work on January 1st and May 1st.
POLICE/AMBULANCE/FIRE: Police Headquarters 32; Hospital 231; Fire Department 84.
TELEPHONES: No facilities for placing telephone lines aboard.
SHORE LEAVE: Allowed.
PORT REGULATIONS: Not allowed to pump oil or dirty water from bilges or throw rubbish overboard while anchored.
DELAYS: Probable on surf days, mainly in the months of June, July and August.
AUTHORITY: Empresa Portuaria de Chile.

VALPARAISO: 32.02 S. 71.39 W.

DOCUMENTS:
1 Clearance.
1 Light Dues Certificate.
7 Port Cargo Manifests.
4 General Cargo Manifests.
7 Transhipment Cargo Manifests.
3 Passenger Lists for the Port.
3 Passenger Lists for Transit.
18 Crew Lists.
1 Personal Effects List.
Passenger Baggage Declaration (2 per passenger).
1 Fumigation Certificate.
PILOTAGE: Compulsory. Pilot must be waited for in position bearing 116° and 1,830 metres from Punta de Angeles Lighthouse.
ANCHORAGE: Outside the harbour and close by vessels find good anchorage in 25–15 fathoms water. It is always prudent to secure a good anchorage owing to possible strong winds during all periods of the year and causing heavy swells.

In winter, vessels anchor with one anchor with full chain and have another ready for emergencies. During winter it is not convenient to anchor near the coast due to the risk of dragging; during summer the nearer to coast, the better.

With the object of keeping clear the entrance to Valparaiso Bay and to assure a proper anchorage when arriving at this port, the Harbour Master has fixed the following anchorages according to arrival, so that vessels may proceed to berth in order of arrival.

Anchorage No.					
1	104°	True and	980 m.	from breakwater's red light.	
2	099°	,,	1,400 m.	,,	,,
3	079°	,,	820 m.	,,	,,
4	083°	,,	1,220 m.	,,	,,
5	056°	,,	980 m.	,,	,,
6	066°	,,	1,340 m.	,,	,,
7	070°	,,	1,730 m.	,,	,,
8	041°	,,	1,250 m.	,,	,,
9	052°	,,	1,550 m.	,,	,,
10	059°	,,	1,900 m.	,,	,,

If any vessel does not occupy the anchorage assigned, she shall be shifted by a Pilot of the Harbour Master's Office for Account of Owners.

Should the ten anchorages be occupied when vessel arrives, a provisional one shall be expressly given by the Harbour Master's Office to the vessel that requires it.
RADIO: Naval Radio Station of Valparaiso in Playa Ancha which attends the public maritime service. Coastal Radio Service (SRC) with its station situated in the Port Captaincy Building, also attends the public maritime service, both national and foreign (CB V–2).

Station Call Sign	*Category*	*Frequency*	*Type*	*Receives*	*Transmits*	*Schedule*
Valparaiso CBV-2		8 Mc/s.	A1	8354 8374	8478	H00–30
		12 Mc/s.	A1	12531 12561	12714	H00–60
	(C)	16 Mc/s.	A1	16708 16748	17285.6	H30–60
		4 Mc/s.	A3	4117.2	4422.2	H00–45
		8 Mc/s.	A3	8223.6	8773.6	H45–60

TUGS: There are 11 tugs without considering those belonging to the Navy. The Cia. Sud-Americana de Vapores has one tug: "El Aguila".

BERTHS:

		Length	*Beam*	*Draft*
No. 1	for vessels of	558 ft.	65 ft.	32 ft.
No. 2	,,	558 ft.	65 ft.	32 ft.
No. 3	,,	721 ft.	65 ft.	32 ft.
No. 4	,,	558 ft.	65 ft.	32 ft.
No. 5	,,	525 ft.	65 ft.	32 ft.
A	,,	508 ft.	65 ft.	29 ft.
B	,,	328 ft.	65 ft.	23 ft.
C	,,	492 ft.	65 ft.	29 ft.
BARON		540 ft.		32 ft.

Berthing in Daylight only.

STEVEDORES: The stevedoring syndicate has 397 registered members and 108 substitutes. Working hours are a.m. 08.00 – 12.00, p.m. 14.00 – 20.00.

MEDICAL: Several hospitals and clinics with qualified staff.

FRESH WATER: Delivered by hoses connected to the existing standpipes. The quality of the water is good and can be delivered at the rate of approximately 20 tons per hour. The couplings are 2·5 inches.

FUEL: Coal: The Lota-Schwager Coal Company can deliver coal direct to vessels or trucks from quay or lighters.

Oil: Copec, Shell Chile, or Esso Standard Oil deliver petroleum or diesel oil in any quantity needed by pipe-line at Salinas, approximately 5 miles North of the port, mooring vessel in 7 fathoms water to special buoys and embarking a Pilot at Valparaiso Port. Delivery is at a rate of 180–200 tons per hour. There is also a barge with a capacity of 180 tons for delivery in Valparaiso Bay itself. Diesel oil can be delivered from tank cars by pipe at the quay.

GANGWAY/DECK WATCHMEN: Available and are to be used by Law.

OPENING/CLOSING HATCHES: To be carried out by the stevedores by Law.

CUSTOMS ALLOWANCES: No unusual restrictions.

IDENTIFICATION CARDS: Required.

CONSULS: General Consulates:

Argentina	Germany	Panama
Bolivia	Greece	Peru
Brazil	Guatemala	Spain
Columbia	Italy	Sweden
Ecuador	Norway	Venezuela

Consulates:

Belgium	France	Paraguay
Cuba	Haiti	Santo Domingo
Denmark	Holland	Switzerland
El Salvador	Honduras	United States
England	Monaco	Uruguay
Finland	Nicaragua	

REPAIRS: Several shipyards, workshops and foundries for repairs to hull, boilers, machinery and engines. The principles are Astilleros y Maestranza Las Habas which have their own quay, tugs, lighters and working equipment afloat, and Asmar, belonging to the Navy. There are several other smaller shipyards for construction and repair of minor craft.

DRY DOCKS: Floating dock, vessels up to 4,500 tons, 365 ft. length by 56 ft. breadth and a depth of 20 ft.

REPATRIATION: Facilities available.

AIRPORT: International airport at Pudahuel, 90 km. from Valparaiso. Los Cerrillos is the nearest airport. From Cerrillos, Lan-Chile maintain daily services to Arica to the North and to Punta Arenas with stops at all the principal towns.

TIME: Local time is GMT minus 4 hours.

HOLIDAYS: January 1st; April 4th and 5th; May 1st and 21st; August 15th; September 18th and 19th; November 1st; December 8th and 25th. No work on January 1st and May 1st.

SERVICES: Compasses, radars, meteorological instruments and other nautical equipment can be tested and fixed. Charts and maps can be obtained from the Chilean Navy Navigation and Hydrographic Department.

SHORE LEAVE: Allowed.

PORT REGULATIONS: It is strictly prohibited to dismantle the main engine or effect repairs to the engines without previous notification and authorisation from the Maritime Authorities. Also, to unballast petroleum pump bilges, throw overboard waste, or refuse in the artificial port.

PORT AUTHORITY: La Empresa Portuaria de Chile, Casilla 133–V, Valparaiso.

CHINESE PEOPLE'S REPUBLIC

Up-to-date information of port entry requirements for Ports in the Chinese People's Republic is unobtainable.

We have been advised by the Head Office of the China Ocean Shipping Agency at Peking that Shipmasters of foreign vessels calling at Chinese Ports should contact the Branch Office at the Port concerned (cable address "Penavico") in order to be provided in due time with necessary information relating to port entry requirements.

We hope that in due course all necessary information will be passed to us by the Authorities and should this be the case, such information will be included either in Supplements to this Guide or in later editions.

Christmas Island

CHRISTMAS ISLAND, Indian Ocean: 10.25 S. 105.43 E.

DOCUMENTS:
Port Clearance.
2 Crew Lists.
2 Passenger Lists.
2 Manifests.
Health Certificate.

PILOTAGE: Pilot boards one mile West of Smith Point.

ANCHORAGES: Nil.

RESTRICTIONS: Daylight entry only.

MAX. SIZE: Length 630 ft., breadth 90 ft., draft 35 ft.

HEALTH: Radio pratique granted whenever possible. Information required: date of departure, last port of call, number of persons aboard, number of passengers disembarking, state of health. Contact port health before arrival in event of suspected disease. No automatic pratique.

RADIO: All cables to Christmas Island Radio, VIY.

TUGS: None.

BERTHING: Berthing daylight hours only. In most cases port anchor to be disconnected from cable prior to arrival; mooring gangs provided.

STEVEDORES: Supplied by Agents.

RADAR/VHF: None.

MEDICAL: No notice required for medical attention. Hospital facilities available throughout 24 hours. Inoculations required: smallpox, yellow fever (from endemic areas), cholera (from S.E. Asian ports). International Vaccination Certificates required.

TANKERS: Only 3 tankers per year. Information regarding pipelines supplied at loading port.

DENSITY: 1025 constant.

FRESH WATER: Very limited quantities supplied, only in emergency.

FUEL: Very limited quantities supplied, only in emergency.

DEVELOPMENTS: None in near future.

GANGWAY/DECK WATCHMEN: Not required.

OPENING/CLOSING HATCHES: All beams and hatches to be handled by ship's crew.

CERTIFICATES: Register of Cargo Gear and associated Test Certificates.

CARGO GEAR: To comply with requirements of the Australian Navigation Act, 1912–58.

IDENTIFICATION CARDS: Not required.

CONSULS: Administrator's Office performs some consular functions.

REPAIRS: No facilities exist.

REPATRIATION: No facilities exist.

AIRPORT: None.

TIME: Local time GMT plus 7 hours – constant.

HOLIDAYS: New Year's Day, Hari Raya Puasa, Chinese New Year (3 days), 15th day of First Moon, Hari Raya Haji, All Soul's Day, Good Friday, Anzac Day (25th April), Queen's Birthday, Dragon Festival, Feast of All Spirits, Moon Festival, Winter Solstice, Christmas Day. No work New Year's Day, Hari Raya Puasa, Good Friday, Christmas Day.

POLICE/AMBULANCE/FIRE: Police 90; Ambulance 99; Fire 88.

TELEPHONES: Placed aboard when required by port authorities. No charge.

GENERAL: Ships may be ordered to leave berth at short notice if weather deteriorates.

AUTHORITY: The British Phosphate Commissioners, Christmas Island.

Colombia

BARRANQUILLA: 10.58 N. 74.47 W.

DOCUMENTS:
5 Crew Lists.
5 Store Lists.
5 Passenger Lists (local, in transit or negative).
1 Sanitation Declaration.
12 complete sets Manifests.
3 Mail Certificates (when not included in Manifest).

PILOTAGE: Cable Agent 24 hours prior arrival advising ETA. Pilot boarding position Latitude 11° 06′ 50″ N. Longitude 74° 52′ W. Radio telephone frequency of pilot station 2738 alternative 2638 or 2182 kc/s. 2 pilot boats speeds 7–9 knots. Sufficient depth to allow vessel's

wait for Pilot in boarding position, including trade wind season end November to beginning April.
ANCHORAGE: If awaiting Pilot, anchor at position given under "Pilotage". After Pilot boards and entering river if no berthing space at quay, anchorage made in river before port terminal.
RESTRICTIONS: Maximum authorised draft 28 ft. Vessels able enter and sail any time day or night. In trade winds season preferable sail early morning when weather calm.
MAX. SIZE: Recommended maximum LOA 540 ft. due necessity for turning vessel before sailing. Also see "Restrictions". Rate of current 2·5 knots during dry season, 4 knots in rainy season.
HEALTH: On arrival port doctor boards vessel to inspect crew Smallpox Vaccination Certificates and Uro Fever Certificates, also Deratisation Certificate. If any crew members suspected suffering contagious disease Master to radio prior arrival advising Agents accordingly. Port doctor visits vessel even if previous port was in Colombia.
RADIO: Messages to and from Agents routed through station HKB. Ship's messages should include call letters.
TUGS: Generally no tugs required for river entrance. Tugs assist berthing and turning vessel before sailing.
BERTHING: Pier length 2,375 ft. Vessels berth starboard side alongside.
STEVEDORES: Agents should receive advance copies of stowage plan and adequate notice ETA order arrange gangs.
MEDICAL: Six hospitals. All facilities available.
TANKERS: No facilities.
FRESH WATER: Available. Rate about 20 tons per hour and cost $1.00 per ton.
FUEL: All grades available for delivery by barge.
FIRE PRECAUTIONS: No vessel requirements. Terminal has own fire-extinguishing equipment.
DEVELOPMENTS: Proposal for increasing pier size, date completion unknown.
GANGWAY/DECK WATCHMEN: Gangway watchman placed aboard by authorities immediately upon arrival. Advisable arrange additional watchmen through Agent. Cost about 8 pesos per hour. Additional watchman recommended especially during night.
CUSTOMS ALLOWANCES: No limitations for individual consumption.
IDENTIFICATION CARDS: Supplied by Agents.
CONSULS: Argentina, Austria, Belgium, Bolivia, Brazil, Costa Rica, Chile, Denmark, El Salvadore, Ecuador, France, Gt. Britain, Guatemala, Greece, Italy, Jordan, Lebanon, Mexico, Nicaragua, Norway, Panama, Peru, Portugal, Sweden, Switzerland, Spain, Uruguay, Venezuela.
REPAIRS: Good facilities for mechanical or electrical and radio repairs.
DRYDOCKS: Only one dry dock for very small vessels.
REPATRIATION: Good facilities available.
AIRPORT: 6 Kms. from City. Airport served by major airlines.
TIME: GMT – 5 hours.
HOLIDAYS: 1st January, 6th January, 8th April, 9th April, 1st May, 23rd May, 2nd June, 13th June, 29th June, 20th July, 7th August, 15th August, 12th October, 1st November, 11th November, 8th December, 25th December. No work on 1st January, 12th April, 1st May and 25th December. Overtime arranged on remaining holidays and Sundays. Working hours 07.00–11.00 and 13.00–17.00. No work performed after 16.00 24th December and 31st December. Local holidays on 26th and 27th February (Carnival) when no work after 16.00. Labour available during Carnival but generally erratic.
TELEPHONES: Fire, 12341 or 12345 or 62511; Ambulance, 40757; Police (radio patrol), 04; Department of Security, 16202 and 25873. Arrangements available for placing telephones on board.
SPECIAL RECOMMENDATION: Masters to warn crew to close and lock cabins.
PORT REGULATIONS: No special facilities for discharging explosives. If explosives on board vessel not allowed berth.
AGENTS: Eduardo L. Gerlein & Co. S.A. Carrera 44 Calle 34. PO Box (Airmail) 132 (Ordinary Mail) 779. Telex: 03–333. Tel. Management 11–024, Marine Dept. 15–156. After Office Tel. Management 42950.

BUENAVENTURA: 03.53 N. 77.05 W.

DOCUMENTS: At vessel's arrival, Master must present following documents to Port Captain's Office:
Travel Memorandum.
Sole document or Consular despatch from the last port or ports where vessel disembarked or embarked passengers.
3 Crew Lists.
3 Provision Lists.
3 Lists Crew's Personal Effects.
3 Lists Passengers in transit (or negative).
3 Lists disembarking Passengers (or negative).
3 Lists port mail (or negative).
1 Sobordo or Manifest of cargo for the port.
2 Declarations of Passenger baggages, if any.
Destined to Maritime Terminal:
3 Sets Sobordos or Manifests covering port cargo (or negative).
1 Set of Bills of Lading, covering discharge cargo.
20 Tally Books for discharge cargo.
Destined to the Custom House:
3 Sets of Sobordos or Manifests for cargo destined to the port.
1 Set of Bill of Lading for port of destination.
1 Tally Book for cargo to be discharged in port.
2 Declaration Lists for Passenger baggages, if disembarking.
Destined to the Health Doctor:
Vessel's Travel Memorandum.
International Health Certificate.
1 Crew List.
List of Passengers in transit (or negative).
1 Vessel's Fumigation Certificate (for presentation only).
1 Port Passengers List (or negative).
Certificate of Exemption of Deratisation (for presentation only).
Destined to Immigration Authorities:
1 Crew List.
1 List of Transit Passengers (or negative).
1 List of Port Passengers (or negative).
Destined to Agents:
1 Travel Memorandum as above mentioned.
12 Crew Lists for Consular despatch and handling of sailing permit.
12 Lists of Passengers in transit (or negative), for Consular despatch.
6 Lists of personal effects for Consular despatch.
12 Lists of Passengers in transit (or negative), for Consular despatch.
2 Mail Lists for the port (or negative).
3 Sets of Sobordos or Manifests covering port discharge cargo (or negative).
4 Sets of Bills of Lading covering port discharge cargo.
10 Tally Books covering discharge cargo.
2 Lists of Passenger baggage declaration for the port, if any baggage.
PILOTAGE:
(*a*) Entry marked by channel having minimum depth of $3\frac{1}{4}$ fathoms low tide. Advisable enter channel or leave wharf one hour after low tide and two hours after high tide, restricting departure during any other periods, particularly when draft exceeding 20 ft. Entry to channel marked by Buoy No. 1 located at Latitude 3° 47′ 45″ N., Longitude 77° 10′ 10″ W.
(*b*) 24 or 20 hours before reaching port, Master must cable separately to Agents, to port Captain and to port doctor confirming hour of arrival Punta Bazan (pilot station). Message to Agency must indicate, in addition to ETA, quantity of cargo destined for the port, number of disembarking or in-transit passengers, number of gangs required for operations, draft, mail for the port, if fresh or running water is required; fuel-oil, cash to Master or any other special requirement; whether special side of wharf is required for berthing, and whether dangerous cargo (explosives) or inflammable cargo, and what quantity. Message to port Captain must also indicate arrival time, quantity of cargo destined to the port, number of disembarking or in transit passengers, mail, whether dangerous or inflammable cargo is brought and in what quantity, and any other data that may be considered useful in accordance with International Regulations. Message to doctor must indicate arrival time, number of disembarking or in transit passengers, and whether there are sick persons on board.
(*c*) Radio beacon at Punta Soldado, characteristics: Frequency, 317 kc/s. Letters, B.P. Time, 17.00 to 06.00 hours every day and every 10 minutes with 20 of rest during 30 minutes work. Flashes 30 seconds duration.
(*d*) Radio-telephone in pilot station of Punta Bazan (opposite to Punta Soldado), characteristics: Frequency, 2738 every day, particularly when vessels are expected.
(*e*) Since Master's advice to Agency serves as notification to pilot station, Pilot will be at Punta Bazan ready for vessel. In case of delay due to any circumstance, vessel may anchor and request Pilot by 4 short blasts.
(*f*) Port has 9 pilots.
(*g*) Pilot ladder must be lowered a few feet from the surface. Vessel must proceed slowly in order facilitate boarding.
(*h*) Pilotage compulsory.
ANCHORAGE: Marked by Buoy No. 13, located Latitude 3.54 North, Longitude 77.05 West; depth from 33 to 70 ft. and distance from wharves approximately 1,000 yards.
RESTRICTIONS: Maximum draft for crossing bar is 32 ft., one hour before or after high water. Bar is located in position 03.48 N. 77.19 W.
MAX. SIZE: No restrictions on the length of vessel. Draft alongside wharf approximately 24 ft. low tide, up to over 32 ft. high tide.
HEALTH:
(*a*) As soon as vessel anchored by Pilot within bay, port authorities including doctor, will board by means of ladder which must be lowered when port area entered.
(*b*) In case of sickness on board, Master must advise order doctor may determine whether vessel will be under quarantine or not. This will apply even if vessel arriving from a port of the same country.
(*c*) Time-table for meeting vessel: Ordinary or regular time – ordinary time: 0800/1200–1400/1800; overtime – 0700/0800–1200/1400–1800/2200. Sundays and holidays, overtime.
(*d*) After 2200 hrs. and up to 0700 of following day it is not possible to make arrangements for meeting vessels, unless in emergency.
RADIO: (Also see "Pilotage".) Port has receiving-transmitting radio station Buenaventura/Colradio HKC. For listening and transmitting there are following frequencies:

Listening	*Transmitting*
8354 to 8374 kc/s.	8574 kc/s.
12531 to 12561 kc/s.	13087·5 kc/s.
6265 to 6280 kc/s.	6386·5 kc/s.

In emergency: Listening: 500 kc/s. Transmitting: 441 kc/s. Station operates 24 hours a day.

TUGS: Normally only required for berthing. Tug operation handled by Pilot. Generally tug service consists of pushing from stern or bow as required. When necessary to use ropes, they must be supplied by vessel. 4 tugs of 1,200 h.p. each, 1 of 350 h.p. and 1 of 60 h.p.

BERTHING: Wharf divided into two sections, one for import cargo and one for export cargo. Berthing arranged by turn accordance hour of anchoring in Bay for each vessel. Tidal currents alongside berths.

STEVEDORES: (See "Pilotage".) Port has at present time 80 gangs of 16 men each. The working hours during ordinary or regular time are from 0800/1130 and from 1400/1730. Overtime from 1800/2400 and from 0000/0800, and 1200/1400 (24 hours are worked).

MEDICAL: Agent must be given advance notice of urgent medical attention. Properly equipped hospital. All members of crew and passengers must have International Certificates of vaccination against smallpox.

TANKERS: Independent oil pier with capacity to accommodate vessels of medium size. Four 8 in. hoses for discharge of petroleum products, and two 6 in. hoses for unloading chemicals. Average rate of discharge of gasoline is 5,000 barrels/hour (approx.). Fuel oil and chemicals 1,500 barrels/hour.

DENSITY: 1,012 (approx.) average.

FRESH WATER: Drinking water unlimited quantity. Delivered through hose from end of wharf. Rate of delivery: 6 tons per hour. Cost per ton U.S. $0.60 (approx.).

FUEL:

(*a*) Two kinds of fuel, marine gas oil and bunker "C" fuel. Characteristics of gas oil: gravity 33·0 to 60°F. Specific gravity: 8602. Characteristics of bunker "C" fuel: gravity, 13·2 to 60°F. Specific gravity, 9779.

(*b*) To take bunkers vessel must berth between holds (warehouse) 2 to 9, and for delivery of gas oil between warehouse 1 to 5.

(*c*) Rate of delivery (approx.), 250 barrels/hour for bunkers and 700 barrels/hour for gas oil.

(*d*) Deliveries depend on quantity available when order placed, consequently Agent must know well in advance vessel's requirements.

(*e*) Cash payment according to prevailing prices at time of delivery; otherwise, according to contracts between Ship owner and supplier.

FIRE PRECAUTIONS: Fire station within port installations with proper equipment. In city also another fire station, co-operating if necessary.

DEVELOPMENTS: Improvement in wharf installations, warehouses and equipment and dredging is scheduled to deepen the depth alongside wharf.

WATCHMEN: Service necessary both by crew members and Agents personnel. There is not an established body of watchmen; the steamship agencies carry out this work with their own personnel with previous request by Master. The port has a port police body and Custom house guards which co-operate in vessels' watch.

OPENING/CLOSING HATCHES: All Agents have special gangs to handle this operation and to fix the vessel's rig for discharge and/or loading. These personnel permanently stand by on board on account of climateric conditions of port with frequent and sudden rains. No prohibition against crew carrying out such operations when charter parties are involved and which stipulate that such operation must be done by crew. It is known from experience, however, that vessel's personnel are not, on occasions, sufficient to do this work.

CUSTOMS ALLOWANCES: No regulations establishing quantities which each crew member may have outside bond, but must not be excessive order avoid problems with authorities.

CARGO GEAR: Ship's gear used. Also see "General".

IDENTIFICATION CARDS: Agent will supply special cards to crew and passengers in transit so that they may go ashore. Cards valid for entering and leaving port installations and for identification with the immigration authorities. Must be returned before vessel departure.

CONSULS:

United States	tel. 29–87	Holland	tel. 26–31
Panama	,, 25–89	Bolivia	,, 25–89
Ecuador	,, 26–71	Mexico	,, 22–92
Peru	,, 26–90	Spain	,, 25–17
Sweden	,, 32–70	Guatemala	,, 25–98
Vice-Consulate:			
Norway	tel. 29–70		

REPAIRS: According port regulations vessels must at all times be ready with engines to sail, consequently repairs of engines not allowed when ship berthed at wharf. No prohibition against minor repairs on deck. When engine or deck repairs taking a long time are necessary, vessels not being loaded and/or discharged simultaneously with repairs must go to anchoring ground, since crowding of vessels at port does not permit vessel being inactive occupying space while other vessels are anchored waiting for berth.

REPATRIATION: Authorities render co-operation for change of crew and arrangements of repatriation in co-ordination with ship's Agent.

AIRPORT: Located 18 kilometres from Buenaventura. Serviced by a regular airline, Aerotaxi, which has several daily flights from Buenaventura to Cali and a daily flight from Buenaventura to Bogota. Small planes which take 40 minutes from Buenaventura to Cali and 1½ hours from Buenaventura to Bogota. Airport is small and has no facilities for international flights. Agent in charge of the repatriation of a crew member must handle necessary connection in Cali or Bogota, where there are international airports.

TIME: GMT minus 5 hours. Permanent.

POLICE/AMBULANCE/FIRE: A voluntary firemen corps in the city. Alarm, tel. 22–22; Guard, tel. 22–23; Firemen of the Maritime Terminal, tel. 28–30; Ambulance, tel. 2830; Police, tel. 27–38.

GENERAL: Provisions available. Cable service to all parts of the world. Telephone and telex service inside country and to foreign countries through Bogota. Weather conditions: generally rainy. Explosives: if the vessel is transporting dynamite and detonating caps they are placed in separate lighters, and armed guards are required on board any vessel transporting explosives. In such cases, the vessel must anchor in front of Buoy No. 9 and discharge to lighters during daylight. No vessel can berth at the wharf if transporting explosives, and only permitted with dynamite in closed hatches, which will not be opened at the wharf according to government regulations. Port is equipped with following shore cranes: 2 × 80,000 lb. capacity (mobile), 1 × 60,000 lb. capacity (mobile), 3 × 20,000 lb. capacity (mobile), 2 × 14,000 lb. capacity (mobile), and 4 × 10,000 lb. capacity (2 mobile and one fixed). Floating cranes: 1 × 45 tons capacity.

Lighters available: 3 with following characteristics:

Size Length/width	*Capacity*	*Type*
1–24·40 × 9·45 m.	200 tons	Flat surface
2–34·40 × 7·60 m.	150 tons	Flat surface
3–38.80 × 10·60 m.	150 tons	Flat surface

No refrigeration space available.

SHORE LEAVE: Permitted (with ID cards).

DELAYS: At anchorage in Bay average delay of one day while waiting for berth. On account of the rainy condition of the port, discharge or loading is at times stopped up to 12 hours.

AGENT: Eduardo L. Gerlein & Co. S.A. Cable Address: Gerleinco. Tel. in Buenaventura: 2797–2922–2970. Telex: 052–73. Custom House Brokers: Representatives of Steamship Companies.

CARTAGENA (incl. Mamonal and Ecopetrol): 10.26 N. 75.33 W.

DOCUMENTS:

Sailing Permit from previous port.
1 Sole Document.
5 Crew Lists (one bearing expiration date of vaccination against smallpox, for Health Dept.).
4 Lists Crew's Personal Effects.
4 Lists Provisions and Equipment.
5 Lists Passengers disembarking (if any), or List of Passengers (negative).
5 Lists Passengers in transit (if any) or otherwise (negative).
4 Lists Mail, if any, or negative.
5 Sets Sobordos or Manifests of each port with respective Bills of Lading.
3 Sets Sobordos of each port with 2 freighted Bills of Lading, in U.S. $.
2 Sets Sobordos of each port without Manifests.
3 Tally Books of cargo for each port.
4 Manifests in ballast (when there is no cargo for the port).
For inspection: Registration Certificate, Certificate of Health.

PILOTAGE: Name of pilot station: "Estacion de Pilotos en Bocachica." Radio: frequency: 2,738 kc/s. From 0800 to 1100 and from 1400 to 1700. Contact can be made with Master of Terminal Wharf by radio, same frequency of pilot station, from 0700 to 2100. ETA advice must be given 24 hours in advance. Advisable give ETA to Agents by radio to Telecom Estacion Maritima, letters HKA, Frequencies 500, 4316, 8666, 12719 kc/s., 8 to 12 mc/s. Service: 24 hours.

Pilot boat: 2 steel launches of 135 h.p.

Sound signals: merchant vessel, three blasts (whistles). Tankers, four blasts (whistles).

Pilot's area of approach: ½ mile from Buoy No. 1.

Anchorage area in foul weather: anchor at Zone No. 1 off Buoy No. 5.

Dimensions of entry channel: width 500 ft., depth 40 ft.

ANCHORAGE ZONES: Zone of Castillo Grande, Zone of Manzanillo.

RESTRICTIONS: Entry day or night.

MAX. SIZE: Length 600 ft., beam 79 ft., draft 30 ft. (for berthing). Tankers: length 700 ft., beam 79 ft., draft 40 ft. Tankers anchor and berth in Port of Mamonal, within bay, using same approach.

HEALTH: Health visit made at each port of call, no matter whether vessel previously called at a Colombian port. Doctor requires the Crew List with data of vaccination against smallpox. International regulations in cases of contagious sickness or epidemic are carried out.

RADIO: See "Pilotage".

TUGS: Escort vessel when berthing and will assist if required. Use of tugs compulsory for all vessels over 250 net tons.

BERTHING: Port has two piers: Berth No. 1, outside length 202·60 m., depth 31 ft.; inside length 184·76 m., depth 30 ft.; Berth No. 2, outside length 184·76 m., depth 28 ft.; inside length 184·76 m., depth 28 ft. 24 hours service. Berthing shifts or turns: 1st, warships with previous request. 2nd, passenger vessels (tourist). 3rd, cargo vessels with mail. 4th, cargo vessels according arrival at port.

STEVEDORES: Agents must request stevedores 24 hours in advance. Working hours during normal time: 0700 to 1100 and from 1300 to 1700. Overtime with 50% surcharge. Gangs work continuously during 23 hours, from 0700 to 0600 of following day. Work can be started at following hours: 0700 each two hours – until 1900. Work can be cancelled giving notice 2 hours in advance. If work required on Sundays, stevedores must be requested before 1030 on Saturdays, the same for vessels starting work on Mondays at 0700. Average

rate for general cargo is 10 tons per hour/gang. Terminal stevedores used. Agents can contract for own gang in order separate parcels, cleaning, shifting of cargo, etc. Cost of this gang lower than of terminal gang.

MEDICAL: Requests for medical service through Telecom Radio Station. Three hospitals. Medicine faculty and medical personnel first class. Also dental services. Vaccinations can be given.

TANKERS:

(*a*) *Ecopetrol: Empresa Colombiana de Petroleos.* Position: within bay of Cartagena, 5 miles N.E. of bay entry (Bocachica). Port formed by two ocean platforms, with two protections at each side, ½ mile distance from Mamonal Bay. Depth 54 ft. with 5 interconnecting lines. Pilotage: through "Mooring Master" of port. Anchorage: Mamonal Bay 4 miles from Bocachica; depth 54 ft. Entry restrictions, none; 24 hours service. Berthing: berthing and unberthing from 0600 to 1800. Shifts: according to arrival time. Tankers dimensions: length 850 ft., beam 110 ft., draft 38 ft., tonnage 40,000 tdw. Tugs: not used. Tide: 1 ft. 6 in. fluctuation. Fresh water: can be obtained when berthed, 4 in. diameter pipeline; pressure, 130 lts. per hour 94.6333; price, from 1 to 100 tons, U.S. $300.00, from 101 and over, U.S. $0.50 per ton (approx.). Precautions against fire: fuel cannot be delivered by barges when vessel is berthed. Future development: pipeline delivery of bunker fuel oil being considered. Holidays: work is done every day of year. General: requested that vessel arrive with minimum ballast (clean if possible). No dirty ballast be pumped into the bay. Violation subject to fine. If impossible to arrive with clean ballast, dirty ballast will be discharged through cargo line. Rate of pumping: fuel oil 10.000 B/H; diesel oil 11.000 B/H.

(*b*) *Mamonal.* 7 miles (approx.) South of Cartagena Town and 5 miles east of Boca Chica entrance channel. Approaches and Pilotage: same as for Cartagena (see above). Mooring Master boards about ½ mile off dock and remains aboard whilst vessel at Mamonal. Mooring Master has to be provided with own cabin and victualling. Max. Size: length 850 ft., beam 110 ft., draft 38 ft. Berth: "T" shaped platform with dolphins. Lines to buoys off both bows and from stern, two mooring lines should be joined together for starboard quarter line. Ballast: no dirty ballast to be pumped into bay. If possible arrive with clean ballast; dirty ballast can be discharged ashore. The shore deballasting facilities consist of one tank with 75,000 bls. capacity; the pipeline is 2,835 ft. long and of 16 in. diameter. Three hoses of 8 in. diameter are connected for deballasting. Fresh water: not available except at Cartagena. Fuel: available. Bunker "C" and diesel oil.

FRESH WATER: Obtained while vessel berthed. Hoses of various diameters. Pumping 20 tons per hour. Cost: U.S. $0.50 per 1,000 litres; minimum charge: U.S. $5.00. Cost of hose service: U.S. $2.50 per operation.

DEVELOPMENTS: Draft increase; periodical cleaning of bay and basin. Enlargement of Marginal No. 1. Paving of yards and construction of new warehouses and workshops.

WATCHMEN: Watching service at the gangway and deck. Officially this service is done by port's guards. It is recommended that members of crew assist in this service.

CLOSING/OPENING HATCHES: Undertaken by port stevedores.

IDENTIFICATION CARDS: Agents supply cards signed by port Captain and Master.

CONSULATES:

Germany	tel. 20–160	Haiti	tel. 10–881
Belgium	,, 10–845	Italy	,, 11–583/11–279
Costa Rica	,, 12–912	Mexico	,, 11–447/10–670
Denmark	,, 12–286/10–855	Nicaragua	,, 10–334
Ecuador	,, 10–510	Norway	,, 10–510
Spain	,, 22–685	Panama	,, 11–501/13–058
El Salvador	,, 20–246/12–867	Netherlands	,, 13–021/10–830
France	,, 11–290	Peru	,, 12–388
Finland	,, 13–951		

DRYDOCKS: Naval Base, where repairs of deck or machines of any type can be made. Naval Base has a floating dock capacity for vessels of max. dimensions: length 400 ft., beam 55 ft., draft 19 ft. Stern draft 20 ft. Displacement 3,500 tons. Two minor shipyards. Naval Base can also supply fuel and lubricants.

REPATRIATION: Facilities available for crew changes.

AIRPORT: Crespo Airport very near to city (3½ km.). Runways for small jets and is being enlarged for larger jets. Operates at present with Avianca (Cartagena–Miami per jet). A weekly round trip on Saturdays. Domestic flights are operated by Avianca, Aerocondor, Sam (from Cartagena). Barranquilla: Soledad Airport. 2 hours by road and 22 minutes by plane. This airport has international connections with Panama, Miami, Maracaibo, Curacao, Caracas. Cartagena Airport has daily connection with Bogota (El Dorado), the main Colombian airport for servicing main international air lines: Avianca, BOAC, Iberia, KLM, Panamerican, Braniff, Air France, Lufthansa, APSA, AREA. Flight to Bogota by jet takes 55 minutes, and 2 hours by propeller aircraft. Cartagena Airport connects with main Colombian cities: Medellin, Cali, Barranquilla, Santa Marta, Cucuta, Bucaramanga. Daily service.

TIME: Colombian official time: 5 hours behind GMT. Permanent.

HOLIDAYS: Eighteen days of holidays during year, but at terminal there is no service on following dates only: New Year Day (January 1); Good Friday (Viernes Santo); Labour Day (May 1); Cartagena Independence Day (November 11); Christmas Day (December 25). During the days December 24 and 25 work is done only until 1100. During other holidays and Sundays there is 24 hours service with 50% surcharges.

POLICE/AMBULANCE/FIRE: Police, Radio Patrol, tel. 04, Barracks 10173, DAS 10211; Ambulance, Terminal, tel. 10291, Naval Hospital 10248, Sta. Clara Hospital 10380; Fire, 12222.

TELEPHONES: May be placed aboard. First period of 24 hours, U.S. $4.00; afterwards U.S. $2.50 each period.

GENERAL: Cartagena can be entered or left at any time day or night. Vessels can also berth or unberth in dry season or rain seasons, and services are rendered during 24 hours.

SHORE LEAVE: Crew allowed disembark. Every member of crew is given card signed by port Captain and Master of the vessel.

PORT REGULATIONS: To clear the wharf if required for tourist vessels or export cargo vessels.

AGENT: Eduardo L. Gerlein & Co. S.A. Address. Calle Roman No. 5–18, 20. Piso, Cartagena, Colombia, S.A. Tel: 10802–10803. Telex: 03773. PO Box 127. Air PO Box 42. Cable: Gerleinco. Activities: Customs Agents, Maritime Agents, Transport Agents.

COVENAS (Gulf of Morresquillo): 09.25 N. 75.42 W.

DOCUMENTS:
3 Crew Lists.
Passenger List.
Customs Documents.
Manifests.
Bill of Lading.
Ships Papers.
Clearance Ballast Manifest.
Crew's Personal Effects Declaration.
Vaccination Certificates.
Stores List.

PILOTAGE: Advise ETA 72, 48, 24 hours in advance. Pilot leaves dock on sighting vessel. Ship boarded approx. 1 m. N.W. of sea buoy or at anchorage. Pilot boat is 25-ton tug, 60 ft. length, 500 h.p., steel hull.

ANCHORAGE: Vessels arriving at night anchor 1 mile N.E. of lighted marker buoy. Bottom – mud.

RESTRICTIONS: Docking only during daylight 0500–1730. Undocking – any time.

MAX. SIZE: Length 800 ft., draft 42 ft. 6 in. Depth in approach channels 42 ft. Mean tidal range 18 in. Current 3 knots (max.).

HEALTH: Quarantine officials board ship at berth or at anchor. Accommodation ladder should be rigged for Quarantine and Customs Officials. From December to March ladder should be rigged on port side due to prevailing North wind.

RADIO: Radio traffic addressed "Sagoc Tibu" via Barranquilla or Cartagena radios.

TUG: Tug-pilot-boat leaves dock on sighting vessel.

BERTHING: Vessels use stb. anchor with approx. 5 lengths of chain, and 2 stb. mooring booms aft; two port mooring buoys aft and 2 port mooring buoys forward. All mooring lines should be 120 fathoms. Prevailing wind 310°. Terminal is a sea-berth approx. 1 mile from illuminated marker buoy.

MEDICAL: Doctor on call at any time. Twelve-bed hospital.

LOADING: Hoses connected on port side 2×10 in., each 2½ tons, to be lifted by ship's boom and winch. Pipeline 20 in. 7,300 ft. from pump station to berth. Average pumping rate: 2,000 tons per hour. Max. pressure ashore: 120 PSI. 3 grades of oil handled by same pipeline. Approx. API gravity of crudes: heavy Barco 32·5, Cicuco 45·5, Valasquez/Barco mix 24·0°.

DENSITY: 1·021.

IDENTIFICATION CARDS: If required by Customs, issued by Sogac.

CONSULS/REPAIRS/DRYDOCKS/FUEL/FRESH WATER: None.

REPATRIATION: Only if sick crew member left ashore after vessel sails.

AIRPORT: Barranquilla. Flights to U.S.A., Europe and other S. American countries.

TIME: Eastern standard time. G.M. T. – 5.

HOLIDAYS: Loading carried on during holidays and week-ends.

SHORE LEAVE: At discretion of Captain. Crew uses private motor vessel at own risk.

REGULATIONS: Vessels should arrive with clean ballast. No dirty ballast to be pumped into bay, violation subject to penalties. If impossible to arrive with clean ballast, dirty ballast will be discharged through cargo lines and 3,000 barrels of dirty water displaced into vessel. Capacity of slop receiving facility unlimited.

DELAYS: Only when other vessels occupying mooring.

AUTHORITY: South American Gulf Oil Company, Covenas.

POZOS COLORADOS TERMINAL: 11.09 N. 74.15 W.

DOCUMENTS: See "Santa Marta".

LOCATION: North Coast of Colombia, approx. 6 miles South-west of Santa Marta.

MAX. SIZE: Berth in approx. 55 ft. of water and can accommodate vessels of up to 69,000 dwt. with max. draft 45 ft.

PILOTAGE: Mooring Master will meet vessels approx. 1 mile seaward of terminal location.

CLEARANCE: Port authorities board with Mooring Master to enter ship and attend all formalities.

BERTHING: Vessels lie in berth in approx. due North heading; vessel's lines run by means of mooring launch to stern, quarter, and breast buoys. Vessels up to 20,000 dwt. require at least five good manila lines; vessels in excess of 20,000 dwt. require at least seven good manila lines. These lines must be of not less than 120 fathoms

length. Synthetic lines of equivalent strength may be used. Vessels equipped with wire mooring winches may use wires in lieu of fibre lines. When mooring, required use both bower anchors, each having at least 150 fathoms of chain and be prepared handle five-ton lift on starboard side at ship's manifold. Because of rigidity of submarine hose, a small movement of vessel out of correct position could damage submarine equipment. Extreme caution must be exercised to assure that vessel is correctly moored. During loading operation slack must be kept out of submarine hose by adjustment of vessel's anchor and lines.

HOSES: Submarine hose 16 in. with 16 to 12 in. reducer for connection to vessel's 12 in. deck hose. For vessels not equipped with 12 in. deck hose, a 12 to 10 in. reducer is available. A 25 ft. length of 10 in. deck hose is also available for vessels not having a deck hose on board. Ship's crew performs all hose connecting, disconnecting, etc.

CARGO HANDLING: Rio Zulia Crude Oil has following specifications: Gravity, approx. 41·2° API. Flash, below atmospheric temperature. Reid vapour pressure, 5 to 8 PSI. Pour point, +85°F. Sulphur, wt. %, 0·3. Wax, wt. %, 16.

Rio Zulia Crude has high wax content (about 16% by weight). Above 90°F. Rio Zulia Crude will flow easily and is about same viscosity as heavy No. 2 oil. Below 90°F. it rapidly becomes more viscous until it is similar to petroleum jelly or heavy lubricating grease.

Temperatures: Loading temperature of this cargo at Pozos Colorados between 85 and 90°F. Vessel should maintain loading temperature in wing tanks or if necessary gradually raise temperature to approximately 85° to 90°F. Approx. 2 to 3 days prior arrival discharge port, vessel should start to heat cargo in centre tanks so that upon arrival discharge terminal, average cargo temperature is between 100° and 105°F. for both wing and centre tanks. This temperature should be maintained throughout discharge. When discharge is through a submarine line in cold waters or over docks, when ambient temperatures are extremely cold, it is recommended that above temperature be increased 5° to 10°F.

Tank preparation: Cargo tanks which on previous voyage contained sour crudes (similar to those loaded in Arabian Gulf) should be machine washed with hot water at maximum pressure order remove from tank bottoms all free oil remaining from previous voyage. Machines should be spotted low in tanks so as obtain maximum washing over tank bottoms. Upon completion of deballasting, cargo tanks should be stripped dry and cargo pumps and lines drained so that tanks, pumps and lines free of pumpable water when cargo loaded into them.

Cargo discharging: When discharging Rio Zulia Crude, each cargo system should be discharged by main cargo pump directly connected to that system and forward tank on each system should be discharged first. Operations should then work aft with tanks on each system being discharged in rotation. This will keep vessel trimmed by stern throughout discharge and keep tanks being stripped draining to suction lines. This will also permit stripping operations to be carried out while main cargo pumps are discharging cargo in remaining tanks.

By discharging cargo tanks as recommended above, cargo loss resulting from crude congealing on bottom surfaces will be minimised. Each tank should be discharged as quickly as possible using main cargo pump, then stripped as well as possible. About 20 minutes after stripping each tank should be stripped again. Then in about 20 minutes each tank should again be stripped. During discharge of each tank, cargo heating coils should be left on until completion of stripping operation. When initial stripping operation is started, steam-to-steam heating coils should be reduced sufficiently so that cargo temperature will not rise above 120°F. If cargo temperature rises much above 120°F., there is danger that stripping pumps will become vapour locked.

BALLAST: Facilities for receiving a limited quantity of ballast.

FUEL: No bunkers available at terminal.

REPAIRS: Limited repair facilities available in Santa Marta, approximately 6 miles from terminal.

MEDICAL: Doctor and hospital located at Santa Marta.

CONSULS: No consular office in vicinity of terminal. Nearest Consul (U.S.A.), located in Barranquilla, approx. 35 miles distant.

GENERAL: No petroleum inspection services. No shore leave for crew members. No ship's stores.

AGENTS: See "Santa Marta".

SANTA MARTA: 11.15 N. 74.14 W.

DOCUMENTS:

14 sets Sobordos (Manifests) of each loading port.
6 sets Bills of Lading.
2 Cargo Plans.

Also: length overall, beam, depth main deck to keel, net tonnage, gross tonnage, number crew, Master's name and vessel's call letters.

On arrival advisable have extra copies B/ladings and Sobordos, also 5 Passenger Lists; if no passengers aboard, 5 statements to that effect. Vaccination Certificates, Health Declarations, curio lists, bazaar lists, crew lists, main lists (mail as cargo); if no mail, 5 written statements to that effect, 5 passengers in transit lists; if none, 5 statements. When passengers to be landed, they should possess valid passport and visa, 2 lists personal effects and Vaccination Certificates, etc.

PILOTAGE: Locate Morro Grande Islet and lighthouse, proceed then to location 1·3 miles S.S.W. of Westernmost point this islet, where Pilot will join ship. Information regarding ETA should be relayed to Agent, who will advise port authority.

ANCHORAGES: When no berth available proceed anchorage between Morro Grande Islet and entrance channel to inner harbour. Depth about 120 ft., rock bottom.

RESTRICTIONS: None. Good visibility throughout year. Difference in tides negligible.

MAX. SIZE: 730 ft. length, 36 ft. draft. No limit to breadth. Oil carriers refer Pozos Colorados.

HEALTH: Pratique granted by port doctor who visits vessel immediately on arrival.

RADIO: Barranquilla Radio or Cartagena Radio; radio stations messages relayed by telex to Sta. Marta. Ship's Agents use same system.

TUGS: Join vessels just before entrance to inner harbour; they may use own lines or vessels lines.

STEVEDORES: – ETA To be given 72 and 24 hours before arrival, indicating number of gangs required. Unloading rate of general merchandise 10 tons per hour, and homogeneous cargoes around 15/20 tons.

MEDICAL: Advance notice required whenever special medical attention needed on arrival; hospital available.

TANKERS: See "Pozos Colorados".

DENSITY: Tropical sea salt water density.

FRESH WATER: Available alongside docks; delivery (approx.) 10 tons per hour. Cost: U.S. $0.50/ton normal time and U.S. $0.75 in overtime.

FUEL: Not available. Nearest supplies at Barranquilla.

GANGWAY/DECK WATCHMEN: Deck watchmen supplied by Agent.

OPENING/CLOSING HATCHES: By special gang ordered by Agent.

SHIP CERTIFICATES: Load Line, Cargo Gear, Classification, Lifeboat, Main Engines, Radio Equipment, Fire Fighting Equipment, Ship's Register, Officers' Tickets (licences).

CUSTOMS ALLOWANCES: (Tobacco), 2 cartons of cigarettes per man. All other tobacco will be sealed by Customs. (Wine and/or Spirits), 1 open bottle of liquor permitted per crew member. All other spirits will be sealed by Customs.

IDENTIFICATION CARDS: Given by Port Authority once quarantine is cleared.

CONSULS: Spain, Venezuela, France, Ecuador. Other Consuls in Barranquilla.

REPAIRS: Only minor welding.

REPATRIATION: Facilities available.

AIRPORT: 17 miles from town.

TIME: 75th Meridian time, Eastern standard time. GMT – 5.

HOLIDAYS: New Year (January 1st); Church Holiday (April 12th); Labour Day (May 1st); Local Holiday (July 29th); Church Holiday (December 24th); Christmas Day (December 25th); Church Holiday (December 31st). No work on New Year's Day, Labour Day, Local Holidays, Christmas Day. Work until 1600 on other holidays.

POLICE/AMBULANCE/FIRE: Contact Agent or his representative in view of language difficulties.

SHORE LEAVE: Granted after quarantine cleared.

DELAYS: Up to 12/14 hours because of shortage of docking space.

AGENTS: Eduardo L. Gerlein & Co. S.A., Apartado Aereo 752, Sta. Marta, Colombia. Telex 038–43. Cables Gerleinco Santa Marta.

Congo (Republic of)

POINTE NOIRE: 04.47 S. 11.49 E.

DOCUMENTS: On arrival, the Captain must hand over to:

The Agents:

4 Crew Lists.
4 Lists of Crew Boys.
4 Passenger Lists or negative.
4 Lists of Ports of Call.
2 Lists of Crew Personal Effects.
2 Stores Lists.
5 copies of Cargo Manifest.
Captain's copy of B/L.

Harbour Authorities:

1 Arrival Form issued by Port of Pointe-Noire.
1 Departure Form issued by Port of Pointe-Noire.

Health Authorities:

1 Vaccination List for crew members.
1 Declaration of Health (form issued by the port of Pointe Noire).
Vaccination cards for the whole crew.

PILOTAGE: Compulsory. Telegraphic address: Harbourmaster's Office of the Port of Pointe Noire. Pilot station can be contacted by VHF Channel 16; 24 hr. service.

ENTRY RESTRICTIONS: Minimum draft allowed for ore-carrying vessels of more than 130 metres drawing alongside at quay G: 15 ft. aft and 15 ft. forward. Maximum draft allowed for all vessels: 31 ft. Between 29 ft. and 31 ft. entry into the port is possible only for 2 hours before high tide. Tying to mooring buoy can be done only between sunrise and sunset.

HEALTH: Port Health Officer boards immediately on berthing. Compulsory vaccinations: smallpox, yellow fever.

RADIO: Pointe Noire Radio, call sign TNA. Continuous service on 500 and 2182 kc/s from 0600 to 1800 GMT. Transmission on 8722 kc/s TNA from 0930 to 0945, 1030 to 1045, 1330 to 1445, 1530 to 1545, 1730 to 1800 GMT; on 13101 kc/s TNA from 0630 to 0645, 0730 to 0745, 0830 to 0900, 1700 to 1715.

TUGS: 2 tugs 1,135 hp, 600 hp, normally join the vessel as soon as it crosses the passage. The vessel's own lines are usually used.
BERTHING:
Quay D: Berth 1, 720 metres, 24 ft. draft permitted
,, 2, ,, 29 ,, ,,
,, 3, ,, 29 ,, ,,
,, 4, ,, 30 ,, ,,
,, 5, ,, 30 ,, ,,
Quay G: Ore Berth, 210 metres 31 ft. draft permitted
Tanker Berth, ,, 31 ,, ,,
Mole 1: Timber Berths, 450 metres 31 ft. draft permitted
STEVEDORES: The Agent requires the following information 48 hours in advance, in order to arrange gangs: precise ETA; number of gangs required for unloading/loading; distribution per hold unloading/loading; draft, fore and aft – before 0600 in the morning on weekdays counting as overtime; before 0600 Saturday mornings for the weekend or day before holiday also counted as overtime.
RADAR/VHF: The Harbourmaster's office has a VHF set (call Channel 16) but no radar.
MEDICAL: Notice for medical attention not needed. There are two private clinics with European doctors.
TANKERS: Diameter of loading/unloading lines: 6 in. = aircraft fuel. 10 in. = "white product". 12 in. = 1500 fuel. Hoses = 8 in. 1 tanker berth – 31 ft. acceptable draft.
DENSITY: 1·025 on average. Only slight variations according to tides.
FRESH WATER: Two hoses can be connected at each berth. Rate: 5 tons per hose per hour.
FUEL: Ordered from suppliers: Shell, Agip, Total, Texaco. Pipe-line supply to all berths. Agip supply Berth 8 only.
FIRE PRECAUTIONS: The port must be informed of ETA of tanker 24 hours in advance.
DEVELOPMENTS: Setting up of new tanker berth in 1971.
GANGWAY/DECK WATCHMEN: There are none at Pointe Noire, as it is unnecessary.
OPENING/CLOSING HATCHES: Usually the crew's responsibility. Can be carried out by the stevedore for payment.
CUSTOMS ALLOWANCE: No limit – must be stated on crew declaration, and quantities must be accurately stated.
CARGO GEAR: Derricks to be in good condition. There are no cranes in the port.
IDENTIFICATION CARDS: Sailors' cards or passport needed.
CONSULS:
France Tel. 20–01 20–02
West Germany ,, 29–10
Great Britain ,, 21–60
REPAIRS: Most repairs for the deck and engines are possible. Also facilities for electronic repairs. Floating crane, capacity 65 tons.
DRY DOCKS: There are none at Pointe Noire. Only a floating dock for vessels of up to 1,500 tons.
REPATRIATION: Every facility for crews equipped with a crew card and passport.
AIRPORT: 6 kilometres from the port. 1 to 2 flights per day to Brazzaville. 1 to 2 flights per day from Brazzaville to Europe.
TIME: Local time = GMT plus 1 hour.
HOLIDAYS: 1st January (1 day's holiday); 1st May (2 days' holiday); 31st July (1 to 2 days' holiday); 15th August (2 to 3 days' holiday); 25th December (1 day's holiday).
POLICE/AMBULANCE/FIRE: Police 17; Fire 18; Ambulance 33–33.
TELEPHONE: Cannot be connected on board ship but there is one in the middle of Quay D for the use of vessels.
GENERAL: As the Congolese customs are very strict, the drawing up of the store list and crew declaration should be carried out very carefully, as the slightest error is penalised and a fine imposed.
SHORE LEAVE: No restrictions.
PORT REGULATIONS: In the event of congestion, vessels are obliged to work at night and on Sundays, and if they refuse to do this, they may be relegated to the roadsteads and thereby lose their turn to draw alongside.

AGENT: Socopao-Congo, BP 714, Pointe Noire, Federal Republic of Congo. Cable address "Freight". Telex: 8201. Tel. 28/78–29/10. Director of agency 35/53. Agent 28/32.

Congolese Republic

BANANA: 6.01 S. 12.25 E.

DOCUMENTS:
6 Crew Lists.
4 Passenger Lists or "No Passengers" Declaration.
Stores List.
Import and Export Manifests (made up by Agent).
Ship's Register.
Maritime Health Declaration.
PILOTAGE: River Congo can be entered direct from sea in deep water. Pilots not compulsory. Mooring master boards incoming tankers to assist mooring at buoys. Notice of arrival to be given to Harbour Master, radio Maritime Banana. No VHF.
The position of the flare of the SOCIR Refinery at Moanda is:
5° 57′ 51″ S.
12° 25′ 07″ E.
The flare is visible during day and night and may be a good bearing for vessels approaching Congo River.
MAX. SIZE: Tankers up to 40 ft. draft may discharge at buoy moorings. Banana Creek is limited to vessels draft not exceeding 15 ft.
HEALTH: Quarantine Officer boards at sea buoy. Free pratique usually granted as soon as Maritime Health Declaration completed. Valid smallpox and yellow fever inoculations required for all crew members.
BERTHING: Tankers berth in river anchorage between buoys 12 and 14, both anchors used. Tugs not available and not required.
DENSITY: Brackish to salt.
FRESH WATER: Not available.
FUEL: Subject to enquiry through Agent.
MEDICAL: Doctor available for emergency only. No dental or hospital facilities.
TANKERS: No tank-cleaning facilities. Barge available for dirty ballast reception limited to 2,000 cub.m. per trip.
REPAIRS: No facilities.
GENERAL: During stay of tankers at anchorage the discharge and/or loading operations are constantly supervised by 1 or 2 European representatives of the refinery, who are to be accommodated on board and to be provided with meals.
SHORE LEAVE: Shore leave is presently not allowed due to lack of communications; only in urgent cases a crewmember may join one of the refinery tugs. There is no entertainment whatsoever ashore.
AUTHORITY: Office d'Exploitation des Transports Coloniaux.

AGENTS: See Matadi.

BOMA: 05.15 S. 13.03 E.

DOCUMENTS:
6 Crew Lists.
4 Passenger lists (or "no passenger" declaration).
3 Stores Lists.
3 Crew personal effects lists.
Import and Export Manifests (made up by Agent).
3 sets Cargo Manifests and 4 sets Bills of Lading to be airmailed to Agent in advance.
Maritime Declaration of Health.
PILOTAGE: Port is situated on the right bank of River Congo, about 44 miles above Pilot Station at Banana.
Radio Maritime Banana 24 hours prior arrival giving ETA at Banana and requesting Pilot. Pilot available between 0700 and 2200 for arriving vessels. No VHF.
RESTRICTIONS: Depth at bar 30 ft. Permissible draft for navigating Congo River 26–27 ft. subject local conditions.
HEALTH: Quarantine Officer boards on arrival. All crew members require valid smallpox vaccinations and yellow fever inoculation certificates.
TUGS: 2 tugs available of up to 300 hp.
BERTHING: Total quay length 450 metres with three berths alongside. Depth of water at the quay 8 metres at low water. Maximum current at the berths is 3 knots.
FRESH WATER: Available from quays, not suitable for drinking.
FUEL: Not available.
MEDICAL: Doctors and hospital facilities available.
REPAIRS: No facilities.
AUTHORITY: Office d'Exploitation des Transports Coloniaux. Cables: Otraco Boma.

AGENTS: See Matadi.

MATADI (including Ango Ango): 05.49 S. 13.27 E.

DOCUMENTS:
3 sets Cargo Manifest and 4 sets Bills of Lading to be airmailed to Agent in advance.
7 Crew Lists.
4 Passenger Lists or "No Passengers" Declaration.
3 Stores Lists.
3 Crew Personal Effects Lists.
Import and Export Manifests (made up by Agent).
Ship's Register.
Maritime Declaration.
PILOTAGE: Compulsory for vessels over 500 GRT. Radio Maritime Banana 24 hours prior arrival giving ETA at Banana and requesting Pilot. Pilot boards at Banana pilot station. Distance from Banana to Matadi about 75 miles. Pilot available between 07.00 and 22.00 for arriving vessels. No VHF.
RESTRICTIONS: Depth at bar: 30 ft. Permissible draft for navigating Congo River 26–27 ft. subject local conditions.
MAX. SIZE: Controlled by draft in river.
HEALTH: Quarantine Officer boards on arrival. All crew members require valid smallpox vaccination and yellow fever inoculation certificates.
TUGS: Three tugs available to assist berthing.
BERTHING: Seven quays, total berthing length 3,550 ft. Three further berths under construction. Lighters available.
DENSITY: Fresh water.
STEVEDORES: Working hours: 1st shift 06.30 to 14.30, 2nd shift 14.30 to 22.30, 3rd shift 23.00 to 06.00 in overtime. Arrangements for overtime to be made 24 hours in advance.
TANKERS: Discharge at Socopetrol pier at Ango-Ango. If lightening necessary before berthing, this can be effected at Ramler Buoy, 17 miles above Banana. No tank-cleaning facilities.

FRESH WATER: Available from shore hydrants. Not suitable for drinking.
FUEL: Fuel of 1500 seconds available from Socopetrol pier at Ango-Ango.
MEDICAL: Doctors and hospital facilities available.
REPAIRS: No facilities.
AUTHORITY: Office d'Exploitation des Transports Coloniaux. Cables: Otraco Matadi.

AGENTS: Alraine Congo, B.P. 2294, Leopoldville. Tel. 49.20. Cables: Freight Leopoldville.

Costa Rica

GOLFITO: 08.37 N. 83.10 W.

DOCUMENTS:
2 certified copies of Clearance from Last Port.
6 ,, ,, Crew List and 6 copies for distribution.
6 ,, ,, Passenger List and 6 copies for distribution.
2 ,, ,, Cargo Manifest and 25 copies for distribution.
4 ,, ,, Stores Provisions List and 6 copes for distribution.
3 sets of Bills of Lading.
NOTICE OF ARRIVAL: Radio Agent at least 24 hours before arrival advising date and time of arrival, number passengers disembarking, if any, amount of cargo to discharge in metric tons, number of gangs required to work on board. This information is required by Port and Customs Authorities.
PILOTAGE: No Pilot in port. Bananera Company sends a launch to pilot vessel to quay if requested. Arrival has to be notified at least 24 hours in advance.
ANCHORAGES: Anchorage area to South-east, diagonal towards end of quay. Depth: 35 ft. – 50 ft. Area 1,000 metres by 300 metres approx. Quay distance: approx. 500 metres.
RESTRICTIONS: Vessel allowed to enter at any time, day or night.
MAX. SIZE: Length of quay is 1,040 ft., enough for 2 steamers to berth, 1 in banana berth and the other in cargo berth, each one of 450 ft. Depth 35 ft. alongside.
HEALTH: Any vessel that enters this port has to be in possession of a Sanitary Manifest (Sanitary Maritime Declaration) signed by Captain of vessel. In case of any suspected disease or fever aboard, Captain to notify by radio to Port Authorities and vessel to wait outside the limit of territorial waters until clearance is given.
RADIO: Station call sign TIM, Frequencies 8478 and 500 kc/s. Working hours 0400–1300 GMT.
TUGS: No tugs. A launch from the Cia. Bananera takes lines from vessel to quay.
BERTHING: Vessels berth starboard side to. Vessels of Compania Bananera have preference.
STEVEDORES: Bananera Company controls gangs. Advance notice required.
MEDICAL: Bananera Company has a hospital for its employees. They can give assistance if a request through the Agency has been made 24 hours in advance. On arrival of vessel a valid vaccination certificate of each member of crew has to be shown.
TANKERS: Can berth in cargo area if length is less than 450 ft., depth is 35 ft. Diameter of pipe-lines 8 in and 6 in.
FRESH WATER: Bananera Company supplies any quantity at a rate of 50 ton/hour through shore hoses. First 50 tons cost C.120.00 and then C.1.00 per ton.
FUEL: No supply for vessels.
GANGWAY/DECK WATCHMEN: Available but not compulsory. Customs guard on gangway.
OPENING/CLOSING HATCHES: Normally carried out by stevedores.
CUSTOMS ALLOWANCES: No limit on board but only one packet cigarettes when going ashore. No alcohol may be taken ashore.
IDENTIFICATION CARDS: Required.
CONSULS: Nicaragua, Honduras and Panama represented locally.
REPAIRS: Company Bananera of Costa Rica has a workshop that can do small repairs such as soldering or small winch repairs.
REPATRIATION: Can be arranged.
AIRPORT: One airport 1 mile from port. Serviced by 2 airlines "Lacsa Airlines" with 2 daily flights, one at 7 a.m. and the other at 10.30 a.m. "Ave Airlines" offer only one daily flight, Sundays included, at 7 a.m. "Lacsa" has no Sunday flights.
TIME: GMT minus 6 hours.
HOLIDAYS: 1st January, no work can be arranged; 19th March, work at double time; Easter Thursday, no work can be arranged; Easter Friday, no work can be arranged; 11th April, work at double time; 1st May, no work can be arranged; Corpus Christi, work at double time; 29th June, work at double time; 2nd August, work at double time; 15th August, work at double time; 15th September, no work can be arranged; 12th October, work at double time; 8th December, work at double time; 25th December, no work can be arranged. Stevedores are not obliged to work Sundays and holidays if not voluntary.
POLICE/AMBULANCE/FIRE: It is sufficient to ask operator for connection with the desired department.
TELEPHONES: No facilities on board vessels.
SHORE LEAVE: Crew are allowed on shore.
DELAYS: Only when quay is occupied by vessels of Company Bananera de Costa Rica, which have preference.
PORT AUTHORITY: Comandante de Puerto.
AGENT: Felipe J. Alvarado e Cia. Apartado 474, San Jose, Costa Rica. Tel. 21.41.11.

PUERTO LIMON: 10.00 N. 83.01 W.

DOCUMENTS: Required by Port Authorities at Port Limon:
2 certified copies of Clearance (Zarpe) (original and dup.)
6 ,, ,, Crew List ,, ,,
6 ,, ,, Passenger List ,, ,,
2 ,, ,, Manifest (Sobordo) ,, ,,
4 ,, ,, Stores List ,, ,,
to Agents for distribution
6 Copies of Crew List.
6 ,, Store List.
6 ,, Passenger List.
3 ,, Bills of Lading (if vessel loaded/brings cargo).
25 ,, Manifest or Sobordo (Cargo).
NOTICE OF ARRIVAL: Radio Agent at least 24 hours before arrival, advising date and time of arrival, number passengers disembarking (if any), amount of cargo to discharge in metric tons, number of gangs required to work on board. This information is required by Port and Customs Authorities.
PILOTAGE: Pilot boards ship with Port Authorities about 1 mile from pier.
ANCHORAGES: 1 mile off piers.
SIZE OF VESSEL: Maximum 500 ft. long, 28 ft. draft. Tankers up to 30 ft. draft.
HEALTH: In the event of suspected disease or fever on board, agency should be advised in advance.
RADIO: Call letters TIM, frequency 500 kc/s. and 8478 kc/s. – working hours 0400 to 1300 GMT.
TUGS: None available and not required.
BERTHING: *Muelle Metallico:*
Berth No. 1 33 ft. depth. Max. length 550 ft. draft 28 ft.
,, 2 30 ft. ,, ,, ,, 550 ft. ,, 26 ft.
,, 3 29 ft. ,, ,, ,, 400 ft. ,, 22 ft.
Muelle Nacional: One berth: 18 ft. depth.
STEVEDORES: ETA should be sent to Agent in due time.
MEDICAL: Medical attention and hospital facilities available.
TANKERS: Mooring outside port (Moin Bay) vessels up to 30 ft. draft.
FRESH WATER: Available and obtained alongside pier delivered by hose, 1½ to 2 tons per hour, with a minimum charge of $15.00 for the first 30 tons.
FUEL: Can be had only in small quantities.
FUTURE PORT DEVELOPMENTS: Constructing new pier with capacity of four berths and a possibility to extend the National Pier in the form "L". Depths to be increased to 30 ft.
GANGWAY/DECK WATCHMEN: Gangway watchmen recommended, cost $0.50 per hour.
OPENING/CLOSING HATCHES: Carried out by stevedores.
CUSTOMS ALLOWANCE: One package cigarettes to take ashore. Not allowed to take alcohol ashore.
IDENTIFICATION CARDS: They are needed and supplied by the Agent.
CONSULS: Colombia tel. 580091; Ecuador; Nicaragua; Honduras tel. 580313 and Norway 580183.
REPAIRS: Minor repairs only.
REPATRIATION: Facilities available.
AIRPORT: 5 miles from city. Three daily flights to San Jose International airport.
TIME: Local time minus 6 hours.
HOLIDAYS: 1st January, no work can be arranged; 19th March, work at double time; Easter Thursday, no work can be arranged; Easter Friday, no work can be arranged; 11th April, work at double time; 1st May, no work can be arranged; Corpus Christi, work at double time; 29th June, work at double time; 2nd August, work at double time; 15th August, work at double time; 15th September, no work can be arranged; 12th October, work at double time; 8th December, work at double time; 25th December, no work can be arranged. Stevedores are not obliged to work Sundays and holidays if not voluntary.
POLICE/AMBULANCE/FIRE: Police tel. 117; Red Cross tel. 580125; Fire tel. 118.
TELEPHONES: No arrangements for placing on board.
SHORE LEAVE: Crew members are allowed to go ashore.
DELAYS: Port congestion, shortage of railroad cars, etc.
AUTHORITY: Comandante de Puerto.

AGENT: Felipe J. Alvarado e Cia, Sucs., SA, PO Box 112, Puerto Limon. Tel. 58.02.21. Cables "Alvarado", San Jose.

PUNTARENAS (including Caldera Bay): 09.58 N. 84.49 W.

DOCUMENTS:
2 certified copies of Clearance from Last Port.
6 ,, ,, Crew List and 6 copies for distribution.
6 ,, ,, Passenger List and 6 copies for distribution.
2 ,, ,, Cargo Manifest and 25 copies for distribution.
4 ,, ,, Stores/Provisions List and 6 copies for distribution.
8 sets of Bills of Lading.
NOTICE OF ARRIVAL: Radio Agent at least 24 hours before arrival advising date and time of arrival, number passengers dis-

embarking, if any, amount of cargo to discharge in metric tons, number of gangs to work on board. This information is required by Port and Customs Authorities.
PILOTAGE: Pilots are available and compulsory, arranged by Agent. Signal for Port Captain and other officials is two long blasts.
MAX. SIZE: Length 500 ft., max. draft 26 ft.
RESTRICTIONS: Vessels bound for Caldera must first call at Puntarenas for clearance. Recommended that vessels not equipped with radar enter in daylight only.
ANCHORAGE: Vessels should keep Eastward of four submarine cables originating at Puntarenas where suitable anchorage may be found in 6–7 fathoms depth. Vessels should anchor as near the pier as safety permits to facilitate boarding by port officials.
HEALTH: Any vessel that enters this port has to be in possession of a sanitary manifest (Sanitary Maritime Declaration) signed by Captain of vessel. In case of any suspected disease or fever aboard, Captain to notify by radio to Port Authorities and vessel to wait outside the limit of territorial waters until clearance is given.
RADIO: Station call sign TIM, frequencies 8478 and 500 kc/s. Working hours 0400–1300 GMT.
TUGS: None available.
BERTHING: Vessels usually moor in daylight only. Unmooring night and day.
Muelle Nuevo: Pierhead runs East/West, connected to shore by 350 ft. gangway. One special heavy mooring line supplied from pier in addition to ships ropes. Heavy surge experienced at the berth.
Caldera Bay: Buoy mooring for tankers about 1,000 ft. offshore. Vessels moor using starboard anchor and lines to 3 buoys astern. Hoses connected on port side by ship's crew.
MEDICAL: Facilities available at Puntarenas.
FRESH WATER: Available only from pier at Puntarenas.
FUEL: Not available.
IDENTIFICATION CARDS: Required.
TIME: GMT minus 6 hours.
TELEPHONES: No connection to vessels.
SHORE LEAVE: Allowed at Puntarenas, not allowed at Caldera Bay.
AUTHORITY: Comandante del Puerto, Puntarenas.

AGENT: Felipe J. Alvarado e Cia, Sucs. SA, Apartado 25, Puntarenas. Telex Fejalco–54, Cables "Alvarado Puntarenas". Tel. 610233 and 610529.

Cook Islands

AVARUA, Rarotonga 21.12 S. 159.47 W.

DOCUMENTS:
Health: International Maritime Declaration of Health.
Customs: (Immigration)
2 Manifests of Cargo showing weight or measurement (basis on which freight calculated).
2 Crew Lists.
2 Passenger Lists (landing and transit). Each disembarking passenger to complete a landing card and baggage declaration.
Agent: Clearance from Last Port.
5 Manifests of Cargo.
1 Crew List.
1 Passenger List.
PILOTAGE: No pilot available.
ANCHORAGES: As shown on Admiralty Chart No. 1264. Prevailing wind is South-east and the anchorage is safe except in some instances when wind and/or sea are fresh from North-west through North-east. 4½ to 5 shackles of cable in the water has been found the most satisfactory in normal circumstances.
ENTRY RESTRICTIONS: None. Anchorage, in 25 fathoms, is well defined with cross leads and a vessel may anchor at any time.
MAX. SIZE: No restriction.
HEALTH: Vessel should radio Porthealth Rarotonga not more than 24 hours, or less than 12 hours, before arrival giving ports of call for preceding three weeks, number of crew, number of passengers, state of health and requesting free radio pratique.
RADIO: Radiorarotonga ZKR, 500 kilocycles, single operator watch; 2182 kilocycles, 0700 to 0200 daily.
TUGS: Not available.
STEVEDORES: Cargo is lightered ashore by Union Steam Ship Co. plant. Consisting of 8 double-ended lighters, 35 ft. in length of 5 tons deadweight capacity. Heavy lifts up to 10 tons can be accommodated by building a platform over two lighters but prior advice should be given: in particular if the lift is on wheels or skids or of exceptional height. Two launches provide towing power. Hours of work: 0700–1200, 1300–1800, 1900–2400. Average discharge rate 400 tons per day. Agents should have full particulars of tonnage to be discharged and number hatches to be worked.
VHF: Union Steam Ship Company have VHF radiotelephone for communication between vessel and office when working cargo. Base station channels 6, 8, 12, 13, 14, 16. Three portable sets, channels 6, 12, 16.
MEDICAL: Medical and hospital facilities available. Usual international vaccinations/inoculations required depending on prior ports of call.
TANKERS: Petroleum products landed from small coastal tanker from Fiji, or in drums.
DENSITY: 1025.
FRESH WATER: Available in limited quantities. Lightered 1,000 gallons per load. Cost: as current rate for lightering cargo. If a lighter is diverted from handling cargo to carry water the cargo handling rate will be affected.
FUEL: Not available.
DEVELOPMENT: Harbour development at Avatiu (mile from Avarua) expected to be completed in two years to take vessels about 1,000 tons (250 ft., 16 ft. draught).
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: By crew or stevedores to vessel's convenience.
TOBACCO ALLOWANCE: 200 cigarettes, or ½ lb. tobacco or 50 cigars.
WINE AND/OR SPIRIT ALLOWANCE: A reasonable amount for consumption during vessel's stay in port. Under no circumstances may wine and/or spirits be brought ashore.
CARGO GEAR: International standards acceptable. It is customary to work cargo from starboard side and a guest-warp should be rigged to starboard.
IDENTIFICATION CARDS: Not required.
CONSULS: New Zealand only is represented by a High Commissioner.
REPAIRS: Not available.
REPATRIATION: Confined to repatriation of crew landed for hospitalisation.
AIRPORT: 2 miles. Coral strip not up to international standards for civil aviation operations. Used occasionally by RNZAF aircraft. Working on development to jet standard.
TIME: GMT plus 10½ hours. No alteration during year.
HOLIDAYS: Cargo cannot be worked on any Sunday or on Good Friday and Christmas Day. Other Holidays: Boxing Day (26 December); New Year's Day; Easter Monday; ANZAC Day (25th April); Queen's Birthday (1st Monday in June); Constitution Celebrations (1st Friday and Monday in August).
POLICE/AMBULANCE/FIRE: Fire service not available although Union Steam Ship Company have portable fire pump and approximately 600 ft. hose. Police and Ambulance: contact Union Steam Ship Co. on VHF radio telephone.
TELEPHONES: VHF radio telephone only.
GENERAL: Green vegetables are always difficult to get. Tomatoes available May to November. Oranges, lemons, grapefruit, manderins, tangerines, available March to August. Pineapples available November to February.
Limited quantities meat and fish available but these must be imported from New Zealand and a large order could not be met.

AGENT: Union Steam Ship Company of New Zealand Limited is the only company who stevedore vessels at the anchorage. They must be requested to accept the Agency for a particular vessel. Cable address "Union", PO Box 54. Ships' Agents, Stevedores and Travel Agents.

CUBA

Up to date information of port entry requirements for ports in Cuba is presently unobtainable.
We hope that in due course, all necessary information will be passed to us by the Authorities, and should this be the case, such information will be included either in supplements to this Guide, or in later editions.

Cyprus

FAMAGUSTA: 35.07 N. 33.57 E.

DOCUMENTS:
1 Arrival Declaration form.
1 Merchant Ship Voyage Report (for Port Marine Police).
1 Maritime Declaration of Health (International Form Med. 20).
1 Declaration of all articles obtained outside Cyprus or during voyage by Master, officers and Crew (wines, and spirits, tobacco cigarettes, cigars, perfumery, jewellery, cameras, watches, arms and ammunition, etc. – Form C.121).
5 Crew Lists.
5 Passengers' Lists (landing and in transit).
1 List of Ship's Stores.
1 Dangerous Cargo List.
PILOTAGE: Masters to cable ETA 24 hours before arrival to Agent who will arrange berthing and piloting-in. Radio ETA message to Harbour Master not necessary except at times of congestion, when Agent will advise Master to do so for purposes of registering turn.
In normal weather conditions Pilot boards vessel at Turning-buoy or at anchorage. In bad weather conditions, Pilot will advise Master to proceed entrance of Outer Harbour, where Pilot will board. Communications between pilot Station and Vessels approaching port or anchored at roadstead by VHF Channel 16.
Pilot boat: open motor launches (about 150 hp.), light grey colour, flying pilot's flag. Light or sound signals for Pilot requirements: International signals apply.
ANCHORAGES: Vessels not berthing on arrival, to anchor at roadstead; a recommended position is 281°–1·4 miles from F. White

and Red Reef Lighthouse. In case of very bad weather a safe anchorage to be sought further North, near Boghaz Area.

RESTRICTIONS: Passenger vessels (vessels built to carry more than 12 passengers) allowed to enter port up to 23.00 hours, provided such vessels will be at Turning buoy by that time and also if berth space is available.

Cargo vessels allowed to berth latest up to 20.00 hours provided berth space available and that vessel will immediately operate with at least two gangs.

No tide restrictions, but for vessels entering Inner Basin maximum draft 22 ft., and for Outer Basin maximum draft 30 ft.

MAX. SIZE: Vessels berthing in Inner Basin 22 ft. draft and 430 ft. LOA. Vessels berthing in Outer Basin 30 ft. draft and 720 ft. LOA.

HEALTH: For passenger vessels, with surgeon on board, Master to cable to "Quarantine Department Famagusta", advising that all on board are in good health. For cargo vessels, pratique will be arranged soon after vessel has berthed. If vessel called at Cyprus port prior to Famagusta, pratique will be automatic.

In case of suspected disease or fever on board, the Health Authorities will take the necessary precautions and issue instructions according to the prevailing circumstances.

RADIO VHF: Cyprus Radio – 5BA. Vessels can also call Harbour Master Famagusta on VHF, Channel 16.

TUGS: Two tugs at Famagusta – One 500 h.p. called "Desdemona" and the other 1,350 h.p. called "Othello" on which VHF is also available. Tugs join vessel at entrance of Outer Basin, and ship's lines are used. Use of tugs is at discretion of Pilot. No charges made for the use of tugs, which are Government property.

BERTHING: According to rotation of arrival. If port is congested, vessels at anchorage should fly respective numerical flag denoting their number according to rotation of arrival.

STEVEDORES: For week-day work, gangs to be ordered by 15.30 hours previous day. For Sunday work, gangs to be ordered by 11.30 hours Saturday. For week-day work, it is also possible to apply for gangs in the morning or during the day subject to gangs available. Average rate of discharge on piece-work: general cargo 10–15 tons, bagged cargo 15–20 tons per hour/gang.

MEDICAL: Advisable for Master to include in ETA message to Agent if any medical attention required; hospital and private clinics facilities available. Smallpox vaccination necessary; other inoculations or vaccinations according to prevailing circumstances.

DENSITY/TIDE: Mediterranean salt sea water. Difference of 1–2 ft. between low and high water.

FRESHWATER: Water hydrants installed alongside quay, both in Inner and Outer Basins and delivery through hoses; rate of delivery 10–15 metric tons per hydrant per hour.

Approx. Cost: 12s. per metric ton plus £1.– for rigging hoses plus overtime, if applicable. Suppliers: Famagusta Waterboard.

Note: Certain limitations to quantities deliverable can be possible during summer months (June–August) owing to general shortage of water.

FUEL: No bunkering facilities alongside quay or in the port elsewhere. Limited fuel deliveries to vessels alongside quay can be made by lorry-tankers of 8–10 tons each. (Example of fuel available 530 seconds Redwood No. 1 at 100 degrees Fahrenheit.)

DEVELOPMENTS: Outer Harbour (2,100 ft. linear quay – 30 ft. draft) was recent extension to Inner Harbour (1,700 linear quay – 22 ft. draft) and any quay extension not foreseen in near future. The constructions of new sheds particularly for export and a passengers' terminal as well as a silo is under study and work may commence in the near future.

GANGWAY DECK WATCHMEN: Not obligatory, but available and most Masters engage watchmen. Day wages £3. Night wages £3 10s. (approx).

OPENING/CLOSING HATCHES: Carried out by crew; stevedores on board are sometimes willing to help but they are not obliged to do so.

CUSTOMS ALLOWANCES (Tobacco): Each crew member allowed maximum quantity of 40 cigarettes (or its equivalent in tobacco or cigars), or a quantity based at 25 cigarettes per day for number of days in port; for longer stays, further quantities can be issued from Bond. Master allowed larger quantity.

(Wine and/or Spirits): Each crew member allowed to one open bottle of spirit and one bottle of wine. Master allowed 2–3 bottles of each.

CARGO GEAR: Mostly supplied by shore stevedores or other contractors on hire, and it is expected to be tested and safe. Any gear supplied by the vessel must be certified tested and suitable for purpose used.

CREW IDENTIFICATION CARDS: Passports are accepted by the Police and Immigration Authorities. Identification cards, however, are advisable as crew members on shore leave must carry either their passport or identity card and the loss of the former, whilst ashore, may involve complications.

CONSULS:

Finland	Tel. 63141	Netherlands	Tel. 63133
France	,, 67241	Norway	,, 62789
Italy	,, 62516	Sweden	,, 63134
Japan	,, 62520	Thailand	,, 63134

REPAIRS: Minor repairs for deck and engine can be carried out at local workshop. Cement boxes and plating both above and underwater can be carried out.

DRY DOCKS: No dry docks. Two slipways operate at South end of port and can take vessels of up to 400 tons weight.

AIRPORT: Nicosia International Airport 40 miles from Famagusta (1 hour's drive). Daily flights to European/U.K. and Middle East destinations.

TIME: GMT plus 2 hours. Permanent.

HOLIDAYS: Recurrent official Customs and port holidays:

(*a*) First week-day of January;
(*b*) Epiphany Day (Greek Orthodox) 6th January;
(*c*) Good Friday (Greek Orthodox);
(*d*) Saturday before Easter (Greek Orthodox);
(*e*) Easter Monday (Greek Orthodox);
(*f*) Christmas Day, or if that day be a Sunday, the following day;
(*g*) 26th December, or if that day be a Sunday, the following day, unless Christmas Day falls on a Sunday, in which case the Tuesday following Christmas Day;
(*h*) First day of Ramazan Bairam, or if that day be a Sunday, then the following day, unless the day in (*i*) hereinafter has occurred first and has fallen on a Sunday, in the same year;
(*i*) First day of Qurban Bairam, or if that day be a Sunday, then the following day, unless the day in (*h*) above has occurred first and has fallen on a Sunday, in the same year;
(*j*) Birthday of the Prophet;
(*k*) 25th day of March (Greek Independence Day);
(*l*) First day of May;
(*m*) 28th day of October (OXI DAY – Greek);
(*n*) 29th day of October (Turkish Independence Day);

and any other day appointed by Council of Ministers as a day on which Customs Houses shall be closed for business.

All ports closed for work on New Year's Day and on 1st May. Members of Greek trade unions have option to abstain from work on 25th March, Easter Sunday, Easter Monday, 28th October and Christmas Day. It has also been noted that on 1st April (EOKA DAY) no work is done. Members of Turkish Trade Unions have option to abstain from work on Ramazan Bairam, Qurban Bairan, Birthday of the Prophet, 19th May and 29th October. However members of each community may work during any holidays but if they do so they are paid holiday wages.

POLICE/AMBULANCE/FIRE: Port Marine Police Tel. 63239; Police Head Quarters 62016; Fire and Ambulance 999.

TELEPHONES: Lines available for placing telephones on board. Cost of installation £1 10s. per day (approx).

GENERAL: Cyprus flag to be hoisted on mast from 0800 hours to sunset. Landing of dogs or other animals not allowed; also landing of fruits, vegetables and eggs unless authorised by Produce Inspection Office. Disposal of garbage and waste strictly prohibited both in port and Cyprus waters. Agents can arrange removal of garbage by contractor or municipality.

SERVICES: Compass adjusting; radar repairs; scraping and painting ship's sides.

SHORE LEAVE: All crew members allowed ashore after free pratique granted. Each crew member to carry passport or Identity Card.

REGULATIONS: Authority is required from Harbour Master: for immobilising engine for cleaning or repairs whilst vessel alongside quay; for lowering lifeboats; for using ship's radio; for sailing (a Port and Customs Clearance is required).

Ships berth by rotation according to time of arrival. However, port regulation exists that passenger and cruising vessels as well as ferryboats can berth (maximum 2 berths) on priority.

DELAYS: Delays in berthing are very seldom. Slight congestion of 1–2 days, however, is sometimes observed in month of May when it is peak export season for spring-crop potatoes and carrots.

AGENTS: Orphanides & Murat, 19 Evagoras Avenue (PO Box 15), Famagusta. Tel. 67241 (3 lines). Telegram Rota Famagusta. Telex 2467.

Lloyd's Agency; Lloyd's Register of Shipping; Brokers; Surveyors and Assessors; Claims Settling Agents; Shipping, Clearing and Forwarding; General & Bonded Warehouses. Branch Offices at Nicosia, Larnaca, Limassol and Paphos.

LARNACA: 34.55 N. 33.39 E.

DOCUMENTS:

3 Crew Lists.
4 Passenger Lists.
1 Arrival Declaration.
1 Crew Declaration.
1 Store List (for cigarettes, spirits, etc.).
2 Manifests (Customs forms).

PILOTAGE: No Pilot required except for tanker discharging petroleum products. Telegraphic address: "Port Superintendent Larnaca, Cyprus." Pilot's boat always flying Pilot's flag.

ANCHORAGE: Open roadstead.

MAX. SIZE: No limits in open roadstead. For oil carriers discharging clean oils, up to 30 ft. draft.

HEALTH: Pratique required only in first port. Government Health Services board to give pratique.

RADIO: Through CYTA (Cyprus inland Telecommunications Authority) Cyprus.

TUGS: No tugs; small boats used for tanker mooring on buoys.

BERTHING: Tankers berthed by Government Pilot or private Pilot during daytime only.

STEVEDORES: Gangs arranged by Agent before arrival.

MEDICAL: Necessary for Agents to receive advance notice of at least 2–3 hours before arrival. Hospital facilities always available.

TANKERS: Diameter of discharge lines up to 12 in. Maximum draft 30 ft.

DENSITY: 1,025.

FRESH WATER: Not available.

FUEL: May be supplied in limited quantities, 24 hours notice re-

quired. Gas oil viscosity Redwood 1 at 100°F 30–35 sec. Fuel oil viscosity Redwood 1 at 100°F 200–600 sec.
DEVELOPMENTS: New port under construction. Depth 30 ft. Total length of quay about 1,100 ft.
GANGWAY/DECK WATCHMEN: Not necessary at present.
OPENING/CLOSING HATCHES: By stevedores.
CUSTOMS ALLOWANCE: Tobacco, 25 cigarettes a day or equal tobacco or cigars. Wine and/or Spirits, ¼ pint per person per day.
IDENTIFICATION CARDS: When on shore leave, seamen's book is required.
CONSULS: Italy Tel. 2024
Sweden „ 2033
Denmark „ 2027
Portugal „ 2065
Finland „ 2289
REPAIRS: Minor repairs and overhauls may be carried out.
REPATRIATION: Facilities available.
AIRPORT: 30 miles away, served by regular airlines.
TIME: GMT plus 2 hours. Permanent.
HOLIDAYS: Cargo work can be arranged on Custom Holidays on payment of overtime with exception of New Year's Day, Christmas Day and Easter Sunday.
Public Holidays now in Force: The first week-day of January; Epiphany Day; Good Friday; Saturday following Good Friday; Easter Monday; Christmas Day; Day after Christmas; First day of Ramazan Bairam; First day of Qurban Bairam; Birthday of the Prophet; 25th March; 1st May; 28th October; 29th October:
POLICE/AMBULANCE/FIRE: 999 for Police and Fire. 2007 for Ambulance.
TELEPHONES: No arrangements exist for placing on board.
SERVICES: Not available (only compass adjusting by private Pilot can be arranged).
SHORE LEAVE: Crew members allowed ashore from morning till 2300 hours.
DELAYS: May be expected in winter time when the sea is rough.
PORT AUTHORITY: Collector of Customs and Superintendent of the Port, Larnaca Cyprus, Tel. 2626. Telex Collector: Larnaca.

LATCHI (Limni Mines) 35.02 N. 32.24 E.

DOCUMENTS:
5 copies of Crew List.
5 copies of Passenger List.
Crew Declaration on Form C121 for Customs.
Arms and Ammunition on Form C75 for Customs.
Arrival Declaration on Form C72 for Customs.
Stores List.
Health documents form to be completed by Master in presence of Health Authorities.
Manifest, Bills of Lading and Ships papers prepared by shippers on completion of loading.
Letter of Readiness for shippers.
PILOTAGE: No pilot available. Vessels chartered for Company advise ETA via Cyprus Radio to "Limni Poliscyprus". Anchorage ½ mile North of Mavroli Pier. During daylight hours Company launch leads vessels to anchorage.
ANCHORAGE: As above, depth ½ mile from pier is 10 fathoms.
MAX. SIZE: No restrictions on size.
HEALTH: All necessary action to obtain pratique made by Agent. In the event of any suspected disease on board, necessary action and precautions taken by Health Authorities.
RADIO: Cyprus Radio – call sign 500 BA or radio telephone no. 21822.
TUGS: None available.
BERTHING: Mavroli Pier in Khrysokhou Bay, Cyprus, in position 35° 03′ 15″ N. 32° 27′ 10″ E. bearing 072° approximately 3.2 miles from Latchi. Necessary to have Cyprus flag, and to have gangway and not a rope ladder for Authorities and stevedores to board.
STEVEDORES: ETA advice required order arrange gangs at least 24 hours.
MEDICAL: Agent to receive 24 hours notice. Hospital facilities available at Ktima, 24 miles from Latchi Port. Each member of crew to possess valid vaccination certificate.
DENSITY: 1.025.
FRESH WATER: None available.
FUEL: Not available.
GANGWAY/DECK WATCHMEN: Unnecessary.
OPENING/CLOSING HATCHES: Done by the crew.
CUSTOMS ALLOWANCE: Tobacco, 25 cigarettes for each crew member per day. Wine and/or Spirit, ¼ pint for each crew member per day.
IDENTIFICATION CARDS: Required.
CONSULS: No consuls at port.
REPAIRS: No repairs can be carried out.
REPATRIATION: Can be arranged through Nicosia.
AIRPORT: Nicosia Airport 68 miles away, served by regular airlines.
TIME: GMT plus 2 hours. Permanent.
HOLIDAYS: 1. 1st January; 2. 1st May; 3. Good Friday; 4. Good Saturday; 5 Easter Monday; 6. 1st April; 7. Christmas Eve; 8. Christmas Day; 9. 26th December; 10. Kurban Bairam Eve; 11. Kurban Bairam Day; 12. Day following Kurban Bairam; 13. 29th October; 14. Ramazan Bairam Eve; 15. Ramazan Bairam Day.
During the holidays numbered 1–9 inclusive, no cargo work can be arranged, but from nos. 10 to 15 it can be arranged.
POLICE/AMBULANCE/FIRE: Such services arranged through Agent.
TELEPHONES: No arrangements exist for placing on board.
SHORE LEAVE: Landing permits obtainable from local Police Authorities.
AUTHORITY: Officer i/c Customs Paphos. Tel. 2008 Paphos.

AGENTS: Cyprus Sulphur and Copper Co. Ltd., Limni Mines, Cyprus. Tel. Polis 355; Cables "Limni Poliscyprus". Telex; 2244 LIMNI.

LIMASSOL: 34.40 N. 33.03 E.

DOCUMENTS:
Ports Department:
1 Arrival Declaration (given to Master by Boarding Officer).
1 Crew List.
1 Passenger List and 1 transit passenger list (the latter in case of passenger vessels).
Customs Department:
1 Crew List.
1 Passenger List.
1 Transit List.
1 Fire arms Declaration.
1 Declaration signed by each member of crew stating dutyable goods in their possession.
1 Authority by Master for appointment of Agent.
Police Department:
1 Crew List.
1 Passenger List.
1 Transit Passenger List.
Health Department:
1 Maritime Declaration of Health.
PILOTAGE: Services of Pilot requested by Agent representing vessel. Ships piloted only during daylight, usual "G" flag hoisted.
ANCHORAGE: No specific boundary but ships usually anchor about ½ mile South-eastwards of lighter basin entrance where depth 8 fathoms.
RESTRICTIONS: Vessels allowed enter port only during daylight hours starting at 06.00 summer, and 07.00 winter.
MAX. SIZE: Maximum permissible length for vessels entering harbour is 265 ft. draft 15 ft. No limit for vessels remaining at roadstead.
HEALTH: Pratique granted by Health Authorities after boarding at anchorage. Automatic pratique only granted to vessels having a doctor on board, certifying that everybody well. A telegram to this effect must be sent 24 hours before vessel's arrival, to "District Medical Officer, Limassol". No pratique necessary when vessel arrives from another port in Cyprus.
RADIO: Cables sent through "Cyprus Radio", call sign: 5BA.
TUGS: Not available.
STEVEDORES: 24 hours notice to vessel's Agent of ETA enable arrange gangs.
RADAR/VHF: No port radar service. Office of Harbour Master equipped with VHF radiotelephone operating on Channels 16 and 14 during office hours only.
MEDICAL: Unless very urgent case on board no need for advance notice to District Medical Officer. Any other case dealt with by doctor coming on board for pratique purposes, and Agent. Hospital and private clinic facilities available. Usual International vaccination certificates required for each member of crew.
TANKERS: No tankers berthed in Limassol, but at private berths away from port and for discharging only. No slop discharge facilities.
FRESH WATER: For ship entering port fresh water facilities on quay. For vessels remaining at anchor fresh water can be provided in big tanks which are pumped into ship's tanks at a cost of 25/- per ton.
FUEL: Diesel oil and furnace oil available for ships entering port. Brought alongside by tanker lorries from Larnaca.
DEVELOPMENTS: New deep-sea port to be constructed, six berths for up to 30 ft. draft.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: By stevedores.
CUSTOMS ALLOWANCE: Tobacco, 1 oz. per man per day of tobacco (including cigars, cigarettes and snuff). Wine and/or Spirit. Master and Officers ¼ pint spirits and 1 quart wine per man per day. The rest of the crew ¼ pint spirits per man per day.
CARGO GEAR: Must comply with existing International Safety Regulations.
IDENTIFICATION CARDS: Seaman's Book or Passport needed for seamen going ashore.
CONSULS: Belgium, Holland, Italy, France.
REPAIRS: Only minor repairs can be carried out.
REPATRIATION: Facilities for effecting crew changes and arranging any necessary repatriations. Usually arranged with Agent.
AIRPORT: Nicosia Airport served by regular lines situated 54 miles from Limassol.
TIME: GMT plus 2 hours. Permanent.
HOLIDAYS: Every Sunday; 1st January; 6th January; 25th March; 1st May; 28th October; 29th October; Good Friday; Saturday following Good Friday; Easter Monday; First Day of Kurban Bairam; Birthday of Prophet; First Day of Ramazan Bairam; Christmas Day; Boxing Day.
POLICE/AMBULANCE/FIRE: Police 3171; Ambulance 3111; Fire Bridge 71939 or 999.
TELEPHONES: None available for placing on board.

SERVICES: Compass adjusting, servicing of radar, R/T, echo-sounders.
SHORE LEAVE: Allowed.
DELAYS: Can be expected usually during winter months due rough sea in which case no lighter can approach cargo vessel either for discharging or loading. The percentage of non-workable days in roadstead is low.
AUTHORITY: Harbour Master, Ports Department, Limassol. Tel. 2871.

MORPHOU BAY

GENERAL SITUATION: Morphou Bay situated on North-west coast of Cyprus. Bay is well situated geographically, as owing to high hills all round there is shelter from all winds except those between N.W. and N.N.E. Loading records for many years past show that, whilst wind fairly frequent from N.W., winds of storm force practically unknown. Tides and currents are negligible.

1. Xeros Pier – Karavostassi, operated by Cyprus Mines Corporation, and,
2. Another loading installation at Karavostassi operated by Hellenic Mining Company.

1. Xeros Pier – 35° 08′ 16″ N. 32° 49′ 14″ E.
ORE LOADING: Ships moored in open roads; loading and discharging effected by lighters towed by tug to and from Jetty. Loading effected by grabs, each weighing about 10 cwt. and carrying about 20 cwt. of ore. Ship's winches must therefore be capable of lifting at least 40 cwts. Loading operations normally carried out 17 hours per day. Average loading rate is 3,000 to 3,500 tons per loading day of 17 hours. Ships load in turn and normally only one ship loaded at a time.
Inward cargoes only handed by special arrangement.
JETTY LIGHT: Corporation's Jetty 400 ft. long. A red light (electric) flashing every 3 seconds (duration of flash 0.2″; eclipse 2.8″) is on shore end of Jetty (lat. 35° 8′ N. long. 32° 51′ E.). Jetty berth not available to ocean-going vessels, depth being only 11 ft. Jetty equipped with electric crane with maximum lifting capacity 5 tons.
MOORINGS: Vessels ride to own anchors and depend on them for safety and security, using Corporation buoy as stern mooring to assist in loading. Buoy is in about 7 fathoms and located about 1,500 ft. from end of Jetty. Holding ground in anchorage is of tenacious sand and clay sloping away from shore.
DOCUMENTS:
5 Crew Lists.
5 Passenger Lists.
Vaccination Certificates.
Declaration of Health.
1 Crew Declaration (tobacco, Liquor, Souvenirs, etc.).
1 Arms and Ammunition Declaration.
2 Stores Lists.
1 Specification for Agency.
1 Notice of Readiness.
Produce ship's Registration Certificate.
1 Bill of Lading.
1 Cargo Manifest (if carrying cargo).
PILOTAGE: Not required for vessels dropping anchor in roads. A non-qualified but well-experienced Pilot will assist Master in tying vessel to mooring buoy for loading.
ANCHORAGE: Anywhere one mile off shore between Vouni Palace and Pendayia Hospital.
RESTRICTIONS None, but advance notice should be given by cable .
MAX. SIZE: For vessels loading at CMC mooring, maximum laden draft 32 ft. For tankers discharging oil the maximum draft on arrival should be 25 ft.
HEALTH: If arrival in daylight and advance notice has been given by cable, then pratique normally given on arrival—subject weather conditions. If arrival after dark, pratique given early following morning. Suspicion of disease on board should be notified by cable before arrival. or at least to Medical Officer when he boards for pratique. Vessels in free pratique from another port in Cyprus do not require further pratique providing travelled to Karavostassi coast-wise.
RADIO: ETA cable to "Pyrites Lefka Cyprus", and sent through Cyprus Radio
TUGS: Not required. Ship's lines used for stern-tying to mooring buoy for loading.
STEVEDORES: Arranged by Shippers, who also Agents (Cyprus Mines Corporation).
MEDICAL: Advance notice of required medical attention not necessary unless doctor required to board ship. Company Hospital facilities available. Vaccination certificates required.
TANKERS: Discharging only, into 8 in. line. Connection made by Receivers. No slop discharge allowed. One berth only, maximum draft on arrival 25 ft.
DENSITY: Unaffected by tide which is minimal.
FRESH WATER: Available at 10/- per ton from lighter with 25 ton capacity.
FUEL: Not available, (may be purchased in drums at considerable expense.)
GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CUSTOMS ALLOWANCE: Tobacco, normally one carton (200) cigarettes of equivalent may be held out of bond by each crew member. Wine and/or Spirit, 1 bottle of spirit and liberal quantities of wine or beer may normally be held by each crew member out of bond.
CARGO GEAR: All winches, derricks, runners, guys and stays to be in good working order, and test certificates made available on request.
IDENTIFICATION CARDS: Not needed.
CONSULS: None in port. Several Embassies and Consulates located in Nicosia.
REPAIRS: Minor deck and engine repairs may be carried out by Corporation if essential to loading operation, or safety of vessel.
REPATRIATION: Agency (CMC) can arrange for travel of changing crew members.
AIRPORT: Nicosia International Airport 35 miles from port, served by regular airlines.
TIME: GMT plus 2 hours Permanent.
HOLIDAYS: No work on 1st January, 25th March, Orthodox Easter Friday, Saturday, Sunday and Monday, 1st May, 28th October, 24th 25th, 26th December, 31st December.
Customs Houses closed on Sundays, afternoon on Wednesdays and Saturdays, New Year's Day, 6th January, Good Friday (Greek Orth.), Saturday before Easter and Easter Monday (Greek Orth.), 1st day of Qurban Bairam, 1st day of Ramazan Bairam, 25th March, 16th August, Birthday of Prophet Mohammed, 29th October, Christmas Day and Boxing Day. (If New Year's Day, or Christmas Day falls on a Sunday, then day following is observed.)
POLICE/AMBULANCE/FIRE: Police Xeros 249; Ambulance ask through Agency; Fire Xeros 243.
TELEPHONES: Cannot be installed on board.
GENERAL: Cyprus Mines Corporation ships flotation pyrites, copper concentrates and copper precipitates in bulk from lighters which come alongside. The speed of loading depends largely on the efficiency of the vessel's loading gear.
SHORE LEAVE: Crew members allowed on shore.
REGULATIONS: No unusual regulations. Ship's boats may be used only in vicinity of ship for boat-drill, etc. They are not to be used for coming ashore.
DELAYS: Occasionally due to congestion, and sometimes to weather.
AUTHORITIES: Officer-in-Charge, Customs, Karavostassi. Tel. Xeros 234.

AGENTS: Cyprus Mines Corporation, Skouriotissa, Cyprus. Cables "Pyrites Lefka".

2. Hellenic Mining Co., Installation 35° 08′ 18″ N. 32° 50′ 10″ E.
PILOTAGE: Company's Pilot available for mooring and shifting operations.
ANCHORAGE: Five moorings buoys, and vessels use own anchors.
MAX. SIZE: Ships of practically any size, from small freighters to ore-carriers of 25,000 tons or more, can be accommodated. Length of vessel immaterial but there may be certain reasonable limitations as to beam and height from waterline in ballast.
BERTHING: Iron jetty extends 433 metres into sea. Depth of water alongside pierhead about 10 fathoms.
STEVEDORES: Hours of working are: 08.00 to 12.00 hours and 13.00 to 17.00 hours. Saturdays: 08.00 to 12.00 hours, but normally work, on overtime, arranged continuously, all round the clock without break, until vessels fully loaded.
MEDICAL: Doctors and hospital available.
FRESH WATER: Available.
GENERAL: All other details see Xeros Pier above.

AGENT: The Hellenic Mining Company, 1a Kyriacos Matsis Ave. P.O. Box 1510 and 2280, Nicosia, Cyprus. Cables: "Helco Nicosia". Telex: 2448, Helco Nicosia.

VASSILIKO BAY: 34.42 N. 33.18 E.

SITUATION: 13½ miles due East of Limassol on South coast of Cyprus, and 1½ miles West of Zyghi.
PILOTAGE: Company's Pilot available for berthing and shifting operations.
PYLON: The pylon, diameter of 34 ft. fitted with mechanism which enables buckets conveying ore along ropeway, to be emptied automatically through a chute into holds of ships.
MAX. SIZE: Ore carriers of 12,000 tons dwt. and over can be accommodated. Maximum permissible height of ship between sea level and top of hatches (vessel in full ballast) 25 ft. Maximum length 450 ft. Maximum beam 60 ft.
BERTHING: Depth of water at pylon 30 ft., but if necessary ships may berth further out where depth 31–32 ft. In such cases, double chute used. Height of articulation of chute 49 ft. above sea level; height of unloading tip varies according type chute used. Bottom of sea near pylon. sandy.
LOADING: Loading of ores (pyrites and gypsum-rock) effected through an aerial maritime ropeway line, which starts at a point close to the shore and extends over a distance of 1,750 ft. in the sea to a reinforced concrete pylon. Ropeway cables supported at three intermediate points by steel trestles.
CAPACITY: Installation has loading capacity of 3,500/4,000 tons pyrites and 2,500/3,000 tons gypsum rock per 24 consecutive hours; electrically operated and all ores automatically weighed at loading point by means of electric Avery machine.
GENERAL: All other details see "Morphou Bay, Hellenic Mining Co."

AGENTS: The Hellenic Mining Company Ltd., 1a Kyriacos Matsis Ave., P.O. Box 1510 and 2280, Nicosia Cyprus. Cables "Helco Nicosia". Telex: 2448, Helco Nicosia.

Dahomey

COTONOU: 06.20 N. 02.32 E.

DOCUMENTS: Once berthed the ship must be able to produce to the port authorities:
6 copies Crew List.
4 copies List of Ports of Call.
6 copies Passenger List, and passengers in transit.
3 Customs Declarations (personal effects List).
2 Maritime Declarations of Health.
3 Lists Provisions and Stores, including foodstuffs.
10 copies Manifest.
1 Bill of Lading.
1 Declaration of Arms and Ammunition.
3 lists of Dangerous Cargo (unloading or in transit).
Also international documents of ownership and safety.

PILOTAGE/APPROACHES: Vessels must advise ETA to Port Authority "Dirport Cotonou" 24 hours prior arrival weekdays, and before midday Saturday for Sundays and before midday on day preceding holidays. Cable address Pilot Station "Commandant du Port, Cotonou". On approach to port vessels may also call Pilot Station on 2182 kc/s or VHF Channel 16. Permanent radio watch kept by port Coast-Guard Station. Pilot services permanent and operate night and day, Sundays and holidays, except for nights of 24th and 31st December from 1800–0600 hours. Ships drawing more than 32 ft. must enter on high tide. On arrival in approaches, ships coming from west or south must steer a northerly course in direction of lighthouse, and take Pilot about half a mile from fairway. If arriving from east, vessels should take westerly course in direction of Fairway and take Pilot about half a mile from fairway. Pilot boat is small cutter with black hull and white superstructure, by day carries flag H and by night carries statutory lights for pilot boats. Piloting obligatory for ships over 100 net tons.

ANCHORAGES: In cases of bad weather or of waiting for Pilot, ship must anchor approx. 1 mile to South of lighthouse. Sound anchorage with sand bottom and depth 14 metres. Forbidden to anchor within radius of 700 metres from red light of West Jetty.

RESTRICTIONS: No restrictions on hours of entry or exit.

MAX. SIZE: Length 230 metres and draft 32 ft.

HEALTH: Free Pratique generally given by Agent.

RADIO: Advisable give Agent 72 hours notice of ETA. thereafter re-confirm 36 hours prior arrival.

TUGS: Tug assistance performed by "l'Union des Remorqueurs de Cotonou" and compulsory for every vessel over 500 GRT, mooring, unmooring, at berth or shifting. Extra charge for using tug's lines.

BERTHING: Berthing quay 620 m. long which will accept alongside a minimum of four ships working together. Harbour dredged up to 10 metres under zero of chart and will permit almost all sizes of ships to work safely. Railway line runs 4 metres side of quay, under ship tackles, and used only for heavy lifts. Berthing priority only given cargo ships and tankers which have specially reserved berths. Other ships berth dependent on berths available and in order of arrival. As well as two tanker berths there is loading berth for bulk palm-oil, one waiting berth at harbour entrance, and four quays with warehouses for import/export traffic.

STEVEDORES: Ship must advise Agent in advance of number stevedore teams required, and specify number of hours work required. This must be done 24 hours in advance on weekdays, and before midday Saturday for Sundays, and before midday on day preceding holidays. Loading and unloading rate: Working days – 600 tons for bagged cargo. 400 tons for other cargo. Sundays and holidays, half above rates. Days counted as 24 hours starting from first break following berthing. For ships having to handle smaller quantities, assessment of time calculated in multiples of 300 tons for bagged cargo and 200 tons for other cargo, per 12 hours. Loading and unloading operations can be carried out on Sundays and public holidays if Ship's Master wishes, with exception of Labour Day (May 1st) and Independence Day (August 1st).

RADAR/VHF: No port radar service. VHF Channel 16. R/T 2182 kc/s.

MEDICAL: Well-equipped modern hospital in Cotonou – smallpox vaccinations required.

TANKERS: Two tanker quays for ships of 230 metres length and 32 ft. draft. Unloading carried out by 100 mm. pipeline. Loading of petroleum products carried out by pumping ($80m_3$/h) or by gravity ($50m_3$/h). Products are aviation spirit 100/130, "Super" petrol, low-grade petrol, Kero Avtur, and gas oil.

FRESH WATER: Supplies available at all berths on quay by pipeline of 100 mm. with reduction of 70 mm. (discharging 25 tons per hour). Price 100 Fr. CFA per ton (approx.).

FUEL: Not available.

FIRE PRECAUTIONS: Port has following safety equipment: 1 tug equipped with fire hose of $50m_3$/h. 2 motor pumps of $30m_3$/h. 1 draining pump of $150m_3$/h. In addition special security watches are kept on dangerous merchandise in classes 1a, 1b, 1c, 1d and 111c. Normal watch up to 5 tons, double watch from 5 tons to 16 tons. Motor pump standing by from 16–50 tons. Tug standing by for quantities above 40 tons for inflammable liquids (flashpoint less than 55 deg. C) and above 50 tons for other dangerous cargo.

WATCHMEN: (See "Fire Precautions".) Recommended that a watchman be on board. Can be arranged by Agents at (approx.) 150 Frs. CFA per hour.

OPENING/CLOSING HATCHES: Carried out by stevedores.

CUSTOMS ALLOWANCES: 200 cigarettes and 3 opened bottles of spirits for each crew member.

REPAIRS: Workshops for small repairs. No tank-cleaning facilities.

DRY DOCKS: Only hauling gear of 200 tons for careening small ships and trawlers.

CONSULS:
West German Embassy 2967
Chinese Nationalist Embassy 3665
U.S.A. Embassy 2650
French Embassy 2224
French Consulate 2638
Ghanaian Embassy 2746
Israeli Embassy 3125
Nigerian Embassy 3142
U.S.S.R. Embassy 2834
Niger Consulate 3334
Belgian Consulate 2486
Netherlands Consulate 3037
Consulate of Sweden and Norway 2433
Italian Consulate 2034
Swiss Consulate, 509.

AIRPORT: 5 kilometres from port, served regularly by DC8 for European destinations (5 departures a week for Paris).

TIME: GMT plus 1 hour.

HOLIDAYS: January 1st; Easter Sunday and Monday; Labour Day (May 1st) – no cargo work; Ascension Day; Sunday and Monday of Pentecost; August 1st (Independence Day) – no cargo work; Assumption; November 1st (All Saints' Day); 25th December (Christmas); Tabaski and Ramadan at the beginning of Lunar Year (Moslem holidays).

POLICE/AMBULANCE/FIRE: Harbour Police 3942; First Aid 17; Hospital 2713 and 2717; Fire Brigade 18.

TELEPHONES: A telephone can be placed on board at request of Ship's Master.

SHORE LEAVE: Crew must carry Seaman's Identity Card.

AUTHORITY: (Cotonou Port is the only port in Dahomey.) Port Autonome de Cotonou, BP 927 Cotonou; Telegraphic address: Dirport Cotonou. Tel. 2782. Harbour Master's Office: 3325. Special Port Commissariat: 3168.

AGENTS: Socopao-Dahomey, BP 253. Tel.: 29–60/61. Telex: 213. Telegraphic address: "Freight".

Denmark

AABENRAA: 55.05 N. 09.25 E.

DOCUMENTS: See "Kalundborg".

PILOTAGE: Telegraphic address: "Pilot – Aabenraa". Short notice about 2/4 hours – VHF channel No. 16. Small red motor-boat flying International pilot flag. Normally located middle of Aabenraa Fjord. On request pilot comes aboard vessel between buoys 3–4, way 25.

ANCHORAGES: Aabenraa Fjord or road. Depths: about 75/80 ft.

MAX. SIZE: Length and breadth no restrictions. Draft limit: maximum 28 ft. at Aabenraa, maximum 32 ft. at Ensted Harbour (Power Station). No tide – occasionally low water of 3–5 ft. in heavy gales from West. Entry day or night.

HEALTH: Pratique granted by Customs Officers. In event of disease or fever on board, vessel's Agent to be informed before arrival.

RADIO: Blåvand Radio or Lyngby Radio.

TUGS: Usually not necessary, but pilot boat may assist at reasonable rates.

Large vessels may require towage assistance on entering and leaving Enstedværkets Harbour, and in such cases a few days notice is required to call a Svitzer-tug.

STEVEDORES: Stevedores informed by Agent.

MEDICAL: A few hours notice in order to arrange for doctor to come on board. Hospital in Aabenraa.

TANKERS: Diameter of discharge line: 8 in. 2 berths – draft Aabenraa berth 28 ft. – draft Power Station berth 32 ft., normal water level.

TIDE: No tide – vessels arriving and sailing by day and night.

FRESH WATER: Day and night from shore line, 10/15 tons per hour. Cost: kr. 2,50 per ton (daytime) – kr. 2,50 per ton plus approx. kr. 20,00 per hour overtime pay.

FUEL: All grades available. Min. 24 hours notice.

OPENING/CLOSING HATCHES: Normally done by crew.

CERTIFICATES:
Tonnage Certificate.
Radio Certificate.
Load-line Certificate.
Safety Equipment Certificate.
Deratting Certificate.

CUSTOMS ALLOWANCES: Tobacco, 100 cigarettes per man for three days. Wine and/or Spirits, 1 bottle spirit or wine per man.

IDENTIFICATION CARDS: Not needed.

CONSULS: German; Finnish; Norwegian; Swedish; British.

REPAIRS: Available.

DRY DOCKS: One dock – length 100 ft., breadth 54 ft., depths on blocks 12 ft., lifting capacity power 800 tons.

REPATRIATION: Facilities exist.

AIRPORT: About 30 km. Feeding line for Copenhagen – daily departure.

TIME: Local time = GMT plus 1 hour. No alterations to clocks.
POLICE/AMBULANCE/FIRE: Dial 000.
TELEPHONES: None available for placing on board.
SHORE LEAVE: Crew members allowed ashore.
DELAYS: Normally no delay except during severe winters due to ice between mid December and end March.
AUTHORITY: Harbour Master's Office, Mellemvej, 6200 Aabenraa. Tel. 046 2 2514.

AGENT: P. F. Cleemann, Vikinghus, 6200 Aabenraa. Tel. (046) 2-21-82. Cables: "Cleemann".

AALBORG/NORRESUNDBY: 57.03 N. 09.55 E.

DOCUMENTS:
Ship's Register.
Load-line Certificate.
Radio Safety Certificate.
Safety Equipment Certificate.
De-rat Certificate or exemption.
1 Crew List.
Stores List.
Crew Personal Effects List.
Cargo Manifest or Bills of Lading.

PILOTAGE: Compulsory at Hals Bar for ships drawing more than 5 metres. Pilot boards at Hals Bar Light. Pilot boat equipped with VHF Channel 16. The Western entrance at Logstor is only navigable in daylight for vessels under 4 metres draft.
ANCHORAGE: Vessels may anchor in Limfjord or Aalborg Roads, depths 30 to 50 ft.
RESTRICTIONS: Both ports are situated in Limfjord, 16 miles from entrance at Hals. Controlling factor is depth at Hals Bar. 26 ft. 6 in. MLW.
MAX. SIZE: Max. draft for crossing Hals Bar 25 ft. 6 in.
HEALTH: Pratique granted by Customs Officers who bring Health Declaration for Masters to complete. In event of suspected disease or fever on board radio details to Agent before arrival. When vessel arrives from port outside of Europe and U.S.A. and has been less than 14 days at sea, all crew members require valid smallpox vaccination certificates.
TUGS: Available. Not compulsory but sometimes necessary.
BERTHING: *Aalborg* on South side of Limfjord. All main quays suitable for vessels able cross Hals Bar. Depths alongside 7·5 to 9·0 metres.
Vendsysselvaerket power station wharf, depth 9·0 metres.
Norresundby on North side of Limfjord. Depth at main quays 7·6 metres.
Lindholm Pier Cement factory wharf, depth alongside 7·3 metres.
Rordal Cement factory wharf, depth alongside 7·5 metres.
BRIDGES: Two lift bridges cross Western end of Aalborg/Norresundby harbour. Horizontal opening 30 metres. Only vessels bound for Lindholm Pier are affected.
MEDICAL: Doctors, hospital facilities available.
FRESH WATER: Supplied by pipeline at all berths.
FUEL: All grades available. Esso bunker installation.
REPAIRS: All hull and machinery repairs can be effected.
DRY DOCKS: One dry dock for vessels up to 390 ft. long. Three floating docks maximum capacity 10,000 tons.
CUSTOMS ALLOWANCES: 200 cigarettes, 1 bottle wine and 1 bottle spirits permitted out of bond for each man.
TIME: GMT plus 1 hour. No alterations during the year.
HOLIDAYS: New Year's Day; Maundy Thursday; Good Friday; Easter Monday; Prayer Day (May 2nd); Ascension Day; Whit Monday; Christmas Day; Boxing Day. Half-holidays: May 1st, June 5th and December 24th.
AIRPORT: Situated 3 miles from Aalborg.
AUTHORITY: Aalborg, Havnevesen.

ÅRHUS: 56.09 N. 10.12 E.

DOCUMENTS:
Ship's Register.
Derating Certificate.
Loadline Certificate (all vessels above 150 GRT).
Radio and Equipment Security Certificate (all cargo vessels on 500 GRT and above).
Customs Passport from last port of call.
Spirits and Tobacco List specifying stock in hand for ship and crew.

PILOTAGE: Not compulsory. Harbour Pilot normally boards 1–2 miles outside port.
ANCHORAGE: Anchorage in roads – good holding ground. Nature of bottom: clay.
RESTRICTIONS: No restrictions on Night entry.
MAX. SIZE: Oil port 36 ft. General cargo port up to 33 ft. Container terminal 33 ft. In northern port there will be 33–36 ft. in the future (1972). Length and breadth no restrictions. No tide.
HEALTH: Necessary formalities carried out by customs on arrival.
RADIO: Radio stations to be used: Skagen and Lyngby. Pilot station and tugs can be contacted on VHF Channel 12 and 13 – emergency 16.
TUGS: Signal by VHF.
STEVEDORES: Available. Ordered by Agents.
MEDICAL: All medical services possible. Call Pilots if medical attendance required aboard.
TANKERS: Discharge lines: 4 in., 6 in., 8 in. and 10 in. Quay 201–203, max. oil discharging 1,200 cub. metres/hour. Quay 202 and 124, 1,000 cub. metres/hour, and quay 120, 800 cub. metres/hour.
FRESH WATER: Most berths supply by shore installations, otherwise barge. Approximate cost pr. ton: da. kr. 3.80.
FUEL: All grades available.
FIRE PRECAUTIONS: Tankers discharging: Fire watch. Special harbour fire fighting on tugs.
DEVELOPMENTS: In the northern port there will be 36–39 ft. depth of water in the future.
DECK WATCHMEN: Available, but not compulsory.
OPENING/CLOSING HATCHES: Normally by crew with assistance of stevedores.
IDENTIFICATION CARDS: Not required.
CONSULS: Belgium, Tel. (06) 28.34.33; Finland (06) 26.11.33;France (06) 12.32.88; Germany (06) 12.32.11; Great Britain (06) 12.58.55; Greece (06) 13.06.55; Iceland (06) 12.87.88; Japan (06) 14.48.00; Netherlands (06) 26.13.33; Norway (06) 12.19.45; Spain (06) 15.57.55.
REPAIRS: Most repairs and overhauls possible.
DRY DOCKS: Århus Flydedok og Maskinkompagni A/S: 1000–6000 dwt.
REPATRIATION: Århus Søfarts Service. Tel. (06) 17.86.59.
AIRPORT: 32 km. – 20 miles from port.
TIME: GMT plus one hour (permanent).
HOLIDAYS: Five days week, but loading and discharging can be effected on Saturdays and Sundays on payment of overtime. See "Copenhagen".
POLICE/AMBULANCE/FIRE: Tel. 000
TELEPHONES: Not available.
SHORE LEAVE: No restrictions.
AUTHORITY: Port of Århus Authority, 2 Europaplads, DK 8000 Århus C., Denmark. Tel. (06) 13.33.33.

ASNAES: 55.40 N. 11.05 E.

DOCUMENTS:
Ship's Register.
Load-line Certificate.
Radio Safety Certificate.
Safety Equipment Certificate.
De-rat Certificate or exemption.
1 Crew List.
Stores List.
Crew Personal Effects List.
Cargo Manifest or Bills of Lading.

PILOTAGE: Not compulsory.
ANCHORAGE: Outside the port between Rosnaes Point and the harbour in depths of 42 ft.
MAX. SIZE: Draft up to 35 ft.
TUGS: Available and necessary for larger vessels.
HEALTH: Pratique granted by Customs Officers who bring Health Declaration for Masters to complete. In event of suspected disease or fever on board radio details to Agent before arrival. When vessel arrives from port outside of Europe and U.S.A. and has been less than 14 days at sea, all crew members require valid smallpox vaccination certificates.
BERTHING: At Asnaes Power Station. Oil berth: Length 650 ft. depth alongside 36 ft. Coal berth: Length 935 ft. depth alongside 36 ft.
STEVEDORES: Charges increase 20% for overtime, Sundays and holidays.
DENSITY: 1011.
MEDICAL: Doctors and hospital facilities available.
FRESH WATER: Available by pipeline at the berths.
FUEL: Available by barge.
CONSULS: Swedish and Norwegian at Kalundborg. Others at Copenhagen.
AIRPORT: Nearest at Copenhagen, 80 miles away.
CUSTOMS ALLOWANCES: 200 cigarettes, 1 bottle wine and 1 bottle spirits permitted out of bond for each man.
TIME: GMT plus 1 hour. No alterations during the year.
HOLIDAYS: New Year's Day; Maundy Thursday; Good Friday; Easter Monday; Prayer Day (May 2nd); Ascension Day; Whit Monday; Christmas Day; Boxing Day. Half-holidays: May 1st, June 5th and December 24th.
AUTHORITY: Electricitetsselskabet Isefjordvaerket Interessentskab.

COPENHAGEN: 55.42 N. 12.37 E.

DOCUMENTS:
1 Crew List.
2 Passenger Lists.
1 List giving stock of stores and provisions.
Customs officers bring form to be signed by Captain indicating that no epidemic diseases are on board. Formal Bill of Health signed by Danish Consul in port of departure is not necessary.

PILOTAGE: Telegr. address: Coppilot-Copenhagen. Tel. Tri 6700. Pilotage not compulsory. ETA: one hour. VHF Channel 16 Pilot boats blue with "LODS" on the side. Pilot flag "G" (white light) – VHF. Pilot comes on board at buoy no. 21 (Pilot for Drogden at the same place). Pilot boards by ship's ladder.
ANCHORAGE: Depth 11 metres. 1 mile North of Middelgrund Port
MAX. SIZE: Limited by draft only. Depths in the port, 10 metres in the Oil Harbour, 10½ metres; at the Oil Pier, 12 metres.
HEALTH: See "Documents". If fear of suspected disease or fever yellow flag – VHF.

RADIO: Lyngby Radio: OXZ. VHF Channel 16 to all installations. ETA cables to Agents and receivers, preferably by Lyngby Radio.
TUGS: Towage not compulsory. Tugs join ships at entrance to port. Ship's hawsers only.
BRIDGES: Larger ships must take Pilot and tugs to pass the bridges down to the South Harbour. Bridges open 24 hours with exception of the following hours:
Sunday 00.00–08.00 and 10.00–21.30
Monday–Saturday: 06.15–06.55 and 07.35–08.55
Monday–Thursday: 15.30–17.15
Friday: 15.30–18.00
Saturday: 12.05–12.30 and 13.05–13.30
5th June: 13.00–21.30
Christmas Eve: 18.00–21.30
STEVEDORES: ETA earliest possible by VHF and not later than noon on the day before loading or discharging is intended to be commenced.
RADAR/VHF: No port radar. VHF Channel 16. Port Radio Beacon 219·9 kHz.
MEDICAL: No advance notice necessary. Hospitals available.
TANKERS: 10/12 berths according to size.

Oil Harbour: depth at	Quay 1:	9	metres
	Quay 2:	10½	,,
	Quay 3:	10½	,,
	Quay 4:	10½	,,
	Quay 5:	10½	,,
	Oil Pier	12	,,
	Bunker Pier:	10	,,

Length and beam unimportant. Slop barge available.
FRESH WATER: From quay or water boat.
FUEL: All grades available. At bunker station, no notice required, delivery 24 hours a day. By lighter in port or in roads; 10 hours notice preferred.
FIRE PRECAUTIONS: Ready hawsers fore and aft. No engine repairs.
DEVELOPMENTS: Container quay under construction. Depth of water 10 metres.
GANGWAY/DECK WATCHMEN: Deemed unnecessary.
OPENING/CLOSING HATCHES: To be opened by ship's crew.
CERTIFICATES: To be on board:
Ship's Register.
Radio Safety Certificate.
Safety Equipment Certificate.
International Load Line Certificate.
Deratisation Certificate.
CUSTOMS ALLOWANCE: Tobacco, 200 cigarettes. Wine and Spirits, 1 bottle wine and 1 bottle spirits.
IDENTIFICATION CARDS: Not necessary except in Oil Harbour, where the Port Authority deliver the cards.
CONSULS:

Argentina	tel. Pa 8082	Netherlands	tel. 15 6293
Australia	,, 14 2215	Norway	,, 15 6914
Belgium	,, Tr. 2623	Pakistan	,, 31 9913
Brazil	,, Ry. 6478	Panama	,, 97 3626
Canada	,, 31 3306	Poland	,, He 7245
Finland	,, Mi 4214	Portugal	,, 12 71 17
France	,, 15 5122	Rumania	,, He 8124
Great Britain	,, Tr 6360	Spain	,, Ob 1217
Greece	,, Ob 3348	Sweden	,, 14 2242
India	,, 15 3244	Turkey	,, 29 1664
Iceland	,, 15 9604	U.A.R.	,, 12 7641
Israel	,, Tr. 5036	United States	,, Tr. 4505
Italy	,, 15 7378	U.S.S.R.	,, Tr. 5585
Japan	,, Mi. 3835	Venezuela	,, 14 0580
Liberia	,, Mi. 9800	West Germany	,, Tr. 5722

REPAIRS: All types of repairs possible.
DRY DOCKS: Respective lengths, 787 ft. 5 in., 712 ft. 11 in. and 478 ft.
FLOATING DOCK: One of 7,000 ton capacity.
SLIPWAYS: 6 from 120 ft. to 280 ft. length.
REPATRIATION: Facilities exist for changing crew and arranging any necessary repatriations.
AIRPORT: 6 miles from centre. Direct lines for all parts of the world.
TIME: GMT plus 1 hour. No change.
HOLIDAYS: New Year's Day (January 1); Maundy Thursday; Good Friday; Easter Monday; Prayer Day; Ascension Day; Whit Monday; Christmas Day (December 25); Boxing Day (December 26).
Half holidays: Labour Day (May 1); Constitution Day (June 5); Christmas Eve (December 24).
Working hours: 07.00–16.30 with two half-hour meal breaks.
Saturday: All work performed at overtime rates
Overtime work on Saturday and Sunday should be ordered by 11.30 on Friday.
The working hours vary slightly from port to port as some start at 07.30 and others at 08.00, but a 42½ hour week is common to all.
POLICE/AMBULANCE/FIRE: Call 000.
TELEPHONES: In many berths telephones can be placed on board ships. Cost: kr. 35.00 plus kr. 0.10 per communication.
GENERAL: Customs Authorities supervision of ship's provisions and bonded stores is carried out in the Free Port in the same way as in Customs Port. In this connection the Free Port is no Free Port.
SERVICES: All services available (tank cleaning, discharge of tank washings, compass adjusting etc.).
SHORE LEAVE: No restrictions.
AUTHORITY: Port of Copenhagen Authority, 7 Nordre Toldbod, DK. 1259, Copenhagen, K. Denmark. Cables: Copenport. Tel. (01) 14.43.40.

ESBJERG: 55.28 N. 08.28 E.

DOCUMENTS: Refer to "Copenhagen".
PILOTAGE: Advance notice of 3 hours prior to ETA "Graadyb Barre" is required; this may be done via Blaavand Radio, or by signalling for Pilot assistance when passing the "Vyl" Lightship. Alternatively, Port Authority's VHF may be used. Watch is kept on Channel 16. Telegraphic address is Pilotstation Esbjerg. Pilot vessel is a 75 GRT cutter, stationed in the Port of Esbjerg. Hull is green, superstructure brown; it is furnished with ordinary wireless installations, frequency 1813, plus VHF at sea, Channel 16. Vessel carries signals prescribed. Pilot to be taken on board outside Graadyb Barre, at buoy "O". Vessels awaiting Pilot or high tide may anchor between buoys "1" and "Graadyb 0".
ANCHORAGES: There are anchorage areas inside Skallingen peninsula, between buoys "E" and "F" (depth min. 25 ft.) and outside the Fish Wharves (depth 22 ft.)
RESTRICTIONS: When buoys are withdrawn owing to ice, Pilots are only available during day-time.
MAX. SIZE: Length and breadth: no restrictions. Draft 25 ft. Tankers up to 30 ft.
HEALTH: Copies of Form Z2, Z3, and Z4 are issued upon arrival.
RADIO: Blaavand Radio, call sign OXB.
TUGS: Tugs join vessel at Esbjerg Roads. Ship's own hawsers must always be used. Three tugs available.
BERTHING:

	Approach	*Berth*
Traffic Harbour (when entering max. draft 25 ft.)	26 ft.	25 ft.–29 ft.
Ferry Harbour	18 ft.	18 ft.
Outer Ferry Harbour for RO/RO vessels	26 ft.	26 ft.
Dock Harbour (when entering max. draft 25 ft. LOA 450 ft.)	26 ft.	25 ft.
England Quay	34 ft. 6 in.	26 ft.
East Harbour	34 ft. 6 in.	23 ft.– 26 ft.
East Harbour – New Berth (when entering max. draft 30 ft.–31 ft. LOA 560 ft.)	34 ft. 6 in.	38 ft. 6 in.
Fishery Harbour	18 ft. 6 in.	18 ft.
Fishery Harbour – Herring oil Berth	18 ft. 6 in.	22 ft. 3 in.

STEVEDORES: Gangs are mustered daily at 0700, 0900, and 1300 hrs. ETA should be given to above hours to ensure that gang(s) are available on arrival.
MEDICAL: Medical attention can be arranged at any time. Modern hospital facilities available.
TANKERS:
Traffic Harbour
Depth in approaches to oilberths in Traffic Harbour LWOST 22 ft. (HWOST 26 ft.).
Old Oilberth No. 101: Depth alongside old oilberth No. 101 LWOST 22 ft. (HWOST 26 ft.).
New Oilberth No. 102: Depth alongside new oilberth No. 102 LWOST 25 ft. (HWOST 29 ft.).
Under normal weather conditions Pilot states to be able to berth tankers drawing 25 ft. on high water, and 21 ft. on low water to both the old and the new oilberth, but during time of alongside these berths, vessels can touch bottom, which is soft and muddy. Largest vessel berthed had a LOA of 621 ft. A tanker with a LOA of 560 ft. has berthed at No. 101, and simultaneously another tanker with a LOA of 600 ft. has berthed at No. 102. The length between the outer point of No. 101 and the opposite outer point of No. 102 is 1,200 ft.
East Harbour
Depth in approaches to oilberth in East Harbour LWOST 30 ft. 6 in. (HWOST 34 ft. 6 in.).
Powerstation Vestkraft No. 506: Depth alongside Powerstation Vestkraft No. 506 LWOST 34 ft. 6 in. (HWOST 38 ft. 6 in.).
Under normal weather conditions Pilot states to be able to berth tankers with a LOA of maximum 560 ft., and drawing 30–31 ft. on high water, and 26–27 ft. on low water.
FRESH WATER: Can be delivered at all berths. Capacity 20 tons/hour. Charge: dkr. 3.50 per cubic metre, m/m dkr. 15.– Outside normal working hours m/m dkr. 50.– plus dkr. 5.– per hour.
FUEL: All viscosities available by road tanker. Marine Gas Oil also by tanker vessel. 4 hours advice should be given, always during office hours.
FIRE PRECAUTIONS: A fire watch is necessary when loading/discharging oil and petrol. Present charges are dkr. 15.72 per hour.
DEVELOPMENTS: Container quay in the "Trafikhavnen" (Main Harbour). The construction of a completely new container handling section, based on lift-on/lift-off, including quay, marshalling area, crane (paceco-type) rails, roads, warehouses, etc., is now being planned. Work is expected to commence shortly.
GANGWAY/DECK WATCHMEN: Watchman is not required, but advisable. Cost approx. dkr. 12,00 per hour.
OPENING/CLOSING HATCHES: This can be done by members of ship's crew, or by stevedores at a minor expense.
IDENTIFICATION CARDS: Advisable.
CONSULS:

Belgium	tel. (05) 12 61 32 (after hours (05) 12 03 10)
Finland	,, (05) 12 40 00
France	,, (05) 12 30 03
Iceland	,, (05) 12 51 00
Netherlands	,, (05) 12 13 11
Norway	,, (05) 12 84 11 (after hours (05) 12 48 08)
Spain	,, (05) 12 83 33
Gt. Britain	,, (05) 12 61 22

Sweden „ (05) 12 39 00
Germany „ (05) 12 33 00

CUSTOMS ALLOWANCES: 200 cigarettes, 1 bottle wine, 1 bottle spirits.
REPAIRS: All types of deck and engine repairs can be effected.
DRY DOCKS: No dry docks, but slipways: Slipway No. 1 for trawlers, own weight max. 125 tons; Slipway No. 2 for vessels, own weight max. 250 tons; No. 3,500 tons; No. 4,750 tons.
REPATRIATION: Ample facilities for effecting crew changes and arranging repatriations.
AIRPORT: Esbjerg Airport. Taxi flights only. Nearest regular airport is Billund, distance 60 km., with daily flights to Copenhagen.
TIME: Local time is GMT plus 1 hour. No alterations during the year.
HOLIDAYS: New Year's Day (Jan. 1); Maundy Thursday; Good Friday; Easter Day; Day after Easter Day; the 4th Friday after Easter; Ascension Day; Whit Sunday and Whit Monday; Christmas Day and Boxing Day. Permission to load/discharge on these days obtainable.
POLICE/FIRE/AMBULANCE: In case of emergency, dial "000" and ask for: Brand (fire), Politi (police), or Ambulance. Regular Tel. numbers are: Police 12 46 66; Ambulance and Fire Dept. (Falck/Zonen) 12 82 99.
TELEPHONES: Not possible to have telephones installed on board.
SERVICES: No tank-cleaning equipment available. For discharge of tank washings apply to Port Master's Office, tel. 12 92 00. Compass adjusting can be effected.
SHORE LEAVE: Normally granted.
AUTHORITY: Port of Esbjerg Authority, PO Box 2, 6700 Esbjerg, Denmark. Tel. (05) 12 41 44.

AGENT: J. Lauritzen EFTF., Havnegade 61. Tel. (05) 123133. Telex 3335. Cables "Lauritzen".

FREDERICIA: 55.35 N. 09.46 E.

DOCUMENTS:
1 copy Bill of Lading for all cargo (manifests are not required).
1 copy Manifests for Dangerous Cargo.
2 copies Crew List.
2 copies List of Dutiable Goods.
2 copies Stores Lists.

PILOTAGE: Four Pilots available for docking purposes and for through traffic to any place in Denmark or the Baltic. Pilots have a 24-hour watch and are located on the top floor of the KFK grain silo in the West Harbour. Can be contacted day or night over VHF radio, Channel 16, or tel. 059 20959.
ANCHORAGE: To avoid hindrances to docking or undocking ships, ships of over or about 4,000 tons deadweight are requested to anchor off Trellenes. Smaller ships will find good anchoring conditions in Mollebugten.
RESTRICTIONS: None.
MAX. SIZE: Limited by Kattegat to 42 ft. 6 in. draft. Tankers up to 900 ft. length, draft 49 ft. can berth.
HEALTH: See "Copenhagen".
RADIO: VHF Channel 16.
TUGS: Tugboat m/s "Svava" from Svitzer's Salvage Enterprise is stationed in Fredericia, but any amount of tugs are available, when ordered previously.
BERTHING:

	Berth No.	*Length*	*Depth*
Shell Oil Pier	1	30 m.	10 m.
	2	30 m.	15 m.
Kastel Harbour	1/2	340 m.	12 m.
Old Harbour	6	160 m.	6·5 m.
	7	170 m.	5·5 m.
	8	140 m.	5. m.
	9	110 m.	6.5 m.
	Ferry	40 m.	5.5 m.
Shipyard and Fishing Harbour	10	90 m.	3 m.
West Harbour	11	240 m.	3 m.
	12	120 m.	7 m.
	13	110 m.	7 m.
	14	100 m.	7 m.
	15	150 m.	9 m.
	16	150 m.	9 m.
	17	125 m.	6 m.
	18	80 m.	6 m.
	19	80 m.	7 m.
Oil Pier	20	20 m.	15 m.
	21	40 m.	15 m.
	22	60 m.	11 m.

N.B.: Tide varies normally by ½ metre.
STEVEDORES: Ordinary working hours Monday to Friday: 07.00–08.30 a.m., 09.00–12.00 a.m., 01.00–05.00 p.m. Night gangs on week days must be ordered no later than 01.00 p.m. the same day. Working overtime weekends is possible, but gangs must be ordered no later than Friday 01.00 p.m. Average output per eight-hour day, loading or unloading general cargo, is 200 tons per gang.
MEDICAL: Hospitals available.
FUEL: Available.
FRESH WATER: Available at a price per ton of Kr 2.50.
DEVELOPMENTS: Containerport. Plans to build a containerport in the Møllebugten just West of pier 22. The ocean berth will be 350 metres long and have a depth of 12 metres, but there will be several other berths, including berths for roll on/roll off traffic. The reclaimed area will cover approximately 180,000 square metres of land, and all modern facilities to run a containerport will be available, including warehouses for packing and unpacking containers, and cranes of sufficient capacity to handle any size of containers so far seen on the market.
GANGWAY/DECK WATCHMEN: Available upon request.
OPENING/CLOSING HATCHES: Stevedores or crew.
CERTIFICATES:
Ship's Register.
Load Line Certificate.
Radio Safety Certificate.
International Safety Certificate.
Deratification Certificate.
CUSTOMS ALLOWANCES: See "Copenhagen".
IDENTIFICATION CARDS: Required.
CONSULS: Finland, France, Holland, Iceland, Norway, and Sweden.
REPAIRS: All repairs undertaken with modern equipment.
DRY DOCKS: None. Slipway available for ships up to 499 GRT (divers available).
REPATRIATION: All facilities exist.
TIME: GMT plus 1 hour. No change.
HOLIDAYS: See "Copenhagen".
POLICE/AMBULANCE/FIRE: Police, 21577; Ambulance, 24000; Fire, 21573; Emergency, 000.
TELEPHONES: Both oil piers have telephones in the watchmen's room but for local calls only.
SHORE LEAVE: Allowed.
AUTHORITY: Harbour Master, Havnemestoren, Fredericia.

GULFHAVN: 55.12 N. 11.16 E.

Tanker discharge terminal operated by Gulf Oil Refining A/S.
DOCUMENTS:
Ship's Register.
Loadline Certificate.
Safety Radio-telephone Certificate.
Deratting Certificate or Exemption Certificate.
Exact list of tobacco, cigarettes and spirits showing the vessel's and the crew's supply on arrival.
Bill of Lading (if vessel is carrying cargo).
Copy of the crew list is required by Gulf Oil Refining A/S.
PILOTAGE: Pilot and a pilot vessel available. Pilot acts as Berthing Master; may be requested to board arriving vessels at either:
Buoy No. 13 (Route 28) position 55° 18.7′ N. or 11° 02.4′ E.
Halsskov Lightship position 55° 20.1 N. 11° 02.5 E.
or any place in proximity of Gulfhavn.
Pilot vessel equipped with VHF following channels: 6–10–12–16 of which Channel No. 16 used for ship-to-ship communication. Pilot station at Agersø also equipped with VHF radio with following channels: 12–13 and 16. Pilot can be contacted at the station on Channel 16.
A vessel's ETA should be communicated by Master to Agent, 72, 48 and 24 hours prior to arrival. Agent will keep Refinery advised and make necessary arrangement with Pilot.
MAX. SIZE: Maximum draft 47 ft.
TUGS: None available locally. If required 24 hours notice must be given. Pilot will advise if weather conditions demand use of tugs (in good time).
BERTHING: Oil Pier is a T-shaped structure on which four berths provided – one berth for 80,000 dwt tankers, one for 18,000 dwt tankers, one for 5,000 dwt and one for smaller vessels up to 500 dwt.
Depths alongside: Berth 1 15.0 m.
Berth 2 10,5 m.
Berth 3 7,5 m.
Berth 4 4,5 m.
Adequate lifting facilities to assist in hose connecting and handling of necessary hose equipment should be ready on arrival. Refinery representative will board on arrival and discuss discharging/loading operation.
MEDICAL: Hospital at Skelskør; tel. Skelskør 450.
DENSITY: Ranges between 1023 and 1007, dependent on season and weather conditions
FRESH WATER: Available at all four berths. Limited to 160 tons. Supplied with a pumping rate of 45 tons per hour.
FUEL: Bunker fuel available at all four berths. 24 hours notice required.
FIRE PRECAUTIONS: Fire-fighting vessels alongside berths kept ready for instant use.
GANGWAY/DECK WATCHMEN: Available if required.
IDENTIFICATION CARDS: Required by crew.
CONSULS:
Finnish Consulate: (Mr. Axel Le Dous) Algade 14, Korsør, tel. 320.
Norwegian Consulate: (Mr. J. U. Jepsen) Jens Baggesensgade 35, Korsør, tel. 6.
Swedish Consulate: (Mr. Bjarne Fischer) Brogade 2, Korsør, tel. 2.
German Consulate: (Mr. Finn Poulsen) Batterivej 7, Korsør, tel. 586.
All other consulates are situated in the Copenhagen area.
REPAIRS: Small deck and engine repairs can be carried out.
REPATRIATION: Facilities exist via Agent.
AIRPORT: Copenhagen 120 km. away.
TIME: GMT plus 1 hour.
POLICE/AMBULANCE/FIRE: Police Skelskør 707; Ambulance Skelskør 707; Fire Refinery (00).

TELEPHONES: A public telephone box situated at entrance of pier outside cooling-water pumphouse.
SHORE-LEAVE: Allowed, but personnel not allowed to walk in refinery area. Transport will be arranged from ship to refinery entrance upon request.
AUTHORITY: Stigsnaes Toldkontrol 4230 Skelskør. Tel. 03 594376.

AGENT: T. C. Christensen & Co. Stigsnaes Strand, Skelskør. Tel. 03.59.48.16. Telegrams: Shippingco. Telex 5145 .

HADERSLEV: 55.15 N. 09.29 E.

DOCUMENTS: See "Copenhagen".
PILOTAGE: Aarøsund pilot station.
ANCHORAGES: Aarøsund.
RESTRICTIONS: Impossible to enter Haderslev by night since no lights are in the fiord.
MAX. SIZE: Length 110 metres; width 17 metres; depth 4·9 metres.
HEALTH: See "Copenhagen".
RADIO: Lyngby Radio.
TUGS: None available.
MEDICAL: Advance notice required if hospital facilities are required.
FRESH WATER: Fresh water from quay, kr. 2.50 per ton.
FUEL: None available.
GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: Carried out by the crew.
CUSTOMS ALLOWANCES: Tobacco (100 cigarettes per man per three days); wine/spirits (1 bottle per man per three days).
IDENTIFICATION CARDS: Not needed.
CONSULS: Norwegian, Swedish, French, Belgian.
REPAIRS: Small repairs available.
REPATRIATION: No facilities.
AIRPORT: 15 kilometres from Haderslev.
TIME: GMT plus 1 hour.
HOLIDAYS: Discharging can be arranged on holidays.
POLICE/AMBULANCE/FIRE: Police, 045 2 2525; Ambulance, 000; Fire, 000.
TELEPHONES: No facilities.
SHORE LEAVE: Allowed.
AUTHORITY: Harbour Master, tel. 045 2 2400.

HELSINGOR (Elsinore) 56.02 N. 12.37 E.

DOCUMENTS:
1 Cargo Manifest.
2 Crew and Passenger Lists.
2 Tobacco Lists.
2 Stores Lists.
Measurement Certificate or Registry Certificate.
PILOTAGE: Call Pilot by hoisting Pilot Flag "G", or Morse signal "PT." Cable Address: "Helsingørpilot". Alternatively contact by VHF.
VHF Channel 16, Frequency 156,80 MHz (receiving frequency)
" " 13, " 156,65
" " 12, " 156,60
One hour's notice required before arrival at port. Pilot cutter, green hull, yellow superstructure, "Pilot" painted on superstructure. Boarding North of, South of and East of the port of Helsingør. Waiting area ½ mile South of the port of Helsingør. Helsingør pilots are also sea Pilots for Kattegat, the Belts, The Orestraights and the Baltic.
ANCHORAGE: South of the port, in the roads of Helsingør, depths from 19 to 25 metres with sand or loose clay bottom.
RESTRICTIONS: Following signals are given from the lighthouse situated on the head of the Southern pier: prohibition to sail is signalled by red rapid flashes in the harbour direction and green flashes out towards the approaches. Entering and sailing prohibition is signalled by red rapid flashes both sides. "Vessels moving in the harbour" is signalled by yellow flashes out towards the approaches, yellow in towards the harbour. Ship departing waits for ship entering. When a vessel gives signal to enter (1 long whistle or blast) it is regarded as an entering vessel.
MAX. SIZE: Up to 26 ft. draft.
RADIO: Harbour Office of Helsingør call VHF Channel 16, shift to Channels 12 or 13 for working.
TUGS: Tug stationed in Helsingør to give towing assistance from the roads. Vessel should have ready a 6 in. nylon towing rope.
BERTHING: Vessels berthed in order of arrival.
MEDICAL: Hospital and medical facilities available.
FUEL: Not available.
FRESH WATER: Approx. 30 tons of fresh water per hour delivered through 15 in. hoses at the berths. minimum charge 10 Kr. Cost for the first 10 tons 3 Kr., then 2 Kr. per ton.
WATCHMEN: Not required.
CUSTOMS ALLOWANCES: For use on board during call reasonable stores and other requirements will be approved by the customs. Following quantities allowed per man per 24 hours, not exceeding 3 days: 40 cigarettes or 10 cigars or 20 cigarillos or 40 grams other tobacco products, ¼ litres wine and ¼ litres spirits.
IDENTIFICATION CARDS: Crew need passports.
REPAIRS: Helsingør Skibsvaerft og Maskinbyggeri A/S are qualified to undertake all forms of repair work.
DRY DOCKS: Dock No. 1: 155 metres long, 20·5 metres wide, 6·6 metres depth. Dock No. 2: 116 metres long, 16·3 metres wide, 4·7 metres depth.
AIRPORT: 1 hour by car from Copenhagen International Airport.
TIME: GMT plus 1 hour.
HOLIDAYS: Work can be performed all the year round.
POLICE/FIRE/AMBULANCE: Police tel. 03.21.14.48; Ambulance/Fire tel. 03.21.01.45.
TELEPHONES: Telephones are only available on board in particular circumstances.
SHORE LEAVE: Crew are free to go ashore.
AUTHORITY: Harbour Master, Harbour Office Helsingør – Sofie Brahesgade 1, 300 Helsingør. Tel. 03.21.05.15.

HORSENS: 55.52 N. 09.52 E.

DOCUMENTS:
Crew List (East European countries only).
List of Tobacco.
Manifest (for Agents and Stevedores).
Bilis of Lading (for Agent's use).
Ship's papers:
International Load Line Certificate.
Certificate of Register (international letter of measurement).
Deratting Certificate.
Radio Safety Certificate.
PILOTAGE: Pilot station is situated on island "Hjarnø" at the entrance of Firth of Horsens. Telegram address: Hjarnø Pilot Station Horsens. VHF channel 6–12–16. Advance notice required, 2 hours. Normally pilot boat will be located 2 miles south of Hjarnø – off Søndergrund. Pilot boat will meet bigger ship's more southerly between As-hoved and Abelø. Ship's waiting for Pilot may anchor in As-bay, between Søndergrund and As-hoved.
ANCHORAGE: No special anchorages at the firth; vessels may anchor where safe navigation permits – attention is called to cable area at Hjarnø Sound.
MAX. SIZE: Max. length, approx. 500 ft.; max. breadth, approx. 70 ft.; max. draft, approx. 22 ft. A dredged channel 32 metres wide and 6·9 metre deep leads to the harbour.
HEALTH: Kindly inform Agent or Port Authorities in advance in event of any suspected disease or fever on board. Normally no necessary procedure to obtain pratique. Pratique is automatic after calling another Danish port.
RADIO: The Danish coast stations:

Blåvand radio: 2076 kH_2			(receiving)	1813 kHz		transmitting	
Skagen	"	1988	"	"	1701	"	"
Lyngby	"	2069	"	"	1687	"	"
Rønne	"	1995	"	"	2586	"	"

TUGS: Normally join vessel in harbour area. In event of bigger tugs being required they must be ordered 24 hours in advance.
STEVEDORES: For working Monday morning ETA must be given Friday during office hours. Otherwise ETA must be given the day before work to commence. Normally the cargo is handled by shore cranes. There are 4 coal cranes and 5 piece-goods cranes available
MEDICAL: No advance notice required. Hospital facilities available.
TANKERS: Discharge lines diameter: 6 in. Two berths for tankers, one at Esso with 5·6 metre of water alongside and one at DAK with 6·9 metre of water.
FRESH WATER: Is delivered alongside from shore connections. Price 2.50 kr./ton.
FUEL: All types of light fuel available. No heavy fuel.
GANGWAY/DECK WATCHMEN: No service of watchmen necessary.
OPENING/CLOSING HATCHES: Normally carried out by crew, but can be done by stevedores.
CUSTOMS ALLOWANCE: Tobacco: 30 cigarettes per man per day – or 100 cigarettes permitted to be held out of bond. Wine and or Spirit: One bottle of each to be held out of bond.
IDENTIFICATION CARDS: Not needed.
CONSULS: Finland, 05–623433; Norway, 05–624666; Sweden, 05–624411; France, 05–623288.
REPAIRS: No shipyard – only small repairs can be carried out.
REPATRIATION: No special facilities for effecting crew changes exist.
AIRPORT: Distance from airport about 50 kilometres, with regular airlines.
TIME: GMT plus 1 hour.
POLICE/AMBULANCE/FIRE: Dial 0–0–0. Fire alarms placed around the port.
TELEPHONES: Not available on board vessels.
SHORE LEAVE: Allowed.
DELAYS: No delays can normally be expected. Larger ships with big draft may expect delay during nights with poor visibility. They have to wait for daylight in order to enter port through dredged channel.
AUTHORITY: Harbour Master.

KALUNDBORG: 55.41 N. 11.06 E.

DOCUMENTS:
Ship's Register.
Load-line Certificate.
Safety Radio Certificate.
Safety Equipment Certificate.
De-ratting Certificate or exemption.
Bill of Lading (if cargo).
Customs need a Tobacco and Spirit List, showing the vessel's and the crew's supply by arrival.

PILOTAGE: Not compulsory. Pilot station situated at Kalundborg, telegram: Kalundborg Pilot, tel. Kalundborg 03.51.08.89. Green plastic vessel carrying int. signal flag or lights for Pilot. Contact by VHF Channels 16, 12 and 6. Pilot is taken on board at the entrance of Kalundborg Fjord.
ANCHORAGE: Large vessels anchor in 42 ft. of water outside between Rosnaes and Asnaes; S.W. to N.W. winds cause swell but holding ground is good. Small vessels anchor between Gisselore Point and Harbour, from where channel leads to harbour.
RESTRICTIONS: Depth in channel and at entrance 30 ft., entrance width 131 ft.
MAX. SIZE: 900 ft. Length. 38 ft. draft.
HEALTH: Pratique granted by Customs Officers who bring Health Declaration for Masters to complete. In event of suspected disease or fever on board radio details to Agent before arrival. When vessel arrives from port outside of Europe and U.S.A. and has been less than 14 days at sea, all crew members require valid smallpox vaccination certificates.
TUGS: Available, normally join vessel off harbour, often using vessel's lines. If tugs lines are used, an extra charge of DKR. 200,000 will be made.
BERTHING: *Pier "A":* 12 metre basin, max. safe draft 38 ft., max. length 900 ft. 12-in. hoses for crude oil discharge. 10-in. hoses for products. Deballasting pipeline available.
Pier "B": 10½ metre basin, max. safe draft 33 ft., max. length 900 ft. 12-in. hoses for crude discharge. 10-in. hoses for products. Deballasting pipe line available.
Pier "C": 7 metre basin, max. safe draft 20 ft., max. length 330 ft.
Pier "D": 5 metre basin, max. safe draft 15 ft., max. length 240 ft. Crude discharging rate about 38,000 bbls. = about 6,000 ts. per hour. Loading rate for products about 600 ts. per hour, asphalt only 120 ts. per hour, gas only 50 ts. per hour. Connections: amidships. Capacity of slop tank, about 4,800 tons.
East Harbour: Depth is 23 ft. Equipment: One crane for coal-discharge and one crane for grain-discharge.
Fertiliser-quay: Depth is 26 ft. 6 in. Equipment: One crane for phosphate-discharge.
West-harbour: Depth is 22 ft. 6 in. Equipment: One suction-apparatus.
One mobil "Cooles" crane available in all harbours.
STEVEDORES: Available, ordered by Agent, no ETA to stevedores necessary.
MEDICAL: Hospital and doctors available.
DENSITY: 1,011.
FRESH WATER: Available, supplied from shore by hose, about 15 tons per hour at cost of Dkr. 2.50 per ton.
FUEL: All grades available, 24 hours ETA required by truck or barge.
PORT FIRE PRECAUTIONS: No smoking allowed.
GANGWAY/DECK WATCHMEN: Not necessary – cost Dkr. 12.00 per hour.
OPENING/CLOSING HATCHES: Carried out by crew.
CUSTOMS ALLOWANCE: Each crew member allowed 100 cigarettes or 20 cigars or 100 grams tobacco and 1 bottle spirits.
CREW IDENTIFICATION CARDS: Not required.
CONSULS: Swedish, Norwegian; others at Copenhagen.
REPAIRS: All types of repairs available.
REPATRIATION: All facilities exist.
AIRPORT: Nearest at Copenhagen about 80 miles from Kalundborg. Served by regular airlines.
TIME: GMT plus 1 hour. No alterations through the year.
HOLIDAYS: New Year's Day; Easter Thursday; Good Friday; Easter Monday; Ascension Day; 1st May; Whit Monday; Prayer Day; 5th June; Christmas Day; 2nd Christmas Day. No work can be carried out.
SHORE LEAVE: Allowed.
DELAYS: Due to ice between 15th December and 31st March.

AGENTS: Jorgen Schultz, Postbox 44, Cables "Schultz Kalundborg".
Petertank I/S, Postbox 38. Cables "Petership Kalundborg".
Kalundborg Shipping Agency. Postbox 34. Cables "Kalship Kalundborg".

KOGE: 55.27 N. 12.12 E.

DOCUMENTS: For Customs vessels require:
Vessels of 150 ton and upwards, Loading Line Cert.
Vessels of 300 ton and upwards, Loading Line Cert. Radio Security Cert.
Vessels of 500 ton and upwards, Loading Line Cert. Radio Security Cert. Equipment Security Cert.
For all passenger vessels also Security Cert.
For stevedores vessel shall have Bills of Lading, Manifests and Loading plans.
PILOTAGE: Vessel to call Pilot two hours before arrival. VHF on pilot station and pilot boat. Watch on Channel 16. Normal international light and sound signals used. Pilot boat located about 2 nautical miles East of port. No difference in bad weather.
ANCHORAGES: 1–2 nautical miles East of port with good bottom conditions.
MAX. SIZE: Maximum permissible length, 150 metres; maximum permissible draft, 7 metres; oil carriers only 5 metres.
HEALTH: Normal quarantine rules.
RADIO: Lyngby Radio or any other radio station in Denmark.
TUGS: No tugs in port. Can be obtained from Copenhagen.
STEVEDORES: Normal ETA and description of vessel required.
MEDICAL: Doctor and hospital assistance available; other facilities to be obtained from Copenhagen.
TANKERS: Only one tanker berth, no specific requirements.
GENERAL: Wind between N.E. and S.E. can give up to 1·6 metres high water and W-wind up to 0·9 metres low water.
FRESH WATER: Water from wharf. Rate dkr. 2.50 per m 3.
FUEL: Products from Texaco and Gulf are delivered in Køge, others from Copenhagen.
FIRE PRECAUTIONS: Normal fire precautions. Tankers cannot request to go to berth before loading/discharging. 2 fire watchmen from the fire department.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CUSTOMS ALLOWANCE: Tobacco: about 40 grams per day per man or 40 cigarettes per day per man. Wine and/or Spirits: about ¼ litre spirits and 1 litre wine per man per day.
IDENTIFICATION CARDS: Not needed.
CONSULS: Nearest in Copenhagen.
REPAIRS: Small repairs.
DRY DOCKS: 2 small slipways for vessels up to 200 tons.
REPATRIATION: No facilities exist.
AIRPORT: Nearest is Kastrup Lufthavn; Copenhagen about 40 km. away.
TIME: GMT plus 1 hour. No change during year.
HOLIDAYS: Normal Danish holidays, change from year to year. Normally work can be arranged.
POLICE/AMBULANCE/FIRE: Ambulance and Fire (03) 653300; Police 651448 or use alarm 000.
TELEPHONE: No arrangements exist for placing on board.
GENERAL: The port north of Køge, Junckerhavnen, 55° 27′ 4″ N. 12° 11′ 7″ E. is a private port used only for vessels to the factory.
SERVICES: Pilot makes compass adjustments.
SHORE LEAVE: Allowed.
PORT AUTHORITY: The Harbour Master, Køge Havn, DK–4600 Køge, Denmark. Tel. (03) 650113.

AGENT: F. Ohlssons, EFTF, Havnen, DK–4600 Køge, Denmark. Telex 5736; Tel. (03) 650006; Telegram Ohlsson.

KOLDING: 55.29 N. 09.29 E.

DOCUMENTS: See "Copenhagen".
PILOTAGE: Pilot station in Skærbæk at mouth of Kolding Fjord. Tel. (05) 562486. VHF Channel 16.
ANCHORAGES: At Skærbæk.
MAX. SIZE: Maximum permissible length 180 m. Maximum draft: 7·0 m.
RADIO: Lyngby Radio.
TUGS: Available.
STEVEDORES: Obtained through Agents.
MEDICAL: Hospital facilities available.
FRESH WATER: Available from quay. Cost: 2.50 kr. per ton.
FUEL: Available.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CUSTOMS ALLOWANCE: Tobacco: 200 cigarettes. Wine and/or Spirits: 1 bottle wine, 1 bottle spirits.
IDENTIFICATION CARDS: Not needed.
CONSULS:
Finland: J. Borum, Haderslevvej 25, Kolding. Tlf. (05) 521233.
Iceland: V. Thorning-Petersen, Ålegården, Kolding, Tlf. (05) 520022.
Norway: Eduard Christensen, Låsbygade 34, Kolding, Tlf. (05) 527711.
Sweden: Ove Grønborg, Osterbrogade 14, Kolding. Tlf. (05) 522711.
REPAIRS: Only small repairs can be carried out.
AIRPORT: Distance from Billund Airport 40 km. Billund Airport is served by regular airlines.
TIME: GMT plus 1 hour.
HOLIDAYS: See "Copenhagen".
POLICE/AMBULANCE/FIRE: Police, tel. (05) 522800; Ambulance, tel. (05) 522344; Fire, tel. (05) 522344. Help, tel. 000.
TELEPHONES: Telephones obtainable on board.
SHORE LEAVE: Allowed.
AUTHORITY: Harbour Master P. D. Klaaborg, Havnepladsen, Kolding. Tel. (05) 520594.

KYNDBY: 55.49 N. 11.53 E.

DOCUMENTS:
Ship's Register.
Load-line Certificate.
Radio Safety Certificate.
Safety Equipment Certificate.
De-rat Certificate or exemption.
1 Crew List.
Stores List.
Crew Personal Effects List.
Cargo Manifest or Bills of Lading.
PILOTAGE: Not compulsory but recommended. Pilot boards at entrance of Isefjord at Hundested.
ANCHORAGE: Off the berth.
MAX. SIZE: Up to 21 ft. 6 in. draft.
RESTRICTIONS: Daylight berthing only.
HEALTH: Pratique granted by Customs Officers who bring Health Declaration for Masters to complete. In event of suspected disease or fever on board radio details to Agent before arrival. When vessel

arrives from port outside of Europe and U.S.A. and has been less than 14 days at sea, all crew members require valid smallpox vaccination certificates.
TUGS: Obtained from Copenhagen or Elsinore if required by larger vessels.
BERTHING: Power Station quay, 300 m. long, depth alongside 23 ft. 6 in. 16 in. pipeline for fuel oil discharge.
FRESH WATER: Available by pipeline at quay.
FUEL: Not obtainable.
CUSTOMS ALLOWANCES: 200 cigarettes, 1 bottle wine and 1 bottle spirits permitted out of bond for each man.
TIME: GMT plus 1 hour. No alterations during the year.
HOLIDAYS: New Year's Day; Maundy Thursday; Good Friday; Easter Monday; Prayer Day (May 2nd); Ascension Day; Whit Monday; Christmas Day; Boxing Day. Half-holidays: May 1st, June 5th and December 24th.
REPAIRS: No facilities.
AUTHORITY: Electricitetsselskabet Isefjordvaerket Interressentskab.

NAESTVED: 55.14 N. 11.45 E.

DOCUMENTS: See "Kalundborg".
PILOTAGE: Pilotage compulsory for all ships over 150 b.r.t. To order, tel. Kaerrebaeksminde 03742124 or by Agents.
ANCHORAGES: 2 miles S.W. of head lights in Kaerrebaeksminde in 12 metres depth, near the buoy.
RESTRICTIONS: No entry at night time, half hour before sunrise, to half hour after sunset, and according to tides.
MAX. SIZE: Length 285 ft., 40 ft. beam, 17 ft. 6 in. draft.
HEALTH: See "Kalundborg".
RADIO: Lyngby Radio.
TUGS: M/S "Enø" 350 h.p. About 1 mile from Kaerrebaeksminde.
BERTHING: No berthing in Kaerrebaeksminde; only in Naestved.
BRIDGES: 1 in Kaerrebaeksminde with a total width of 23 m.
MEDICAL: Hospital available.
FRESH WATER: Available from quay.
GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: By crew.
CONSULS: Germany, tel. 03721536. Sweden: tel. 03720700.
REPAIRS: None.
SHORE LEAVE: Allowed.
POLICE/FIRE/AMBULANCE: Police 721448; Fire/Ambulance 000.
AUTHORITY: Harbour Master Naestved, Toldbodgate 4 Naestved. Tel. 03720056.

NYBORG: 55.19 N. 10.49 E.

DOCUMENTS:
Health Declaration.
Customs Declaration.
PILOTAGE: Required notice ETA 6 hours. Pilot station tel. (09) 310089. Pilot boat VHF Channel 16. Pilot station Slipshavn. Pilot cutter yellow-painted with "Nyborg Lods" in black letters.
ANCHORAGE: South of Knudshoved Lighthouse. Depth 16 metres (52 ft.). Small vessels anchor S.W. of Avernakke Pynt.
MAX. SIZE: Avernakke Pynt Bro (Oilpier) Draft 32 ft. length about 600 ft. Vesterhavn draft 24 ft. length about 400 ft.
RADIO: Lyngby Radio.
TUGS: One tugboat normally stationed in the port. Tugs required notice 8–10 hours.
STEVEDORES: Ordered by Agent.
MEDICAL: Hospital facilities available.
TANKERS: Discharge at Avernakke. Discharge lines 8 in. and 10 in.
DENSITY: About 1005.
FRESH WATER: Supply by pipeline to berths. Cost per ton D.kr. 2,50.
FUEL: All grades available.
GANGWAY/DECK WATCHMEN: Not compulsory.
OPENING/CLOSING HATCHES: Crew allowed open and close, otherwise according Charter Party.
CUSTOMS ALLOWANCE: Tobacco, 100 cigarettes for 3 days. Wine and/or Spirits: 1 bottle spirit for 3 days.
IDENTIFICATION CARDS: Not required.
CONSULS: Finland 311198, Norway 310737, Sweden 312106.
In Odense (near Nyborg):

Great Britain	115456	France	118700
Holland	115456	Iceland	120076
Portugal	120012	Spain	127781
W. Germany	972323		

REPAIRS: Most repairs possible.
DRY DOCKS: 700 dwt; slipway 70 dwt.
AIRPORT: Nearest airport, Beldringe, Odense.
TIME: GMT plus one hour.
HOLIDAYS: New Year's Day; Maunday Thursday; Good Friday; Easter Monday; Prayer Day, Ascension Day; Whit Monday; Christmas Day; Boxing Day.
POLICE/AMBULANCE/FIRE: Police 311448; Ambulance 000; Fire 000.
SHORE LEAVE: No restrictions.
AUTHORITY: Havnefoged, Havnekontoret, (19) 310587.

NYKOBING: 55.55 N. 11.41 E.

DOCUMENTS:
Ship's Register.
Loadline Certificate.
Derating Certificate.
Crew List stating quantity of cigarettes, cigars, tobacco, cigarette paper, spirits, wine and guns.
Cargo List.
PILOTAGE: Pilot ordered through Agents and will board at Skellerev or Argus Ground (both outside Guldborg bridge).
ANCHORAGE: By Skellerev, safe ground.
RESTRICTIONS: Port only accessible by daylight, max. draft 19 ft. 6 in., max. breadth for passing Guldborg bridge 25 metres. Entrance from South (Gedser) not recommended, as depth of water in the Southern part of Guldborgsund only amounts to 8 ft.
RADIO: For vessels coming through the Kiel Canal, Kiel Radio could be used, otherwise nearest station Lyngby Radio.
TUGS: Available on request.
BRIDGES: Vessels calling Nykøbing Falster have to pass Guldborg Bridge about 8 miles North of harbour. Turning bridge, breadth 25 metres, opens by request after sunrise and ½ hour after sunset (from 1st Nov. to 1st March from ½ hour before sunrise). When requesting passage use international flag N on half foremast and give one long and one short blast.
STEVEDORES: Ordered by agents. No notice required.
MEDICAL: No advance notice required for medical attention.
FRESH WATER: Supplied from quay installations—price d.kr. 2.50 per cbm. Hose duty kr. 5.00—Minimum: kr. 10.00.
FUEL: All grades obtainable—delivered by tank lorry
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Carried out by crew.
TOBACCO/WINE ALLOWANCES: Each crew member 100 cigarettes (or corresponding quantity of tobacco) and 1 bottle spirits.
IDENTIFICATION CARDS: Not necessary.
CONSULS:
Norway
Sweden
West Germany
Netherlands
Finland
REPAIRS: Small deck and engine repairs possible.
AIRPORT: Nearest at Copenhagen (2 hours by train.)
TIME: No alteration to clocks. GMT plus 1 hour.
HOLIDAYS: New Year; Maundy Thursday; Good Friday; Easter Monday; Prayer Day; 1st May (Labour Day, half only); Ascension Day;Whit Monday; Constitution Day (5th June, half only); Christmas and Second Christmas Day.
POLICE/AMBULANCE/FIRE: Dial 0–0–0 and ask for police, ambulance or fire service.
SHORE LEAVE: Crew members may go ashore without any restrictions.

AGENT: Marquardt & Tornøe's EFTF., P.O. Box 81, 4800 Nyøkbing FL. Denmark. Tel. (03) 85 31 77. Telex 2589.

ODENSE: 55.25 N. 10.25 E.

DOCUMENTS:
Ship's Register.
Load-line Certificate.
Radio Safety Certificate.
Safety Equipment Certificate.
De-rat Certificate or exemption.
1 Crew List.
Stores List.
Crew Personal Effects List.
Cargo Manifest or Bills of Lading.
PILOTAGE: Compulsory between Stige and Odense. Pilot boards at Gabet, entrance to the fjord or at Stige, entrance of channel.
ANCHORAGE: Inside Odense Fjord in depths of 25 ft. Larger vessels anchor outside of Gabet.
RESTRICTIONS: Port is entered through dredged channel, 22 m. wide, 25 ft. depth. Navigation usually throughout the year. Ice-breaker assistance available if necessary. Vessels over 3,000 tons enter in daylight only. Speed limit of 4 knots in entrance channel.
MAX. SIZE: Draft, maximum 24 ft. fresh water, length, 160 m. controlled by swinging basin.
HEALTH: Pratique granted by Customs Officers who bring Health Declaration for Masters to complete. In event of suspected disease or fever on board radio details to Agent before arrival. When vessel arrives from port outside of Europe and U.S.A. and has been less than 14 days at sea, all crew members require valid smallpox vaccination certificates.
TUGS: A tug is available. Not compulsory but necessary for larger vessels.
BERTHING: Three harbour basins including 10,500 ft. of quays with depth of 24 ft. 6 in. alongside. Coal quays at Fynsvaerket, depth 24 ft. 6 in. alongside.
TANKERS: One oil berth with depth of 20 ft. alongside.
MEDICAL: Doctors, hospital facilities available.
FRESH WATER: Available by pipeline at all berths.
FUEL: All grades available.
CUSTOMS ALLOWANCES: 200 cigarettes, 1 bottle wine and 1 bottle spirits permitted out of bond for each man.
TIME: GMT plus 1 hour. No alterations during the year.
HOLIDAYS: New Year's Day; Maundy Thursday; Good Friday; Easter Monday; Prayer Day (May 2nd); Ascension Day; Whit Monday; Christmas Day; Boxing Day. Half-holidays: May 1st, June 5th and December 24th.
REPAIRS: All deck, engine and boiler repairs can be effected.
AUTHORITY: Havne Kaptajnen, Odense.

RANDERS: 56.29 N. 10.04 E.

DOCUMENTS:
2 Crew Lists.
2 Lists with statement of each crew member's cigarettes, tobacco and spirits.

PILOTAGE: Apply for Pilot 6 hours before arrival to Agents or direct at pilot station Tel. (06) 485026, or contact Pilot by VHF 1 hour before arrival. Channels 6 12, 16.

ANCHORAGE: Udbyhoej Northside, depth 7 metres.

MAX. SIZE: Maximum length, 475 ft.; breadth, 57 ft.; draft 20 ft.

HEALTH: No special requirements.

RADIO: Lyngby Radio and Skaw Radio.

TUGS: 500 h.p. tug available – use ship's lines.

STEVEDORES: Ordered by Agents, no ETA to stevedores necessary. Working periods: Monday to Friday 07.30–11.30, 12.00–16.30; Saturday no work.

VHF: VHF service from Harbour Office, Channels 6, 12, 16.

MEDICAL: Hospital facilities available, no particular innoculations required.

TANKERS: Four 6 in. discharge lines; no slop discharge facilities.

DENSITY: Brackish in port area. No tide.

FRESH WATER: Shore installations. Cost per ton kr. 2.50, min. kr. 10.–.

FUEL: All grades. Deliveries by lorry only.

GANGWAY/DECK WATCHMEN: Available but not compulsory. Cost per hour kr. 11.–.

OPENING/CLOSING HATCHES: By crew.

CERTIFICATES: Tonnage Certificate, De-ratting Certificate, Load Line Certificate.

CUSTOMS ALLOWANCE: Each crew member 100 cigarettes or 25 cigars or 100 grams tobacco, and 1 bottle spirits and 1 bottle wine meant for 3 days.

IDENTIFICATION CARDS: Not required.

CONSULS: France (06) 42 44 22, Norway (06) 42.11 11, Finland (06) 42 51 11, Sweden (06) 42 44 22, Iceland (06) 42 39 00.

REPATRIATION: Hotel accommodation available for changing of crew.

AIRPORT: Tirstrup Airport, 42 km. from Randers, 1 hour by bus, 5–7 daily flights to/from Kastrup Airport (Copenhagen).

TIME: GMT plus 1 hour.

HOLIDAYS: 1st January (New Year); March: Maundy Thursday, Good Friday, Easter Monday; 1st May from 12.00 hours (Labour Day); Whit Monday (5th June) from 12.00 hours; 24th December from 12.00; 25–26th December (Christmas).

POLICE/AMBULANCE/FIRE: Tel. 000.

TELEPHONES: Not available.

AGENTS: Carl Hassager & Co., c/o Axel Urup Skov, Sydhavnen, DK 8900 Randers. Tel. 06 42 05 22; AO 06 42 31 91; Telex. 4332; Cables: Hassager, Lloyd's.

RONNE: 55.06 N. 14.42 E.

DOCUMENTS:
1 Crew List.
1 Passenger List.
1 Customs Declaration.
1 Declaration for crew's tobacco, spirits, etc.
1 Declaration of Health.
1 Declaration to Police, number of crew, passengers, etc.
1 Bill of Lading (or Manifest).

PILOTAGE: Apply for Pilot via Rønne or Lyngby Radio, advance notice not less than one hour. Pilot boats have VHF but not continuously open. Area where Pilot has to be taken on board is by Rønne light-buoy, 2 miles S.W. of the harbour; if weather bad Pilot boat guides the ship inside the breakwater and then boards.

ANCHORAGE: No safe anchorages outside the harbour.

MAX. SIZE: Maximum length 400–450 ft., draft 22 ft. There is no tide.

HEALTH: No special procedure necessary, but if there is suspected disease or fever on board or ship comes from area with fever, etc., call for quarantine doctor. If ship's last call was Danish port pratique automatic.

RADIO: Rønne Radio, call-sign OYE; or Lyngby Radio, call-sign OXZ.

TUGS: Normally join the vessel inside breakwater; ship's lines to be used.

STEVEDORES: To arrange gangs Monday morning, advices have to be given Friday before 11.00. To arrange work other days, notice must be given before 16.00 the day before.

MEDICAL: Hospital facilities are available. It is not necessary to give advance notice.

TANKERS: Only one berth for coastal tankers draft up to 20 ft., length up to 200 ft.

FRESH WATER: Available 10–12 ton an hour, price 2.50 kr. per ton.

FUEL: Light fuel, Redwood 200 sec. Heavy fuel 3500 sec., also 1000 and 1500 sec. Notice 6 hours ETA.

GANGWAY/DECK WATCHMEN: Not necessary.

OPENING/CLOSING HATCHES: Carried out by crew.

CERTIFICATES: Nationality Cert., Derat. Cert., Load Line Cert. Radio Cert. (Safety Cert. for passenger ships only).

CUSTOMS ALLOWANCE: Tobacco: 40 cigarettes or other tobacco per day. Wine/Spirit: ½ bottle per day.

IDENTIFICATION CARDS: Not needed.

CONSULS: Sweden, Tel. Rønne 1410; Finland, 2030; France, 1010; Nederland, 192; Norway 1617; West Germany 1612.

REPAIRS: All kinds of repairs can be carried out.

DRY DOCKS: Only small ships up to 350 tons.

REPATRIATION: Is possible.

AIRPORT: 3 miles, served 3–5 times per day by SAS to Copenhagen.

TIME: GMT plus 1 hour. No alteration.

HOLIDAYS: New Year's Day; Easter, 3 days Thursday, Friday, Easter Day (Monday); May 1; Whit Monday; June 5; Christmas Eve; Christmas Day; 2nd Christmas Day. Cargo work only possible for foodstuff, etc.

SERVICES: Compass adjustment only

SHORE LEAVE: Allowed.

AUTHORITY: Havnemester (Harbour Master) Rønne Havn, 3700 Rønne. Tel. 678.

SKAERBAEK: 55.31 N. 09.37 E

DOCUMENTS:
Ship's Register.
Load-line Certificate.
Radio Safety Certificate.
Safety Equipment Certificate.
De-rat Certificate or exemption.
1 Crew List.
Stores List.
Crew Personal Effects List.
Cargo Manifest or Bills of Lading.

PILOTAGE: Not compulsory. Pilot joins at mouth of Kolding Fjord. Can be contacted by VHF Channel 16.

ANCHORAGE: Off Skaerbaek in depths of 23 ft.

MAX. SIZE: Tankers up to 35 ft. draft.

RADIO: Lyngby Radio.

TUGS: Available, not normally required.

BERTHING: Power station wharf: 260 m. length; depth alongside 23 ft. Oil Jetty: depth 36 ft.

FRESH WATER: Obtainable from quay.

FUEL: Not available.

CONSULS: Nearest at Kolding. Distance 15 km.

CUSTOMS ALLOWANCES: 200 cigarettes, 1 bottle wine and 1 bottle spirits permitted out of bond for each man.

TIME: GMT plus 1 hour. No alterations during the year.

HOLIDAYS: New Year's Day; Maundy Thursday; Good Friday; Easter Monday; Prayer Day (May 2nd); Ascension Day; Whit Monday; Christmas Day; Boxing Day. Half holidays: May 1st, June 5th and December 24th.

AIRPORT: Billund Airport, 40 km. distant.

AUTHORITY: Sydostjydske Faellescentral Skaerbaekvaerkst. Tel. (05) 562 466.

SONDERBORG: 54.55 N. 9.47 E.

DOCUMENTS:
Ship's Register.
Crew List.
Crew Manifest.
Radio Safety Certificate.

PILOTAGE: Vessels exceeding 20 ft. in draft or 3000 gross tonnage use Northern entrance where Pilot boards vessels at buoy 4 or 7, route 25.

Ships coming from South (passing harbour bridge) contact pilot boat at buoy 6 or 7 route 8. Pilot not compulsory. VHF on pilot station. Harbour Master and Pilot tel. 044 22765.

RESTRICTIONS: No restrictions night entry. No tide. N.E. to E. winds raise water level up to 3 in. S.W. to N.W. winds lower it by same amount.

BERTHING: *South Harbour:* Mainly used by small passenger and fishing boats.

North Harbour: Concrete quay about 2,000 ft. long, depth alongside 24 ft. At plywood factory, dolphin moorings, up to 29 ft. draft. Harbour is divided into above mentioned two parts by a rail bridge. Lifting sections 98 ft. wide. Submarine cables in area from 50 yd. South of bridge to 100 yd. North.

BUNKERS: Available.

TUGS: Available; 6 hours notice required.

FRESH WATER: Supplied by pipeline to berths.

REPAIRS: Two slipways. 100 and 500 tons capacity.

AIRPORT: In Sonderborg. Regular airline inland.

TIME: GMT plus 1 hour.

AUTHORITY: Harbourmaster. Tel. 044 22765.

SVENDBORG: 55.03 N. 10.38 E.

DOCUMENTS:
Certificate of Registry.
Freeboard Certificate.
Rat. Certificate.
Crew List.

PILOTAGE: Telegraphic address, "Pilotstation, Svendborg". For contacting pilot boat on VHF, use Channel 16. International signals for Pilot. In Eastern entrance Pilot boards at Thurø Rev. In Western entrance Pilot boards at Lehnskov, or if ordered at Skrams Flak.

ANCHORAGE: At Lunkebugt (Eastern entrance) and by Lehnskov (Western entrance).

MAX. SIZE: Longest ship ever docked was 541 ft. long, 67 ft. breadth, draft 18 ft. 9 in. Shorter ships may enter with deeper draft.

HEALTH: Pratique automatic.

RADIO: All Danish coast stations can be used. (See "Horsens".)
TUGS: Normally no tugs stationed in Svendborg, ships wanting tugs order through Agent before arrival.
BRIDGES: One mile west of harbour a bridge crosses the sound. Free height 33 metres.
STEVEDORES: Ordered by Agent.
MEDICAL: Doctors and hospital service always available.
DENSITY: Approx. 1024.
FRESH WATER: Available at all piers. 20 tons per hour. 2.50 kroner per ton.
FUEL: No bunker lines. Diesel oil can be delivered by tank cars.
GANGWAY/DECK WATCHMEN: Available, but not compulsory.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CUSTOMS ALLOWANCE: Tobacco: 40 cigarettes or 40 gr. tobacco. Wine/Spirit: ¼ litre.
IDENTIFICATION CARDS: Not needed.
CONSULS: Vice-Consulates: Norway, tel. 09 21 31 17; Sweden, 09 21 14 10; Finland, 09 21 11 51; W. Germany, 09 21 15 39.
REPAIRS: All repairs to deck and machinery carried out by shipyard.
DRY DOCKS: Floating docks for ships up to 7,000 ton dwt.
REPATRIATION: Facilities exist.
TIME: GMT plus 1 hour (same all year).
HOLIDAYS: New Year's Day; the day before Good Friday; Good Friday; Easter Monday; May 1st; Ascension Day; May 5th; Prayer Day; Whit Monday; June 5th; 25th and 26th of December.
FIRE/AMBULANCE/POLICE: Call 000.
TELEPHONE: No telephone for ships.
SERVICES: Compass adjusting.
SHORE LEAVE: No restrictions concerning shore leave for crew. Dogs not allowed to go ashore.
AUTHORITY: Harbour Master, Havnekontoret, Svendborg. Tel. 09 21 06 57.

VEJLE: 55.42 N. 09.33 E.

DOCUMENTS: Required on arrival:
2 Crew Lists.
2 Passenger Lists.
1 Tobacco List.
1 National Reg. Certificate.
1 Load Line Cert.
1 Tonnage Cert.
1 Manifest.
1 Bill of Lading.
1 Deratting Cert.
1 Radio Safety Cert.
1 Clearance inward and outward.
1 Safety Cert.
PILOTAGE: Pilot by request at Rosenvold Hage, radio Pilot Vejle, VHF Channel 16, Vejle pilot station. 3 hours notice of ETA.
ANCHORAGE: (1) At Rosenvold Hage, (2) at Træskohage.
MAX. SIZE: Length max. 550 ft., max. draft 23 ft.
HEALTH: Pratique procedure is carried out by customs dept.
RADIO: Lyngby Radio, OXZ, Blaavand Radio OXB.
TUGS: Available inside port, ship's lines.
STEVEDORES: Available. Seven o'clock start must be informed 24 hours in advance.
MEDICAL: Hospital facilities available day and night with doctors available 24 hours per day.
TANKERS: 2 tanker berths, max. draft 23 ft. No slop tank available. Diameter of discharge lines 6 in.
DENSITY: Average density 1,020.
FRESH WATER: Delivered from lines on piers. 14 ts. p.h. cost per ton. 2.5 d. Kr.
FUEL: All grades available. No advance notice required.
GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: Normally carried out by stevedores.
CUSTOMS ALLOWANCE: Tobacco: 200 cigarettes. Wine and/or Spirits: 1 bottle of each.
IDENTIFICATION CARDS: Not needed.
CONSULS: Vice-Consuls: Greece, 821929; Norway, 829122; Spain, 820233; Germany, 820011.
REPAIRS: Deck and engine repairs can be undertaken.
DRY DOCKS: None.
REPATRIATION: No facilities.
AIRPORT: Billund 32 km., 3 flights per day.
TIME: GMT plus 1 hour.
HOLIDAYS: New Year's Day; Easter; 1st May, Whit Sunday, Christmas holidays. Cargo work can be done on overtime except 1st May (Labour Day).
POLICE/AMBULANCE/FIRE: Police, tel. 821744; Ambulance, 822244; Fire, 822244.
TELEPHONES: No arrangements exist for placing on board.
SHORE LEAVE: Allowed for all crew.
AUTHORITY: Harbour Master. Sydkajen 16, 7100 Vejle, Denmark.

VORDINGBORG (South Harbour – formerly Masnedsund): 55.30 N. 11.54 E.

DOCUMENTS: See "Copenhagen".
PILOTAGE: Available from Masnedoe Pilot Station tel. 03–770355.
ANCHORAGE: Vordingborg Roads.
MAX. SIZE: Draft 21 ft. maximum, breadth 25 metres owing to passage of bridge before entering harbour.
RADIO: Lyngby Radio.
TUGS: Available from Nakskov, Korsoer, Copenhagen. Notice for towage about 6/8 hours.
MASNEDOE POWER STATION: Private harbour. Draft 21 ft. Fresh water available. Pilotage, towage, as for Vordingborg.
BRIDGES: Passage of bridge 25 metres wide, opening day and night. Bridge normally in radio contact with pilot station. Fully lighted.
STEVEDORES: Local stevedores ordered by Agent.
MEDICAL: Hospital available.
FRESH WATER: Supplied by pipeline to berths.
FUEL: All common fuels available.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: Crew allowed open and close, otherwise as per C/P.
CERTIFICATES:
Registered Certificate of tonnage
Deratting Certificate.
Construction Certificate.
Loadline, and Equipment Certificate on first call.
CUSTOMS ALLOWANCE: About 200 cigarettes and a limited amount of spirits each man.
CARGO GAR: 2 mobile cranes, one grain-sucker and elevator, one coal crane.
IDENTIFICATION CARDS: Not required.
CONSULS: At Copenhagen.
REPAIRS: Most repairs, engine and equipment available. Electronic service only available from Copenhagen.
DRY DOCK: No local dry dock. Nakskov/Copenhagen nearest.
HOLIDAYS: See 'Copenhagen'.
POLICE/AMBULANCE/FIRE: Police 03–771448; Ambulance, Fire Brigade 0–0–0.

AGENTS: A. P. Steffensen, Postal address: 4760 Vordingborg tel. 03–770210–770212. Telex: 5476. Cables: Stefbroker Vordingborg a.o. 03–770960.

Dominican Republic

AZUA (PUERTO VIEJO): 18.30 N. 70.40 W.

DOCUMENTS:
3 Crew Lists.
3 Passenger Lists.
Health Certificate.
Viands Register.
3 Weapons Lists.
Also refer to "Santo Domingo."
PILOTAGE: Ordered by Agent; vessel should wait for Pilot at a distance of one mile from the port.
ANCHORAGE: In the approaches, depth is 28 ft.
RESTRICTIONS: By night wait for Pilot's arrival.
HEALTH: Pratique is obtained by Agent. In case of infectious illness the whole crew is put in quarantine.
TUGS: Available and tug's lines are used.
MEDICAL: Necessary for Agent to receive advance notice of required medical attention. Doctor available.
FRESH WATER: Delivered by barge.
FUEL: None available.
GANGWAY/DECK WATCHMEN: Required.
OPENING/CLOSING HATCHES: Carried out by crew.
CUSTOMS ALLOWANCES: No restrictions.
IDENTIFICATION CARDS: Not required.
CONSULS: None.
REPAIRS: No repairs possible.
REPATRIATION: Facilities available.
AIRPORT: Situated 170 miles from port.
HOLIDAYS: Work is allowed on all holidays.
POLICE/AMBULANCE/FIRE: Tel. 175.
TELEPHONES: None available on board.
SHORE LEAVE: Allowed.
AUTHORITY: Carlos W. Prestol Botello, Afferez de Fragata, Marina de Guerra (Navy). Address, Comandancia de Puerto de Azua RD.
AGENT: See "Santo Domingo".

BARAHONA: 18.10 N. 71.10 W.

DOCUMENTS:
8 Crew Lists.
8 Lists of Passengers Disembarking.
6 Lists of Passengers in Transit.
3 Stores Lists.
4 Fire-arms Declarations.
6 Cargo or Ballast Manifests.
De-rat. Exemption Cert.
Vaccination Certificates for each person.
Also refer to "Santo Domingo" for further information.
PILOTAGE: Pilot arranged by Agent on basis of Master's advance notice of ETA. Pilot and Agents can be contacted by radio telephone frequency 2738.
ANCHORAGE: Deep water anchorage available outside port. Pilot will advise best location.
RESTRICTIONS: No entry at night.

MAX. SIZE: 575 ft. length; 29 ft. draft.
HEALTH: Pratique granted after Health Authorities have boarded and cleared vessel. In case of disease aboard notify Agents before arrival. Pratique is automatic when proceeding from another port in the same country.
RADIO: When within range, Santo Domingo Radio.
TUGS: One small tug available, ship's lines used.
BERTHING: Sugar molasses wharf, general gypsum wharf.
STEVEDORES: ETAs required 24 and 12 hours before arrival to arrange gangs.
MEDICAL: Medical attention can be arranged after vessel is cleared, preferably ashore. Minor cases are dealt with locally, more serious cases are transported to Santo Domingo.
TANKERS: Discharge at molasses wharf.
DENSITY: Salt water inside harbour.
FRESH WATER: Pipe-line at wharves, ship's hoses used.
FUEL: Only available by truck from Santo Domingo.
GANGWAY/DECK WATCHMEN: Compulsory gangway watch kept by Customs guards.
OPENING/CLOSING HATCHES: Can be performed by crew or stevedores.
CUSTOMS ALLOWANCES: Bond is sealed, but can be opened at Master's request.
IDENTIFICATION CARDS: Shore passes are provided by Immigration Authorities.
CONSULS: All Consuls at Santo Domingo.
REPAIRS: Minor repairs only.
REPATRIATION: Can be arranged.
AIRPORT: Distance to airport 230 km/s.
TIME: GMT minus 5 hours. Alteration to clocks variable from year to year.
HOLIDAYS: All holidays workable at overtime rates.
POLICE/FIRE/AMBULANCE: Police, tel. 417. Ambulance, tel. 441; Fire, tel. 348 or 398.
TELEPHONES: Shore telephone alongside ship connected to Sugar Mill.
SHORE LEAVE: Allowed.
GENERAL: No boats to be lowered without official permission. Berthing/unberthing during daylight only.
AUTHORITY: Comandante de Puerto, Barahona.

AGENTS: See "Santo Domingo".

BOCA CHICA: 18.27 N. 69.35 W.

DOCUMENTS:
8 Crew Lists.
8 Lists of Passengers Disembarking.
6 Lists of Passengers in Transit.
3 Stores Lists.
4 Fire-arms Declarations.
6 Cargo or Ballast Manifests.
De-rat. Exemption Certificate.
Vaccination Certificates for each person.
Also refer to "Santo Domingo" for further information.
PILOTAGE: Pilot arranged by Agent on basis of Master's advance notice of ETA. Pilot and Agents can be contacted by radio telephone frequency 2738 and 2182 kHz.
ANCHORAGE: Deep water anchorage available outside port. Pilot will advise best location.
RESTRICTIONS: No entry at night.
MAX. SIZE: 400 ft. length; 25 ft. draft.
HEALTH: Pratique granted after Health Authorities have boarded and cleared vessel. In case of disease aboard notify Agents before arrival. Pratique is automatic when proceeding from another port in the same country.
RADIO: When within range, Santo Domingo Radio.
TUGS: If required, tug is brought from Santo Domingo.
STEVEDORES: ETAs required 24 and 12 hours before arrival to arrange gangs.
MEDICAL: Medical attention can be arranged after vessel is cleared, preferably ashore. Minor cases are dealt with locally, more serious cases are transported to Santo Domingo.
TANKERS: Only small propane gas tankers can be accommodated.
DENSITY: Salt water inside harbour.
FRESH WATER: Pipe-line connection at dock, low pressure. Ship's hoses used.
FUEL: Only available by truck from Santo Domingo.
GANGWAY/DECK WATCHMEN: Compulsory gangway watch kept by Customs guards.
OPENING/CLOSING HATCHES: Can be performed by crew or stevedores.
CUSTOMS ALLOWANCES: Bond is sealed, but can be opened at Master's request.
IDENTIFICATION CARDS: Shore passes are provided by Immigration Authorities.
CONSULS: All Consuls at Santo Domingo.
REPAIRS: Minor repairs only.
REPATRIATION: Can be arranged.
AIRPORT: Six km/s to airport, served by regular airlines with numerous flights daily.
TIME: GMT minus 5 hours. Alteration to clocks variable from year to year.
HOLIDAYS: All holidays workable at overtime rates.
POLICE/FIRE/AMBULANCE: At Santo Domingo.
TELEPHONES: No connection to vessels.
SHORE LEAVE: Allowed.
AUTHORITY: Comandante de Puerto, Marina de Guerra, Comandancia, Andres, Boca Chica.

AGENTS: See "Santo Domingo".

CABO ROJO: 17.55 N. 71.39 W.

DOCUMENTS:
8 Crew Lists.
8 Lists of Passengers Disembarking.
6 Lists of Passengers in Transit.
3 Stores Lists.
4 Fire-arms Declarations.
6 Cargo or Ballast Manifests.
De-rat. Exemption Certificate.
Vaccination Certificates for each person.
Also refer to "Santo Domingo" for further information.
PILOTAGE: Pilot arranged by Agent on basis of Master's advance notice of ETA. Pilot and Agents can be contacted by radio telephone, frequency 2738.
ANCHORAGE: Deep water anchorage available outside port. Pilot will advise best location.
RESTRICTIONS: Entry permitted at night.
MAX. SIZE: 600 ft. length; 40 ft. draft.
HEALTH: Pratique granted after Health Authorities have boarded and cleared vessel. In case of disease aboard notify Agents before arrival. Pratique is automatic when proceeding from another port in the same country.
RADIO: When within range, Santo Domingo Radio.
TUGS: No tugs available.
BERTHING: Alcoa Private Wharf, bauxite only. Mechanical loading, no stevedores.
MEDICAL: Medical attention can be arranged by Alcoa after vessel is cleared, preferably ashore. Minor cases are dealt with locally, more serious cases are transported to Santo Domingo.
TANKERS: One tanker at a time could be accommodated.
DENSITY: Salt water inside harbour.
FRESH WATER: Sometimes available.
FUEL: Only available by truck from Santo Domingo.
GANGWAY/DECK WATCHMEN: Compulsory gangway watch kept by Customs guards.
OPENING/CLOSING HATCHES: Performed by crew.
CUSTOMS ALLOWANCES: Bond is sealed, but can be opened at Master's request.
IDENTIFICATION CARDS: Shore passes are provided by Immigration Authorities.
CONSULS: All Consuls at Santo Domingo.
REPAIRS: Minor repairs only.
REPATRIATION: Can be arranged.
AIRPORT: Distance to airport 360 km.
TIME: GMT minus 5 hours. Alteration to clocks variable from year to year.
HOLIDAYS: All holidays workable.
POLICE/FIRE/AMBULANCE: Contact Port Authority.
TELEPHONES: Telephone on dock connected to Alcoa office.
SHORE LEAVE: Allowed.
GENERAL: No boats to be lowered without official permission.
AUTHORITY: Comandante de Puerto, Cabo Rojo.

AGENTS: See "Santo Domingo".

LA ROMANA; 18.27 N. 69.01 W.

DOCUMENTS:
8 Crew Lists.
8 Lists of Passengers Disembarking.
6 Lists of Passengers in Transit.
3 Stores Lists.
5 Fire-arms Declarations.
6 Cargo or Ballast Manifests.
De-rat Exemption Cert.
Vaccination Certificates for each person.
PILOTAGE: Compulsory. Ordered by agents on receipt of vessel's ETA, 72, 48 and 24 hours before arrival. Pilot launch painted white with grey cabin and with letters LP-24 painted on sides. Pilot boards one mile from port entrance.
ANCHORAGE: West of Isla Catalina in depths of 15 to 18 fathoms.
RESTRICTIONS: No entry or sailing in hours of darkness.
MAX. SIZE: Length: 580 ft. Draft 28 ft.
HEALTH: Pratique granted after Health Authorities have boarded and cleared vessel. In case of disease aboard notify Agents before arrival. Pratique is automatic when proceeding from another port in the same country.
RADIO: Santo Domingo Radio, HIX2, frequency 2738 kc/s. Near the port, use Centromana Radio on same frequency.
TUGS: One tug of 620 h.p. available. Extra charge for use of tugs line.
BERTHING: One concrete pier 720 ft. long.
STEVEDORES: To be ordered four hours before commencing work.
MEDICAL: Doctors and hospital facilities available. Medical attention can be arranged after vessel is cleared, preferably ashore. Minor cases are dealt with locally, more serious cases are transported to Santo Domingo.
TANKERS: Berth for one tanker at the pier. Discharge lines 10 in., 8 in., and 4 in.

DENSITY: 1025.
FRESH WATER: Available from 2 in. pipeline on pier. Very low rate of supply.
FUEL: Not available.
WATCHMEN: To be provided by vessel. Compulsory gangway watch kept by Customs Guards.
HATCHES: Opened and closed generally by ship's crew.
CUSTOMS ALLOWANCES: Seamen may take ashore only two packets of cigarettes and no alcohol.
IDENTIFICATION CARDS: Shore passes issued by Immigration Officer.
REPAIRS: Only minor repairs can be effected.
REPATRIATION: Arranged via Santo Domingo.
AIRPORT: Distance 70 kms.
TIME: GMT minus 5 hours. Clocks put back half an hour in winter months.
HOLIDAYS: January 1st.; January 21st.; January 26th.; February 27th.; Good Friday; Corpus Christi; May 1st.; August 16th.; September 24th.; December 25th.
POLICE/FIRE/AMBULANCE: Police, San Domingo 2–3000; Ambulance, 9–4288, 2–2682; Fire, 2–2000, 2–2001.
TELEPHONES: In dock office, ask Sugar Mill for number required.
SHORE LEAVE: Allowed.
AUTHORITY: Comandante de Puerto, La Romana.
AGENTS: Gulf-Western Americas Corporation, Division Central Romana, La Romana, Dominican Republic. Teléfonos: Nos. 43 – 52 – 53 – 06 y 88, Telex: ABC: Croman 326128.

MANZANILLO: 19.43 N. 71.45 W.

DOCUMENTS:
6 Crew Lists.
6 Lists of Passengers Disembarking.
6 Lists of Passengers in Transit.
3 Stores Lists.
4 Fire-arms Declarations.
6 Cargo or Ballast Manifests.
De-Rat. or Exemption Certificate.
Vaccination Certificates for each person.
Also refer to "Santo Domingo" for further information.
PILOTAGE: Compulsory. Boards incoming vessels about one mile from the dock. (The Pilot's working hours from 8.00 a.m. to 12.00 noon, 2.00 p.m. to 5.00 p.m.; a fee of $15.00 charged after working hours. A fee of $15.00 is also charged for movements in harbour.) Ships will be received Saturdays and Sundays and at night for the same rate of $15.00 for the Pilot.
ANCHORAGE: Vessels that cannot be docked on arrival will find safe anchorage to the East of the dock where there is plenty of swinging room, in about 20 fathoms of water, with good holding ground of mud and sand.
APPROACHES: Coast Guard Service recommend that a ship, entering Manzanillo Bay from the East, should stay well out until it has rounded shoals surrounding Seven Brothers Islands. At approximately 19° 58′ West longitude, a course of 127° will bring it into the bay near the wharf. A ship arriving from the West should stay about six miles off Cape Haitian Light. When abreast the light a course of 111° will lead into the Bay a short distance North of the pier.
RADIO: Radio Station HIL31. This station is private and for the use of Grenada Co. only. Messages of ETA, etc. from vessels should be sent via Miami WAX or New Orleans Radio WNU.
TUGS: No heavy duty tugs available but there is a launch for the handling of ship lines.
BERTHING: Prevailing winds are Easterly and sometimes interfere with docking or undocking. On the East side vessels should dock bow in, since there is not enough room to swing vessels safely around for a port docking. On the West side vessels can dock either side to the pier, depending on the direction and force of the wind. In general banana vessels will be docked on West side of the pier and cargo vessels on the East side. Pier has a concrete deck 744 ft. long, 72 ft. wide. Both sides of the pier are protected with a pine fender system. The water depth at land end of pier is 10 ft. and at the seaward end 60 ft.
MEDICAL: Small dispensary in Manzanillo. Hospital facilities in Monte Cristi, 30 kilometres away.
STEVEDORES: Available.
FRESH WATER: Available at $1.25 per ton for ships calling at this port only.
FUEL: None available.
GANGWAY/DECK WATCHMEN: Carried out by crew.
OPENING/CLOSING HATCHES: Crew or stevedores.
CUSTOMS ALLOWANCES: Each crew member will be allowed to take ashore one only opened package of cigarettes.
CREW IDENTIFICATION CARDS: Required.
REPAIRS: Small repairs carried out only.
REPATRIATION: Facilities available.
HOLIDAYS: While the Custom House is closed on holidays arrangements can usually be made for working overtime, paying overtime rates.
SHORE LEAVE: Members of crew are allowed to go ashore at this port, but Masters should caution them not to take on their persons any dutiable articles, as the Customs will search such men upon landing and should any such articles be found on their persons, this will be treated as an attempt to smuggle; severely punishable offence.
AUTHORITY: Comandante de Puerto, Manzanillo.
AGENT: See "Santo Domingo".

PUERTO PLATA: 19.49 N. 70.41 W.

DOCUMENTS:
8 Crew Lists.
8 Lists of Passengers Disembarking.
6 Lists of Passengers in Transit.
3 Stores Lists.
4 Fire-arms Declaration.
6 Cargo or Ballast Manifests.
De-rat. Exemption Certificate.
Vaccination Certificates for each person.
Also refer to "Santo Domingo" for further information.
PILOTAGE: Pilot arranged by Agent on basis of Master's advance notice of ETA. Pilot and Agents can be contacted by radio telephone, frequency 2738.
ANCHORAGE: Deep water anchorage available outside port. Pilot will advise best location.
RESTRICTIONS: Night entry not recommended.
MAX. SIZE: 550 ft. length, 28 ft. draft.
HEALTH: Pratique granted after Health Authorities have boarded and cleared vessel. In case of disease aboard notify Agents before arrival. Pratique is automatic when proceeding from another port in the same country.
RADIO: When within range, Santo Domingo Radio.
TUGS: No tugs available.
STEVEDORES: ETAs required 24 and 12 hours before arrival to arrange gangs.
MEDICAL: Medical attention can be arranged after vessel is cleared preferably ashore. Minor cases are dealt with locally, more serious cases are transported to Santo Domingo.
TANKERS: Berth at molasses/petroleum berth.
DENSITY: Salt water inside harbour.
FRESH WATER: Pipe-line at wharves. Ship's hoses used.
FUEL: Only available by truck from Santo Domingo.
GANGWAY/DECK WATCHMEN: Compulsory gangway watch kept by Customs guards.
OPENING/CLOSING HATCHES: Can be performed by crew or stevedores.
CUSTOMS ALLOWANCES: Bond is sealed, but can be opened at Master's request.
IDENTIFICATION CARDS: Shore passes are provided by Immigration Authorities.
CONSULS: All Consuls at Santo Domingo.
REPAIRS: Minor repairs only.
REPATRIATION: Can be arranged.
AIRPORT: Distance 250 km.
TIME: GMT minus 5 hours. Alteration to clocks variable from year to year.
HOLIDAYS: All holidays workable at overtime rates.
POLICE/FIRE/AMBULANCE: At Santo Domingo.
TELEPHONES: Nearest in Customs House alongside wharves.
SHORE LEAVES: Allowed.
GENERAL: No boats to be lowered without official permission.
AUTHORITY: Comandante de Puerto, Puerto Plata.
AGENTS: See "Santo Domingo".

SAN PEDRO DE MACORIS: 18.30 N. 69.12 W.

DOCUMENTS:
Crew List.
Passenger List.
Customs Documents.
Health Documents.
Manifest.
Bills of Landing.
Ship's Papers.
Refer to "Santo Domingo" for further information.
PILOTAGE: ETA required 24 hours before arrival. Pilot meets vessels 2 miles from buoy. Pilot Radio Station frequency is 2738; in the event of bad weather vessel should remain 3 miles south of the buoy.
ANCHORAGE: One mile south of the lighthouse; depth 60 ft.
RESTRICTIONS: Channel depth 30 ft. Up to 350 ft. length, no restrictions. Larger vessels enter in daylight only.
MAX. SIZE: 500 ft. length, 29 ft. draft.
HEALTH: In case of illness or death on board, send a cable before arrival; doctors available.
RADIO: Radio Station, frequency 2738, call Radio Pilot de San Pedro de Macoris.
TUGS: Compulsory. Tugs join vessels inside the port – 150 ft. from the quay.
BERTHING: Quay No. 1, – 900 ft. long, 25 ft. depth; Quay No. 2, 600 ft. long, 25 ft. depth; Quay No. 3, 600 ft. long 24 ft. depth.
TANKERS: Oil line diameter 8 in. Max. pressure 60 lb. per square inch.
FRESHWATER: Available at a cost of RD $0.50 per ton.
GANGWAY/DECK WATCHMEN: Available.
OPENING/CLOSING HATCHES: Crew.
CUSTOMS ALLOWANCES: Only sufficient for port consumption. Allowed take only 2 open packets cigarettes ashore.
IDENTIFICATION CARDS: Required.
CONSULS: Great Britain Vice-Consul only. Others at Santo Domingo.
REPAIRS: Installations for all types of repairs.
AIRPORT: Airport is located at 40 kilometres distance.
TIME: GMT minus 5 hours.
TELEPHONES: No telephones on board.

REGULATIONS: Rat guards to be fitted on all ropes. No boats to be lowered without official permission.
REPATRIATION: Can be arranged.
SHORE LEAVE: Allowed.
AUTHORITY: Comandante de Puerto, San Pedro de Macoris.
AGENT: See "Santo Domingo".

SANTO DOMINGO (formerly Ciudad Trujillo): 18.28 N. 69.53 W.

DOCUMENTS:
8 Crew Lists.
8 Lists of Passengers Disembarking.
6 Lists of Passengers in Transit.
3 Stores Lists.
4 Fire-arms Declarations.
6 Cargo or Ballast Manifests.
De-rat. Exemption Certificate.
Vaccination Certificates for each person.

All these documents should be legitimised by the Dominican Consulate at the last foreign port, but in case there is none, it can be done in this port by paying the Consulary duty. Master has to show all vaccination cards of the whole crew on board to Maritime Health Doctor before crew is allowed to disembark. If Certificates expired, they are not allowed to go ashore until they are re-vaccinated. Veterinary inspector visits all ships arriving to investigate the origin of the beef consumed on board. In case beef has been supplied from countries with foot and mouth disease, the larder is sealed, but the Captain is allowed in presence of the Inspector to take the daily amount required for consumption on board. Not necessary for Inspector to seal the larder if beef does not come from such countries.
PILOTAGE: Pilot arranged by Agent on basis of Master's advance notice of ETA. Pilot and Agents can be contacted by radio telephone, frequency 2738, 2182, and 2638 kHz. Pilot boards 1 mile off breakwaters
ANCHORAGE: Deep water anchorage available outside port. Pilot will advise best location.
RESTRICTIONS: If draft over 24 ft. ,Master should advise Agent before arrival. Berthing after dark not advisable for petroleum and grain berths.
MAX. SIZE: Length over 650 ft. inadvisable. Max. draft 29 ft.
HEALTH: Pratique granted after Health Authorities have boarded and cleared vessel. In case of disease aboard notify Agents before arrival. Pratique is automatic when proceeding from another port in the same country.
RADIO: When within range, Santo Domingo Radio.
TUGS: Join vessel inside port. Ship's lines used.
BERTHING: Daylight berthing only for vessels proceeding to private Tallow/Soda terminal and Cement Wharf.
BRIDGES: Vessels proceeding up river, height limited to 95 ft. above waterline.
STEVEDORES: ETA's required 24 and 12 hours before arrival to arrange gangs.
MEDICAL: Medical attention can be arranged after vessel is cleared, preferably ashore.
TANKERS: One berth, draft 29 ft., at Sans Souci.
DENSITY: Brackish inside harbour. Effect of tide negligible.
FRESHWATER: Pipe-line alongside berths. Ship's hoses used.
FUEL: Fuel and diesel available ex-tanker berth. At other berths, only available by truck.
GANGWAY/DECK WATCHMEN: Compulsory gangway watch kept by Customs guards.
OPENING/CLOSING HATCHES: Can be performed by crew or stevedores.
CUSTOMS ALLOWANCES: Bond not sealed.
IDENTIFICATION CARDS: Shore passes are provided by Immigration Authorities.
CONSULS: All Consuls at Santo Domingo.
REPAIRS: Minor repairs only.
DRY DOCK: Can accept vessels up to 320 ft. long, 50 ft. beam, 17 ft. draft.
REPATRIATION: Can be arranged.
AIRPORT: Distance, 26 kilometres; served by regular airlines with numerous flights daily.
TIME: GMT minus 5 hours. Alteration to clocks variable from year to year.
HOLIDAYS: All holidays workable at overtime rates.
POLICE/FIRE/AMBULANCE: Police, San Domingo 682–3000; Ambulance, San Domingo 682–4288; Fire, San Domingo 682–2000.
TELEPHONES: No connection to vessels.
SHORE LEAVE: Allowed.
GENERAL: No boats to be lowered without official permission.
AUTHORITY: Comandante de Puerto, Santo Domingo.

AGENTS: Baez & Rannick S.A., Edificio La Cumbre, Central Commercial NACO, Apartado 1221, Santo Domingo. Cables: "Tatem Santodomingord". Telex: ITT 3460034, RCA 326178. Tel. 565–6661.

Ecuador

GUAYAQUIL: 02.12 S. 79.52 W.

DOCUMENTS:
Port Doctor:
De-rat. Certificate.
Maritime Declaration of Health.
Crew Roll with dates of vaccination against smallpox for each member.
Same for each passenger.
Passenger List.
Passenger List in Transit.
Harbour Master's Office:
Voyage Report.
Clearance from last port.
Crew Roll with original visa from Ecuador Consul in first port of voyage (3 copies).
Passenger List with original visa from Ecuador Consul in embarking port, or declaration that they have no visa, signed by Captain (2 copies).
Passenger List in transit signed by Captain or declaration that they have no passengers in transit (2 copies).
Provisions List, Stock and Medicines on ship (3 copies).
Cargo Manifest in transit (1 copy).
Combustible or inflammable Cargo (1 copy).
Customs:
8 copies of Manifest.
Sealed envelope of Manifests, consular and commercial invoices and non negotiable vouchers.
Cargo index and copy of Cargo Manifest in direct transit (8 copies).
A Register (8 copies) of spare parts for vessel and provisions.
Crew Roll and detailed list (8 copies) of personal belongings of officers and crew.
Passenger List, with indication of their suitcases and list of suitcases that travel without their owners; in this case should be specified the port where they were put on board and personal declaration of each passenger (8 copies).
If the vessel with ballast, Master will be obliged to produce (besides the ballast certificate) documents already mentioned in each respect. Master or Maritime Agency will produce a written statement to Customs within twelve hours from arrival of vessel whether they decide to take any cargo for exporting. If not loading vessel must leave within the following 24 hours.
Immigration:
Crew List signed by Master.
Passenger List of those who disembark there or a declaration of none for this port, signed by Master.
Passenger List in transit, or a negative declaration signed by Master.
In case of having passengers to disembark in this port, Master should produce passports and visas.
Crew identification cards or similar documents.

Inspection of ship by Authorities will be done (compulsory) within three hours of arrival, usually as soon as ship berths, or in quarantine.
PILOTAGE: Vessels approaching port to notify their arrival by Naval Radio Station HCG, 24-hour service, frequency 8476 kc/s. and 500 kc/s. Traffic list broadcast every hour on 8476 kc/s.

Advance notice of not less than 12 hours required, addressed to Capuerto Aportuaria Agencia in either English or Spanish with the following details: date, and time of ETA, destination (whether buoy No. 1 or Puna), maximum draft,cargo details, details of passengers or mail, and if Pilot required.

Pilot Station for Puerto Maritime: Situated in position 02° 43′ 18″ South 80° 17′ 30″ West. Pilot boat needs one hour to go from pilot station to Buoy No. 1. Contact by VHF Channel 16, 24-hr. service. Pilot boat is wooden, 45 ft. long, black hull, white cabin, with letter "P" on sides. During day carries blue flag with letter "P" and by night has regulation pilot lights.

Pilot Station for River Guayas: Situated in village of Puna. Pilot boat requires minimum 30 minutes to move from pilot station to vessel. Vessels requiring Pilot signal Morse letter "X" by lamp or sound.

Pilot boat has grey iron hull, white cabin with Lancha de Practicos written on both sides. By day carries blue flag with letter "P". By night regulation pilot lights.
ANCHORAGES: *Puerto Maritime:* 1 mile South and 2 miles West of sea buoy in position 2° 44′ 26″ S. 80° 24′ 44″ W. Minimum depth in the area is 35 ft.

Guayas River: Inside area between bearings 180° and 135° from the lighthouse of Punta Mandinga at Puna, 1 mile from the lighthouse.
MAX. SIZE: Maximum length for ships entering Puerto Maritime is 650 ft., with a maximum draft of 33 ft. Vessels of deepest draft should begin to enter one hour before high tide. For Guayas River maximum length 600 ft., maximum draft 23 ft. 6 in.
HEALTH: Procedure to obtain free pratique is to produce health certificates to port doctor upon arrival. To get free pratique by radio, ship must radio to port doctor any changes in health situation on board since leaving last port.
TUGS: Normally join vessel beyond Buoy No. 80. Tugs are compulsory, also use of their lines is compulsory. Cost of both services is included in total cost of port duties.
BRIDGES: No bridges that restrict traffic either in Estero Salado nor in Guayas River, but ships that are to berth in village of Eloy Alfaro (Duran) should take into consideration height of telephone lines between Guayaquil and El Islote, minimum height 48 ft.
STEVEDORES: Radio message to ship's Agent will give agency enough data to make all arrangements required for operations of loading/discharging. In Maritime Terminal an average discharge/loading rate of 25 metric tons per hour per hook.
MEDICAL: If ship requires medical attention, a notice of 12 hours should be given to Agents. Guayaquil Hospital and clinics are available. Vaccination supplied by Health Authorities against smallpox.

TANKERS: Discharge asphalt in Guayas River at a special quay, maximum draught 23 ft. 6 in. Discharge of petrol for aviation in Puerto Maritime is to lighters, maximum draught permitted is 33 ft.
DENSITY: Is 1012.
FRESH WATER: Available. Three pipes at each berth delivering at a rate of about 20 metric tons per hour each.
FUEL: None available.
DEVELOPMENTS: Building of two more landing places with a total area of 1,000 square metres.
GANGWAY/DECK WATCHMEN: Capitania del Puerto provides members of the Policia Maritima. Ships should supply watchmen with food and cost is $0.25 per hour, day and night, holidays or festivities.
OPENING/CLOSING HATCHES: Carried out by crew.
CERTIFICATES: All ship's certificates required.
CUSTOMS ALLOWANCE: Each member of crew allowed 600 cigarettes. Each crew member or passenger allowed one litre of wine and one litre of spirits.
IDENTIFICATION CARDS: Not required.
CONSULS:

Western Germany	Guatemala
Argentina	Haiti
Belgium	Netherlands
Bolivia	Honduras
Brazil	Israel
United Kingdom	Italy
Columbia	Japan
Costa Rica	Lebanon
Chile	Mexico
Nationalist China	Nicaragua
Denmark	Norway
Dominican Republic	Panama
Salvador	Paraguay
Spain	Peru
U.S.A.	Portugal
Philippine Republic	Sweden
Finland	Uruguay
France	Venezuela
Greece	

REPAIRS: All types of deck and engine repairs are possible.
DRY DOCKS: Dry dock with capacity of 3,600 metric tons.
REPATRIATION: Facilities for effecting crew changes and arranging any necessary repatriation.
AIRPORT: Airport is 8 miles from Maritime Terminal and has schedule flights to everywhere.
TIME: Local time is GMT minus 5. There are not any alterations during year.
HOLIDAYS: 1st January; Good Friday, 1st and 24th May; 24th and 25th July; 10th August; 9th and 12th October; 2nd and 3rd November; 25th December. But only on the 1st January and 25th December is there no working in port.
POLICE/AMBULANCE/FIRE: For any of these services call 211 (interno del Puerto).
TELEPHONES: Arrangements for placing telephone on board ships on request. The cost is U.S. $4.00 per 24 hours.
SHORE LEAVE: Allowed.
AUTHORITY: Capitan del Puerto de Guayaquil, Puerto Maritimo, Casilla de Correos No. 5739; tel. 342–120. Harbour Master's Office, tel. 514–604.

LA LIBERTAD: 02.12 S. 80.85 W.

DOCUMENTS: Port clearance is effected at Salinas, 3 miles west of La Libertad.
1 Voyage Memorandum, standard form, with all dates indicated.
1 Clearance from previous port of call or from last foreign port in accordance with laws of that country.
2 Crew Lists.
2 Lists of Passengers for this port.
2 Lists of Passengers in transit.
2 Provisions Lists, including medicines on board.
1 Manifest of Cargo in transit.
1 Manifest of Explosive Cargo, if any.
2 Stores Lists.
1 List of articles in possession of each crew member.
1 International Vaccination Certificate for each crew member.
PILOTS: There are no pilots. ETA should be given to port 12 hours before arrival. Open roadstead.
ANCHORAGE: No limitations except depth 36 ft.
HEALTH: Vessels arriving from foreign ports should fly appropriate International Code signals to advise state of health and request free pratique. Vessels put in quarantine required to fly signal QL all the time they are in port until port Health Authority advises to the contrary.
RADIO: Radio Naval – HCG – 8476 kc and 500 kc.
TUGS: Only tankers require tugs to berth at the buoys. Other vessels work cargo at anchor.
BERTHING: No wharves for large vessels, only for coasters.
STEVEDORES: Arranged by Agent; separate ETA not required.
MEDICAL: If urgent medical attention required, Master should radio details in advance. All facilities available.
TANKERS: The Anglo-Ecuadorian Oil Fields Terminal is a sea loading terminal which consists of two 10 in. lines extending approximately 1½ miles seaward from the coast, located in Santa Eleana Bay. Four small marker buoys indicate the seaward end of the submarine pipeline.

Mooring Master assists in berthing vessel. Vessels are moored port side to, using starboard anchor off the starboard bow and mooring buoys for lines to the port bow and astern. Vessels moored during daylight hours only; however, they may unmoor at any hour of the day or night. Recommended that at least one tank of clean ballast be retained on board vessels until mooring has been completed. Ballast will then be pumped overboard. Vessels should be equipped with three 9½ in. or 10 in. (circ.) – 200 fathom hawsers for use in mooring to and seven rope stoppers each at least 3 fathoms long. The following signals are used in connection with the loading of cargo. A submarine telephone is picked up with loading hoses and affords direct communication to shore.

By day: Start loading, 2 long blasts of vessel's whistle or siren, 1 red flag hoisted; Stop loading 4 long blasts of vessel's whistle or siren, flag hauled down.

By night: Start loading, 2 long blasts of vessel's whistle or siren, 1 red light hoisted; stop loading, 4 long blasts of vessels whistle or siren, 1 red light hauled down.

To summon the launch, 3 long blasts are to be blown on the vessel's whistle.
DENSITY: 1028
FRESH WATER: Not available.
FUEL: All grades available by barge.
GANGWAY/DECK WATCHMEN: Available, but not compulsory.
OPENING/CLOSING HATCHES: Can be done by the crew or stevedores.
CUSTOMS ALLOWANCES: 200 cigarettes and one bottle wine/spirits per man.
IDENTIFICATION CARDS: Not required.
CONSULS: None.
REPAIRS: Anglo-Ecuadorian Oil Fields Company can effect small repairs.
REPATRIATION: Can be effected from port of Guayaquil.
AIRPORT: At Guayaquil, 130 km. away, served by regular airlines.
TIME: GMT minus 5 hours.
HOLIDAYS: January 1st; Carnival; Good Thursday; Good Friday; May 1st; May 20th; July 24th; August 10th; October 9th; October 12th November 1st; November 3rd; December 6th; December 25th.
TELEPHONES: No connections to vessels possible, except at tanker moorings which is direct to loading installation only.
SHORE LEAVE: Permitted.
AUTHORITY: Capitania del Puerto de Salinas, Ecuador S.A. Tel. 77–2039.

MANTA: 00.56 S. 80.43 W.

A. List of documents, two copies (Port Authority – 1, the latter will sign a copy for Purser).
B. Sailing Permit from last port. One copy for Port Authority representative, who will copy the permit and give original to Captain of Port.
C. General Declaration, five copies – Health Department 1, Captain of Port 1, Immigration 1, Custom House 1, and Port Authority 1. The document will contain (see Note No. 4 below):
   1. General data on ship, voyage, cargo and passengers.
   2. Health declaration.
   3. Stores Declaration.
   4. Under remarks – any pertinent item.
   Should be signed by Master and ship's Doctor or, if no doctor aboard, by Purser. For further details, see Note No. 3 at end of this Article.
D. List of passengers destination Manta, including list of their baggage, four copies – Customs 1, Immigration 2, Port Authority 1.
E. List of Passengers in transit, three copies – Immigration 2, Port Authority 1.
F. Crew List (including and indicating any members leaving vessel at Manta), four copies – Customs 1, Immigration 1, Captain or Port 1, Port Authority 1.
G. Manifest of Cargo for discharge at Manta including transhipment four copies – Customs original and copy, Port Authority 2.
H. Unaccompanied Baggage List including baggage for any member of the crew, who may disembark, three copies – Customs 2, Port Authority 1.
I. Mail Manifest, two copies – Post Office 1, Port Authority 1.
J. Checking Books, five copies plus one copy for each point of possible discharge of cargo from vessels for Port Authority.
K. Bills of Lading, one complete set for Port Authority.
L. List of vessel supplies including liquors, cigars, cigarettes, other tobacco products, matches, lighters, clothes, novelties, and provisions will be maintained in Purser's office for review by Custom House.
M. Tissue Manifest, hatch list and cargo plan. One copy of each for Port Authority prior to arrival of vessels. These papers to be sent by air mail as per regulations.
N. Ballast Certificates will be used instead of manifests when vessels do not carry any cargo.
O. General Manifest. This manifest will include all cargo loaded during voyage which will include all cargo in transit – one copy. General manifest will be maintained in purser's office for review by Customs House, and be accessible for customs at all times.

Note No. 1: All papers (items A to K) will be delivered to representative of Port Authority who will check them against list of documents to be receipted for Purser. Port Authority will subsequently distribute documents to interested parties as indicated above.
Note No. 2: Port Authority reserves the right to refuse berthing

facilities until all documents received. Of course, this authority will be handled with discretion to avoid unnecessary or unwarranted delay to vessels, passengers, and cargo.

Note No. 3: All ship's papers will be filed in Port Authority office, and authorities noted herein are welcome to inspect them whenever they wish to do so.

Note No. 4: General Declaration should contain the following:

A. Name of vessel, length and registered tonnage.
B. Owners.
C. Voyage number and ports of call on voyage.
D. Total Number of passengers aboard.
E. Total tonnage (of 1,000 kilos) of cargo aboard.
F. Total number of passengers for Manta.
G. Total tonnage (of 1,000 kilos) of cargo for Manta.
H. Health declaration.
I. Stores Declaration that ship's consumable foodstuffs and consumable supplies are under lock and key; that the slop chest, bazaar, and store-rooms containing liquors, cigars, cigarettes, other tobaccos, matches, lighters, clothes, novelties, sports material, toilet articles, cosmetics, medicines, etc. have been locked and sealed with metallic nonreusable seals with ..... serial numbers. The seals are identifiable by their non-repeat numbers.

All vessels should have these seals aboard and should equip doors and door frames with suitable secure hardware through which seals can be passed. (Model of the form for the above document may be obtained from the Port Authority.)

Note No. 5: Baggage listed as cargo should not also be listed as baggage or vice versa.

PILOTAGE: Compulsory. Pilot boat by day will show blue flag at mast head; by night red light thirty in. below mast head light, both visible around the horizon.

Pilot will board at point located at distance of half a mile, 045 degrees from Manta lighthouse (latitude 00–56′ 20″ S. longitude 80–43′ 02″ W.). He will immediately proceed to conduct ship to inner harbour and dock at assigned pier or anchor in assigned anchorage.

Vessels will not have to anchor, but will reduce speed to steerageway and stop propeller. Lower Jacob's ladder so Pilot may board safely. Pilot will act as Representative of Port Authority. Other officials and Representative of steamship Agency will embark once ship has tied up.

Pilotage compulsory for all foreign vessels over 500 tons, with following exceptions:

(1) Fishing craft, yachts, tugs, barges and other craft of less than 500 tons total displacement whose handlers are suitably licensed by Captain of the Port of Manta.

(2) Vessels of the Ecuadorian Navy.

Note: Masters of large vessels and handlers of small craft who do not follow all rules of safety, including Rules of the Road may lose their right to navigate within jurisdiction of the Port Authority and may be subject to additional sanctions.

ANCHORAGES: Free anchorage area located around a point 1 mile from Manta lighthouse (latitude 00.56.3S, longitude 80.43.1 W.). Depth 45 ft. Anchorage inside breakwater will be assigned by pilot.

RESTRICTIONS: No restrictions upon entry. Vessels up to 32 ft. draft may enter at any time of day or night.

MAX. SIZE: Maximum permissible length 600 ft.; breadth 60 ft. draft 32 ft.

HEALTH: Radio pratique granted all ships in accordance with International Sanitary Regulations. Health documents will be delivered to boarding officer of Port Authority. When pratique granted by radio, not necessary for port doctor to board vessel.

In request by radio for pratique, vessels should give following data 12 to 24 hours before arrival:

A. Date and hour of expected arrival.
B. Number of Ecuadorian passengers.
C. Number of alien passengers.
D. Statement regarding existence or non-existence of communicable diseases aboard.

RADIO: Manta HCM 8372 kc/s. Radio telephone 2182 kc/s.

TUGS: A 1,200 h.p. tug, joins vessel in vicinity of pier. Ship's lines usually used. Use of tug for docking and undocking is at discretion of Port Authority.

BERTHING: Berth will be assigned by Pilot at boarding time.

STEVEDORES: Arrangement for stevedores made by ship's Agent prior arrival.

FRESH WATER: Fresh water available in small quantities.

FUEL: Diesel oil available in small quantities by truck.

FIRE PRECAUTIONS: Regular fire precautions should be taken by all ships. Smoking should be prohibited in any section of the ship used for cargo. No smoking on the weather deck, cargo decks, and the ship's holds, whether cargo being worked or not. Smoking around hatches or at cargo winches must be prevented.

Smoking should be restricted to the passenger section of vessels, and to officers' and crews' quarters where suitable receptacles are available.

Persons including officials can be fined or refused entrance to Terminal at discretion of Port Authority for careless or intentional disregard of reasonable fire prevention precautions.

Port Authority reserves right to inspect cargo working sections of vessel, to check precautions against fire, and to determine whether there are any undue accumulations of combustible materials.

Pumps and other fire fighting equipment aboard should be maintained in a state of readiness as long as vessels are in the terminal.

DEVELOPMENTS: Two new piers to be built within next five years.

GANGWAY/DECK WATCHMEN: Custom police keep watch at the gangway.

OPENING/CLOSING HATCHES: Normally carried out by stevedores.

CUSTOMS ALLOWANCES: Tobacco, small amounts for personal use while in port. Wine and/or Spirit, wines and liquors by the glass for consumption on board while in port.

CARGO GEAR: Ship should have cargo nets, but Port Authority can provide cargo nets at extra cost.

IDENTIFICATION CARDS: Crew members should have identification cards while ashore at all times.

CONSULS:
Germany, Mr. Jorge Appenzauser, tel. 844, Villas Ales.
Columbia, Mr. Dr. Aníbal Ramírez Angel, tel. 696.
Chile, Mr. Marino Concha Richards, Manuel J. Calle 200, tel. 307.
Panama, Dagoberto Santana, Morona.
Italia, Rómulo Massari, Pastaza-Amazonas, tel. 395.

REPAIRS: No repair facilities available.

REPATRIATION: Repatriation of crew members through Port of Guayaquil.

AIRPORT: A small airport for planes up to DC-3 type, available. 2 flights a day to Guayaquil at 08.00 and 12.00 and flights to Quito at 08.50 except on Tuesday, Thursday and Sunday.

TIME: Local time GMT minus 5 hours.

HOLIDAYS: No movement of cargo within the terminal on Christmas Day, or after 20.00 on the 31st of December, or on New Year's Day.

POLICE/AMBULANCE/FIRE: Police 444; Ambulance 666; Fire 2222.

TELEPHONES: Telephone service can be obtained at Terminal Office, at same rate as public telephones.

SHORE LEAVE: Crew members are welcome ashore.

AUTHORITY: Autoridad Portuaria de Manta. Rompeolas. Tel. 2511. PO Box 4768.

PUERTO BOLIVAR: 03.14 S. 80.01 W.

DOCUMENTS:
3 Voyage Memorandums.
2 Maritime Health Declarations.
1 Consular Despatch.
1 Port of Origin Certificate.
10 Crew Lists.
8 Stores Lists.
3 Individual Declaration List for each member of the crew.
8 Lists Passengers Disembarking at this port.
8 Lists Passengers in transit.
4 Luggage, Mail and Commissions Lists.
4 Manifest of Cargo Lists.

PILOTAGE: Send ETA through Radio Naval of Guayaquil 24 hours before arrival. Pilot will board vessel on the port side 1 mile from the sea buoy. In case Pilot not available it is recommended to anchor 1 mile from "Punta Jambeli" between the buoy and the lighthouse of Lambeli. Pilot boat is wooden, grey hull and white cabin, it carries pilot signals in accordance with International Regulations. Service available 24 hours a day. Pilotage is compulsory.

ANCHORAGES: Pilot will indicate recommended anchorage.

ENTRY RESTRICTIONS: Depths 30 ft. at low water.

MAX. SIZE: At Espigon Quay depths alongside 21 ft. inner end to 31 ft. at quay head.

HEALTH: On the arrival of vessel the authorities come on board. If there are no illnesses aboard, the doctor gives free pratique. In case of any illness, Master should advise by radio and the vessel wait in quarantine for the visit of Port Health Doctor.

RADIO: Radio Naval of Guayaquil, Radio Naval of Puerto Bolivar.

TUGS: Only one tug to help berthing. Usually, ship's lines are used. This service is free.

BERTHING: At Espigon Quay should be carried out during slack water. Tidal currents of 1–3 knots are at right angles to berthing face of the quay.

STEVEDORES: Agents take charge of gangs.

MEDICAL: Hospitals, clinics and dental surgery in Machala at 6 km. from this port. There is also a medical service for vaccination.

DENSITY: Salt water.

FRESH WATER: There is not enough water for the port, so cannot supply vessels.

FUEL: No fuel in this port. In case required one has to contact Guayaquil and they send it by small tankers.

GANGWAY/DECK WATCHMEN: The Agent names one or two watchmen for the vessel besides the maritime police and coast guard.

OPENING/CLOSING HATCHES: Carried out by shore gang supervised by someone on board.

CERTIFICATES: Vessel's Register and Tonnage Declaration required.

CUSTOMS ALLOWANCES: 100 cigarettes per person and 1 bottle wine or spirits per person.

IDENTIFICATION CARDS: Not necessary.

CONSULS: Consul of Peru, tel. 778 680.

REPAIRS: There are no facilities in this port.

REPATRIATIONS: The Immigration Office can arrange.

AIRPORT: Distance to the airport is 6 km. It has four daily flights in connection with Guayaquil.

TIME: GMT minus 5 hours; there is no change.

HOLIDAYS: 1st January; Carnival; Maundy Thursday; Good Friday and Saturday; 1st May; 24th July; 9th October. If necessary they work every day.

POLICE/AMBULANCE/FIRE: There are no services.

TELEPHONES: Cannot be connected to the vessel.

GENERAL: When the vessel is anchored, landing service is done by launches. They are called by one long whistle and two short ones. This service works 24 hours a day.
SHORE LEAVE: Passengers or crew do not need any special permit to land.
AUTHORITY: Port Captain: Puerto Bolivar, Ecuador. Tel. 778308.
AGENT: Augusto San Lucas, Agente Naviero, Paez 132 y Malecon, Puerto Bolivar.

Eire

BANTRY: 51.41 N. 09.27 W.

DOCUMENTS:
List of Crew.
Health.
Manifest.
Bill of Lading.
Light Dues Log.
PILOTAGE: Pilot can be requested through Land's End Radio or Valentia Radio to "Harbourmaster, Bantry", giving six hours notice. Also through VHF Channels 11, 14 and 16 to Gulf Control when within ten miles. Pilot boat blue and white fast motor launch (28 ft.) flying pilot flag from stern. Pilot usually taken on board at Western end of Whiddy Island; if bad weather, at Eastern end of Whiddy Island. Vessel can anchor any place in main channel if awaiting Pilot. For vessels over 150,000 dwt. Pilot boards 1·6 miles off Roancarrig Light bearing 330 degrees.
ANCHORAGES: Safe anchorage in Inner Harbour for drafts up to 25 ft. Anchorage Eastern end of Whiddy Island for drafts up to 45 ft. Also mouth of Glengarriff Harbour for drafts up to 75 ft.
MAX. SIZE:
(*a*) Bantry Pier – 150 ft. length, with draft of 14 ft. 6 in.
(*b*) Bantry Harbour – Draft not more than 25 ft.
(*c*) Oil Terminal – Up to 500,000 tons with draft up to 100 ft.
HEALTH: Pratique obtained when health papers in order. Pilot to be informed when any suspected disease or fever on board.
RADIO: See "Pilotage".
TUGS: Four tugs available up to 3,200 h.p. at Oil Terminal. Two tugs of 300 h.p. available in Inner Harbour. Ship's lines used.
BERTHING: At all stages of tide for the tanker jetty. At high water for Bantry Pier.
STEVEDORES: Available, 24 hours advance notice required.
RADAR: Bay marked with radar reflecting buoys to Whiddy Island Terminal.
MEDICAL: Six hours notice required if immediate medical attention necessary. Full medical and operating facilities available in Bantry. If vessel arriving due to medical requirements only; should proceed to East Whiddy Point anchorage and await harbour launch with doctor. Should pass ETA through Valentia radio to "Harbourmaster, Bantry".
TANKERS: At Gulf Terminal two berths with maximum draft – outside berth 100 ft., inside berth 85 ft. draft.
DENSITY: 1025.
FRESH WATER: Available Bantry Pier; unlimited quantity. £1 per ton. Available in Harbour and at Terminal Jetty – sea barge – in 10 ton lots. Approx. £3 per ton.
FUEL: Gas-oil Grade A will be available at Terminal in near future.
BALLAST: There is strict enforcement of law against oil pollution. All ballast must be discharged ashore.
GANGWAY/DECK WATCHMEN: 8/6 day shift: 11/4 night shift.
OPENING/CLOSING HATCHES: Crew usually carry out this work.
CUSTOMS ALLOWANCE: Tobacco: depending on stay in port – approx. 80 to 100 cigarettes for 2 or 3 days. Wine and/or Spirit: ½ litre.
IDENTIFICATION CARDS: Required.
CONSULS: None.
REPAIRS: Most repairs can be carried out locally.
REPATRIATION: There are the required facilities for crew repatriation.
AIRPORT: 48 miles. 2 to 4 flights to London per day.
TIME: GMT plus 1 hour. Permanent.
HOLIDAYS: Cargo work can be carried out on most holidays except Christmas.
POLICE/AMBULANCE/FIRE: Call local exchange.
TELEPHONES: No arrangements for placing phones aboard.
SHORE LEAVE: Permitted. Liberty launch available for tankers at 1 hours notice.
AUTHORITY: J. J. Carroll, Harbourmaster, Harbour Office, Bantry: Tel. 64 or 275.
AGENT: Bantry Marine Ltd., Bantry.

CASTLETOWN BERE: 51.41 N. 09.54 W.

DOCUMENTS:
Health Certificate.
Crew List.
List of Bonds.
Ship's Register.
Log Book.
Crew Passports.
PILOTAGE: No recognised Pilot; Pilot can be contacted through Harbourmaster.
ANCHORAGE: See Charts: 13 ft. available at MLWST.
MAX. SIZE: Maximum permissible draft 13 ft.
HEALTH: Customs give pratique if ship clear; if not, Doctor will be notified.
RADIO: Land's End and Valentia.
TUGS: No tugs.
BERTHING: In accordance with Harbour Master's instructions.
STEVEDORES: No stevedoring arrangements.
MEDICAL: No advance notice necessary. Hospital facilities available.
FRESH WATER: Available at quay.
FUEL: Diesel available at quay; no advance notice necessary.
GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: Done by crew.
CUSTOMS ALLOWANCE: Tobacco: Captain 8 oz. Officers 6 oz. Crew 4 oz. Wine and/or Spirits: Captain: 1 gal. wine, 1 gal. beer and 1 pint spirits. Officers: 1 gal. wine, 1 gal. beer and 1 pint spirits. Crew: 1 gal. beer or 1 gal. wine and 1 pint spirits.
IDENTIFICATION CARDS: Required.
AIRPORT: 80 miles to Cork Airport, served by regular airlines.
TIME: GMT plus 1 hour. Permanent.
HOLIDAYS: Cargo work can be arranged on all holidays.
POLICE/AMBULANCE/FIRE: Police Castletownbere 2; Ambulance Castletownbere 4; Fire Castletownbere 49.
TELEPHONES: Not available for placing on board.
SHORE LEAVE: Allowed.
AUTHORITY: Ministry for Agriculture and Fisheries, Cork, Co Cork.

CORK (including Cobh, Whitegate): 51.50 N. 8.17 W.

DOCUMENTS:
3 Crew Lists.
2 Passenger Lists.
1 Health Declaration.
3 Customs Manifests.
For shore formalities
Ship's Register.
Safety Equipment Certificate.
Safety Radio Certificate.
Load-line Certificate.
Light Dues Certificate.
Deratisation Certificate.
PILOTAGE: Minimum 24 hours notice of ETA to Agent. Pilots operating VHF can be called on Channel 16, otherwise working Channels 12 and 14. Pilot cutter listening Channel 12. For large deep-drafted vessels Pilot usually boards up to 2 or 3 miles South of Roches Point. Compulsory river pilotage area extends upstream from Spit Bank Light.
ANCHORAGES: Safe deep-water anchorages as arranged with Pilots.
RESTRICTIONS: Navigation by night and day. Ships of 18 ft. draft can make passage of river to Cork at any stage of tide.
SIZE OF VESSEL: *Cork:* Maximum length 500 ft. extendable to 520 ft. at discretion of Harbour Master. Draft fresh water on spring tides 28 ft. On neap tides 26 ft. *Whitegate:* Tankers up to 850 ft. length. 38 ft. draft. Max. draft 39 ft. 6 in., at highest tides.
HEALTH: Health Declaration form is presented to Customs Officer or Port Health Inspector and pratique issued without delay. In cases of disease on board notify Agents who inform Health Authorities.
RADIO: Irish Station – Valentia Radio. Any U.K. station will transmit messages over telex direct to Agent's office.
The Port Operations Service, call sign "Cork Harbour Radio" maintains a twenty-four hour listening watch on Hague Channel 16 (156·8 Mc/s) and also operates on Hague Channels 12 and 14 (156·6 Mc/s and 156·7 Mc/s). It is through this organisation that the requirements of the Harbour Master will be made known.
TUGS: Deep drafted vessels take tug assistance from Horse Head to Cork and vice versa. Tug's lines are used. Tankers use two to four tugs for berthing at Whitegate Terminal.
BERTHING: The quays at Cork afford good accommodation for vessels up to 500 ft. OL, on fresh water drafts of 26 ft. on Mean Neap tides and 28 ft. on Mean Spring tides with 30 ft. alongside quay. The Deep Water Quay at Cobh is 600 ft. long, and vessels of 18 ft. draft can berth with safety.
STEVEDORES: Labour hiring times. Week-days 0800, 1000, and 1130. Gangs for week-end working must be hired at 1700 hours on Fridays. ETA advice could include number of gangs workable.
MEDICAL: All medical and hospital services available at short notice.
TANKERS: Irish Refining Co. Terminal at Whitegate is situated on East side of Lower Harbour. Two deep water berths for tankers. Designed for 45,000 dwt. Slop reception facilities available.
DENSITY: Average density of water in river 1008.
FRESH WATER: Available at all quays ex hydrants – delivery rate 25 tons hour.
FUEL: All fuels with exception marine diesel oil available. 24 hours notice required.
DEVELOPMENTS: Tankers up to 75,000 dwt. may be accepted at Whitegate when second channel is developed.
WATCHMAN: Recommended but not compulsory. Cost approx. £3 per 12-hour shift.
OPENING/CLOSING HATCHES: Crew must perform this work as dockers decline to do it.
CUSTOMS ALLOWANCES: 200 cigarettes per man, and 1 bottle spirits per man.

CARGO GEAR: No special local requirements. Regulations similar to British Board of Trade safe working requirements.
IDENTIFICATION CARDS: Not required.
CONSULS:
France, Sweden, Norway, Netherlands: B. A. Gotto, 3 St. Patrick's Quay, Cork . 23294.
Finland, Denmark: J. C. Hannigan, 3 St. Patrick's Quay, Cork. 23294.
Belgium: G. Jones, 33 St. Patrick's Quay, Cork. 24828.
Italy: P. Cali, University College, Cork. 26871.
Germany: D. J. Cullinane, Copley Street, Cork. 20717.
REPAIRS: All types of deck and engine repair facilities available.
DRY DOCK: Verolme Cork dockyard main dry dock can take vessels up to 520 ft. in length. Floating dock of 2,000 tons lifting capacity.
REPATRIATION: Can be carried out without difficulty.
AIRPORT: Five miles from city. Regular flights twice daily to London. Onward connections to all destinations.
TIME: Standard European Time or 1 hour ahead of GMT.
HOLIDAYS: St. Patrick's Day (March 17th); Good Friday; Easter Monday; First Monday in June; First Monday in August; Christmas Day (December 25th); St. Stephens Day (December 26th).
POLICE/AMBULANCE/FIRE: 999 is emergency number for all services. Actual: Police 23161; Fire 21107; Ambulance 21107.
TELEPHONES: Shore telephone connections available but not recommended as of coin-box variety, and installation only at some berths.
SERVICES: All tanker services available at Whitegate. Otherwise, various general services required by ships available at Cork.
SHORE LEAVE: No restrictions on shore leave.
DELAYS: Except waiting for tide there are very few occasions on which entry to or departure from the Port is subject to delay.

AGENT: James Scott and Co. (Cork) Ltd., 3 St. Patrick's Quay, Cork, and Yacht Club Building, Cobh. Tel. 23294. Telex 6120. Cables "Scott Cork".

DUBLIN: 53.21 N. 06.15 W.

LIMITS OF PORT: Port of Dublin includes all water between Rory O'More Bridge (over River Liffey) and imaginary line drawn from Martello Tower at Sutton on North side of Dublin Bay to Sorrento Point at Dalkey on South side, but excluding Dun Laoghaire Harbour.
DOCUMENTS:
Forms C.1 or C.2 Customs report form (actually a copy of Manifest).
Form CU. 35 Victualling Bill (note covering Bonded Stores to be loaded Dublin).
Form CU. 7 Entry Outwards in ballast (for vessels sailing light).
Form CU. 10 Entry Outwards with cargo.
Form CU. 25 Entry Outwards (details of previous and forthcoming voyages.
Health Form.
"Jerque" Note (list of bonded stores on board on arrival).
Crew List must also be presented with personal declarations of dutiable possessions (i.e. radios; T.V.s; record players, etc.).
PILOTAGE: Limits of Dublin Pilotage District are waters of River Liffey between Butt Bridge and of sea Westward of Sixth Meridian between parallels of latitude passing through Bailey Lighthouse on North and through Sorrento Point on South including all bays, creeks and harbours and all tidal and closed docks within such area. Following classes of ships exempted from compulsory pilotage if not carrying passengers:
(1) Ships trading coastwise of not more than 200 tons gross tonnage.
(2) Home trade ships (including ships trading coastwise), of not more than 450 tons gross tonnage, excluding ships carrying petroleum or explosive cargo.

Incoming Vessels: Pilots board incoming ships from black-hulled pilot cutter in Dublin Bay. Cutter only cruises when vessels are expected, and accurate ETA requested to avoid delay.

ETAs should be given 12 hours before arrival and amendments may be made up to 2 hours before original ETA.

ETAs and any subsequent amendments should be passed by radiotelephone (VHF Hague Channel 16; call sign Dublin Harbour Office) or radiotelegram to "Harmaster Dublin".

Visual signals accepted by Pilot Shore Station or Hailing Station at Eastern Breakwater, as follows:
By Day (1) Flag "G" International Code.
(2) Flags "PT" International Code.
(3) Pilot Jack displayed at Fore.
By Night (1) Blue pyrotechnic light exhibited every fifteen minutes.
(2) Bright white light flashed or exhibited at short or frequent intervals just above the bulwarks for about a minute at a time.
(3) International Code Signal "PT" made by flashing lamp.
N.B. In poor visibility letter "G" in Morse Code may be sounded on whistle, siren or fog horn.

Holders of Dublin Pilotage Certificates should indicate this by flashing single letter signal "C" when approaching pilotage area between sunset and sunrise.

Vessels Outward Bound or Shifting: Order for Pilot should be made early as possible through Harbour Office tel. 48771 or Telex No. 5476 during office hours; and tel. 48772 outside office hours. Following details should be given: name and situation of vessel, destination, draught, time of departure. It must be stressed that such orders must be made in sufficient time making due allowance, particularly at night, for accessibility of vessel.
ANCHORAGES: Scotch Bay – S.E. Dublin Bay and just East of Dun Laoghaire 6/10 fathoms at low water.
RESTRICTIONS: Draught restrictions: 30 ft. 00 in. HW Neap Tides; 30 ft. 6 in. HW Normal Tides; 31 ft. 6 in. HW Spring Tides. Vessels less than 400 ft. overall, drawing 20 ft. 6 in. or less can enter at any state of tide.
ENTRANCE: Approach well lighted and easy of access. Inner Channel of Harbour, formed by almost straight channel of River Liffey from entrance at Poolbeg Lighthouse to Alexandra Basin, is 800 ft. wide for greater part of length and maintained at depth of 24 ft. LW. From Alexandra Basin entrance, River is quayed for a distance of nearly two miles to Butt Bridge in centre of City.
MAX. SIZE: State of tide governing maximum draft, but no length or breadth restrictions.
HEALTH: *Pratique Procedures.* Vessel healthy – display of Q flag. Vessel suspect – display of Q flag and 1st substitute (QQ). Vessel infected – display of Q flag over L flag (QL).

By Night: Red light over a white light – "I have not received pratique".

Pratique automatic for movements Ireland/U.K. area. Maritime Declaration of Health indicates requirements. This declaration must be submitted on arrival by master of ship coming from foreign port. This requirement does not now normally apply to vessels trading *solely* between Republic and ports in West Germany, Belgium and Netherlands, Atlantic and Mediterranean coast of France, Italy and Greece. Other requirements mentioned on Maritime Declaration of Health form still apply to such ships.

"Foreign Port" is port situated elsewhere than Eire, Northern Ireland, Great Britain, Isle of Man, or Channel Islands.

Master of foreign-going ship may be asked to produce valid Deratting Certificate or Deratting Exemption Certificate in respect of vessel. Travellers (passengers and crew) may be requested to produce valid certificates of vaccination against smallpox if from an infected local area, or if from countries in Africa, Asia, North and South America. This requirement does not apply to arrivals from Azores, Bermuda, Canada, Canary Islands, Madeira, French Guiana, Guadeloupe, Martinique, Greenland, Surinam, Netherlands–Antilles, United States of America. Ships may be subjected to sanitary inspection by inspectors of Port Health Service.

Swill must not be landed from vessels which trade outside Eire.

Granting of pratique by radio not practised at Dublin, but is under consideration at present.
RADIO: Valentia Radio, Ireland. Portishead Radio, U.K. Anglesea Radio, U.K.
TUGS: Normally meet vessels at North Bank Lighthouse (roughly half-way mark of main channel) 1 mile West of Poolbeg Lighthouse. Tugs rope optional – £5 per rope.
BERTHING: Custom House Docks – from 2 hours to one half hour before high water. Otherwise no restrictions.
ACCOMMODATION: The area available for shipping extends from Eastern Breakwater to Butt Bridge and inclusive of Alexandra Basin, Alexandra Basin Extension, Custom House Docks and Grand Canal Docks; it is 227 acres in extent.

North Side of the River, from Butt Bridge to North Wall Light, available as berthage, 7,529 ft., depth LW 9 to 22 ft.

South Side of the River, from Butt Bridge to Ringsend Gut, available as berthage 5,728 ft., depth LW 16 to 22 ft.

South Bank Quay serving Electricity Supply Board's Ringsend Power Station, 700 ft., depth LW 28 ft. Two transporter cranes of 5 tons each for discharge of coal, and pipelines for discharge of oil.

Alexandra Basin. Quays on *South* and *West* sides 2,690 ft., depth LW 24 to 26 ft.

Alexandra Quay West on North side of Alexandra Basin, 1,230 ft., depth LW 32 ft.

Alexandra Quay East, 1,200 ft., depth LW 32 ft.

Alexandra Basin Extension comprises east side Ocean Pier, Alexandra Quay East and East and West Oil Jetties.

Fertilizer Jetty in Alexandra Basin has a main section of 750 ft. used for bulk cargoes, depth LW 31 ft. with provision for deepening, equipped with pipe-lines for liquid sulphur and ammonia; conveyor and two electric cranes of 10 tons each for rock phosphate and potash in bulk. 300 ft. long approach section leading to main jetty (with special facilities for working acids and ammonia and loading out grain) for accommodation of smaller bulk vessels.

Ocean Pier West at Eastern end of Alexandra Basin, 1,372 ft., depth LW 32 ft.

Ocean Pier South at Eastern side of Alexandra Basin entrance, 467 ft., depth LW 32 ft.

Ocean Pier East, 800 ft., depth LW 32 ft.
STEVEDORES: ETA required by Stevedores before 1500 hours, Monday to Thursday for work the following day, and by 1500 hours Friday for work Saturday, Sunday or Monday.

Average discharge rates: *Grain:* 3,000 tons per day. *Timber:* 30 standards loose per gang/day. 120 standards packaged per gang/day. *General:* Bagged cargo and fast general, including paper, 250 tons per gang/day. *Other Generals:* 90 tons per gang/day.
TANKERS: No slop residue discharge facilities.

Tanker Berths	*Maximum Draft*
No. 1, West Oil Jetty, West Side	31 ft.*
No. 2, West Oil Jetty, East side	31 ft.*
No. 3, East Oil Jetty, West side	31 ft.*
No. 4, East Oil Jetty, East side	19 ft.
South Bank Quay (E.S.B.)	27 ft. 6 in.*
South Bank Quay New Berth	27 ft. 6 in.*

*Time suitable for navigation in approaches – 1 hour before High Water.
COMMON USER OIL PIPELINE SYSTEM: This system provides five pipe-lines to Eastern Oil Jetty and seven pipelines to Western Oil Jetty. Cargoes of tankers berthed at these jetties can be discharged to storage installations of any of the oil companies.

DENSITY: 1025 at all stages of tide.
FRESH WATER: Available at all berths by 2½ in. hoseline – 8/10,000 gal. per hour per hydrant at 4/– per ton.
FUEL:

Grades of Fuel Oil	*Viscosities*
Heavy Fuel Oil	3,500 sec. max.
Inter. Fuel Oil	1,500 sec. max.
Medium Fuel Oil	950 sec. max.
Light Fuel Oil	200 sec. max.

Advance Notice required. Bunkering by pipe-line depends on availability of Oil Berth. Bunkering by Oil Barge normally a.m. notice on day required. Bunkering by Road Tanker – 24 hours notice.
FIRE PRECAUTIONS: Port By-Laws; Harbour Master's orders/Letters to Masters. Ref.: Board of Trade "Carriage of Dangerous Goods in Ships" and Aeby "Dangerous Goods".
Packed Petroleum: Small consignments (7,000 gal. maximum) Class A product – must be removed from port area ex-ship, or to special compound. Class B or Class C may be permitted on quays after check for leaks.
Fibrous Cargoes: See Directives No. 2 and 3 to Masters. Jute, hemp and sisal must be removed ex-ship from port area.
Cotton, cocoa fibre, kapok, etc., must be removed ex-ship to Hazardous Goods Shed.
General Harbour Police-Watch obligatory during handling of all hazardous or inflamable cargoes, and on tankers during vessels' stay in port. No smoking permitted in Oil Zone, sheds, etc.
DEVELOPMENTS: (*a*) Construction of 1,800 ft. of quays with a berth depth of 25 ft. at low water on South side of river below Ringsend; work expected to be completed 1970.
(*b*) Construction of 1,170 ft. of quays with a berth of 37½ ft. at low water for discharge of large bulk cargo vessels, mainly coal, to be located to east of ESB Ringsend power station.
(*c*) Deepening of bar by about 2½ ft. and widening of approach channel to port.
(*d*) Reclamation by dredging of about 100 acres on North side of river and about 88 acres on South side.
(*e*) New container terminals for cross-channel unit load services.
(*f*) New 35-ton container crane for overseas vessels.
GANGWAY/DECK WATCHMEN: If no watchmen from crew, then shore watchman (cost 40/– for 12 hours) is recommended.
OPENING/CLOSING HATCHES: Patent hatches by crew; other hatches with some assistance from dockers.
CERTIFICATES:
Certificate of Registry.
Radio Safety Certificate.
Load Line Certificate.
Current Trinity House light bills.
Safety Equipment Certificate.
CUSTOMS ALLOWANCE: Tobacco per 8 days: 200 cigarettes – Master; 150 cigarettes – Officers; 100 cigarettes – Crew. Wine and/or Spirits: ¼ pint per day per man.
CONSULS:
Brazil: P. J. Murphy, Honorary Consulate of Brazil, Saintbury Avenue, Co. Dublin. Tel. 803262.
Denmark: Office address, Royal Danish Consulate General, 71 Lr. Leeson Street, Dublin 2. Tel. 60880
Honorary Consul General: Jorgen H. Tholstrup.
Dominican Republic: 49 Upper Mount Street, Dublin 2.
Honorary Consul: Dr. J. I. Fitzpatrick
Finland: *Honorary Consul General:* A. G. Larsen, Cement Ltd., 19 Lr. Pembroke Street, Dublin 2. Tel. 67319
Honorary Vice-Consul: John Donnelly, F.C.A., B.L., Gardner Donnelly & Co., 8 Nassau Street, Dublin 2. Tel. 64044
Greece: North British and Mercantile Buildings, 32 Nassau Street, Dublin 2.
Honorary Consul: Cecil D. Mooney.
Honorary Vice-Consul: Douglas T. Figgis.
Iceland: *Honorary Consul General:* Thomas P. Hogan, 6 Monkstown Avenue, Co. Dublin. Tel. 808103
Latvia: *Honorary Consul:* John F. Foley, 51 South Mall, Cork.
Mexico: *Honorary Consul:* Don McGreevy, Building Centre, 17 Lr. Baggot Street, Dublin 2. Tel. 62745
Monaco: *Honorary Consul General:* The Lord Killanin, 30 Lansdowne Road, Dublin 4.
Honorary Consul: A. G. Quirke, 34 College Green, Dublin 2.
Norway: *Honorary Consul:* John Guinness, 17 College Green, Dublin 2.
Panama: *Honorary Consul:* Gene Kruger, Gresham Hotel, Upper O'Connell Street, Dublin 1.
Honorary Vice-Consul: Paul J. Byrne, Panamanian Consulate, 20 Eden Quay, Dublin 1.
Peru: *Consul General:* D. T. Figgis, Peruvian Consulate General, Clyde House, Clyde Road, Dublin 4.
Philippines: John M. O'Connor, Consulate of the Philippines, J. G. O'Connor & Co., Solicitors, 9 Clare Street, Dublin 2.
South Africa: *Honorary Trade Commissioner:* N. P. McEvoy, 4 Mary's Abbey, Dublin 7. Tel. 47372
Turkey: *Honorary Consul General:* William Anderson, Turkish Consulate, 122 St. Stephen's Green, Dublin 2. Tel. 58721.
REPAIRS: All classes of repairs carried out by Liffey Dockyard Ltd.
DRY DOCKS: Graving Dock No. 1: Length overall 412 ft.; width at entrance 70 ft.; depth over sill at HWOST 17 ft. 9 in., depth over blocks at HWOST 15 ft. 6 in. Equipment – one 6 ton EP crane.
Graving Dock No. 2: Inside length with caisson gate in: Extreme outer position 663 ft.; normal outer position 637 ft. Centre position 367 ft.; inner position 257 ft. Width at entrance 80 ft.; depth over sill at HWOST 25 ft. 6 in. Depth over blocks at HWOST 23 ft.
The intermediate positions for the caisson gates make it possible to operate inner section so as to accommodate a small or medium-size vessel independently of remainder of dock.
Equipment: One E.P. crane, 25 tons at 72 ft. radius to 5 tons at 100 ft. radius. Seven power capstans of 5, 10 and 15 tons pull. Fresh and salt water hydrants at dock sides.
Patent slips: No. 1 – Length of cradle 76 ft. for vessels up to 200 tons displacement. No. 2 – Length of cradle 106 ft. for vessels up to 900 tons displacement.
REPATRIATION: May be arranged by ship's Agent through Department of Justice.
AIRPORT: Dublin Airport, 6 miles North of city centre, served by regular services direct to U.K., Europe, U.S.A. and Canada.
TIME: Central European Time (GMT plus 1 hour).
HOLIDAYS: St. Patrick's Day (National Holiday) (17th March); Good Friday*; Easter Monday†; Spring Bank Holiday† (1st Monday in June); August Bank Holiday† (1st Monday in August); Christmas Eve, half holiday (24th December); Christmas Day (25th December); St. Stephen's Day (26th December).
* Not a port holiday, but all other offices closed.
† These days can be worked at Sunday rates and conditions.
POLICE/AMBULANCE/FIRE: Contact Harbour Police patrol or at Dock Gates, or dial 999 on public telephone for all emergency services.
TELEPHONES: Coin-box telephones available on request at Oil Berths. No rental charges; normal coin-box rates.
GENERAL: Masters' cash requirements for week-end must be notified to Agent by noon on Friday.
SERVICES: No facilities for tank cleaning or discharge of tank washings.
SHORE LEAVE: No port restriction on crew's shore leave.
PORT AUTHORITY: Dublin Port and Docks Board, 19–21 Westmoreland Street, Dublin 2. Tel. 778238. Telex 5476 HAMA EI.

GALWAY: 53.16 N. 09.03 W.

DOCUMENTS:
1 Crew List (official form).
1 Passenger List (official form).
1 List of Articles (dutiable) in Possession of Crew (official form).
1 Stores List (to include bonded surplus stores for seal, firearms, ammunition, animals, radio transmitting and receiving sets (unofficial form).
Maritime Declaration of Health (official form).
Documents, etc., required by Agent for Customs Purposes:
Ship's Register.
Load-line and Safety Certificates, etc.
Receipt for previous payments of light dues if any.
PILOTAGE: Pilots board incoming vessels only at "tide times" (approx. 2½ hours before HW until HW); vessels arriving at times outside this period should anchor and await pilot. Safe anchorages at inner roadstead or near Margaretta Buoy according to tonnage and draft, pilot will board at either. Application for pilot should be to Agent with notice of ETA. International light and sound signals may be used.
ANCHORAGES: During South-west gales safest anchorage is at Black Head.
RESTRICTIONS: Entry from two hours before HW until HW only.
MAX. SIZE: Governed by depth on sill of 28 ft. at springs and 24 ft. at neaps: width of dock gates, 65 ft. and length of turning area 480 ft.
HEALTH: Master of ship arriving from foreign port must deliver Maritime Declaration of Health order obtain Pratique. An oral Declaration will suffice for ships trading solely between Republic of Ireland and Belgium, Holland and European France. Pratique will be granted or withheld depending on answers given to questions put in Health Declaration.
In event of a suspected disease of fever on board, vessel is detained pending arrival of Medical Officers of Health. No unauthorised person is allowed to leave ship without authority of Chief Medical Officer.
Pratique is automatic when vessel arrives from ports in Great Britain, Isle of Man, Northern Ireland and Channel Islands or another Port within Eire.
RADIO: ETA cables to Agents, etc., through Valentia Radio if approaching from South or Malin Head if from North. Channel 16 VHF.
TUGS: No tugs available.
STEVEDORES: Agents arrange after receipt of ETA.
MEDICAL: No special port medical requirements. Ships medical requirements should be included in ETA signal.
TANKERS: No special requirements. One berth.
DENSITY: 1012 (average).
FRESH WATER: Available by hose.
FUEL: All grades available if 24 hours notice given.
GANGWAY/DECK WATCHMEN: (open quays) watchmen recommended.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CUSTOMS ALLOWANCE: Wine, Spirits and Tobacco: members of a crew who remain out on a vessel during her stay in port are allowed to retain in their own possession, under certain conditions, the following quantities of the undermentioned goods:

Tobacco in any form (to cover 8 days)	*Spirits in any form* (to cover 4 days)	*Wine* (to cover 4 days)
The Master 8 oz.		
Officers (i.e., mates, engineers, wireless		

operators, ship's surgeons, pursers, chief stewards or serangs)
6 oz. 1 pint 1 gallon
Other crew members
4 oz. 1 pint
IDENTIFICATION CARDS: Not needed.
CONSULS: T. McDonogh & Sons Ltd., Merchant's Road, Consuls for France and Belgium only. No others in Galway.
REPAIRS: Minor deck and engine repairs carried out afloat.
DRY DOCKS: No dry dock.
REPATRIATION: Crew changes and repatriation can be effected.
AIRPORTS: Dublin (140 miles) and Shannon (55 miles). Airports served by regular flights.
TIME: GMT plus 1 hour. Permanent.
HOLIDAYS: Christmas Day; St. Stephen's Day (26th December); St. Patrick's Day (17th March); Easter Monday; Whit Monday; First Monday in August.
POLICE/AMBULANCE/FIRE: Police 2121; Ambulance 4141; Fire 999.
TELEPHONES: No arrangements exist for placing telephones on board.
SERVICES: Compass adjusters available in Dublin. Twenty-four hours notice to Agent.
SHORE LEAVE: Allowed.
DELAYS: Apart from tidal, none.
AUTHORITY: Galway Harbour Commissioners, Harbour Office, Galway, 2329.

KILLYBEGS: 54.38 N. 08.26 W.

DOCUMENTS: See "Dublin".
PILOTAGE: No permanent Pilot but one can be acquired on request.
ANCHORAGE: Very safe anchorage.
RADIO: Malin Head Station.
BERTHING: Large fishing fleet has to be accommodated.
MEDICAL: Necessary to send advance warning re illness or injury to a crew member.
FRESH WATER: Available.
FUEL: Fuel oil available.
DEVELOPMENTS: Major harbour scheme has commenced – additional wharfs, and piers.
IDENTIFICATION CARDS: Not needed.
SHORE LEAVE: Crew members allowed ashore.
PORT AUTHORITY: Killybegs Harbour Commissioners – phone Killybegs 20.

LIMERICK (including Foynes): 52.40 N. 08.37 W.

DOCUMENTS:
3 Crew Lists.
2 Passenger Lists.
3 Customs Manifests.
Health Declaration.
Ship's Register.
Safety Equipment Certificate.
Safety Radio Certificate.
Load-line Certificate.
Light Dues Certificate.
Deraisattion Certificate.
PILOTAGE: Compulsory from Scattery Island to Limerick. Pilot normally boards off Kilcredane Head. International Code signals used to call Pilot.
ANCHORAGE: Beighcastle anchorage, depth over 60 ft. usually used for lightening vessels.
RESTRICTIONS: River Shannon has over 60 ft. water depths to River Fergus confluence 40 miles inland.
Entrance to Limerick Dock is limited to the two hours preceding HW.
MAX. SIZE: *Limerick:* Dependent on tide. Up to 23 ft. draft on spring tides. *Foynes:* Up to 27 ft. draft. *Tankers:* Up to 70,000 tons dwt.
HEALTH: Health Declaration form is presented to Customs Officer or Port Health Inspector and pratique issued without delay. In cases of disease on board notify Agents who inform Health Authorities.
RADIO: Irish Station – Valentia Radio. Any U.K. station will transmit messages over telex direct to Agent's office.
TUGS: None available. At Limerick the harbour dredger may be used as a tug if necessary.
BERTHING: *Limerick Dock:* 24 ft. depth at HW inside lock.
Foynes Harbour: facilities for vessels up to 18,000 tons.
Cement Ltd. Oil Terminal: facilities for tankers up to 70,000 dwt.
Tarbert Island: oil jetty designed for vessels up to 70,000 dwt.
FRESH WATER: Available at all berths.
FUEL: Obtainable subject advance notice.
STEVEDORES: Labour hiring times; Week-days 0800, 1000, and 1130. Gangs for week-end working must be hired at 1700 hours on Fridays. ETA advice could include number of gangs workable. Crew must perform opening and closing of hatches.
MEDICAL: All medical and hospital services available at short notice.
DENSITY: Average density of water in river 1008.
WATCHMAN: Recommended but not compulsory. Cost approx. £3 per 12-hour shift.
OPENING/CLOSING HATCHES: Crew must perform this work as dockers decline to do it.
CUSTOMS ALLOWANCES: 200 cigarettes per man. 1 bottle spirits per man.
DEVELOPMENTS: Studies are being made to develop the Shannon Estuary to accommodate largest vessels presently afloat.
REPAIRS: All repairs can be effected. Dry dock available for vessels up to 400 ft. length.
REPATRIATION: Can be carried out without difficulty.
AIRPORT: Shannon Airport, fifteen miles from city. Regular international flights.
TIME: Standard European Time or 1 hour ahead of GMT.
HOLIDAYS: St. Patrick's Day (March 17th); Good Friday; Easter Monday; First Monday in June; First Monday in August; Christmas Day (December 25th); St. Stephens Day (December 26th).
POLICE/AMBULANCE/FIRE: 999 is emergency number for all services.
SHORE LEAVE: No restrictions on shore leave.
AUTHORITY: Limerick Harbour Commissioners.

RATHMULLAN: 55.05 N. 07.31 W.

DOCUMENTS: Papers supplied by Agent in Rathmullen or by Customs.
PILOTAGE: Pilot obtained through agent in Rathmullen 24 hours notice of ETA required.
ANCHORAGE: Anywhere in Lough.
MAX. SIZE: Any size of vessel can anchor. Max. draft for berthing, 30 ft.
HEALTH: See "Dublin".
RADIO: Malin Head.
TUGS: None required.
BERTHING: No specific requirements.
STEVEDORES: 24 hours ETA required.
MEDICAL: Assistance can be arranged at short notice. Hospital facilities are available.
FRESH WATER: Available on berth. Cost 15 ton £3 10s.
FUEL: Different grades available at short notice.
GANGWAY/DECKWATCHMEN: Recommended. Cost 30s. night.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CUSTOMS ALLOWANCE: Tobacco, Wine: See "Dublin".
IDENTIFICATION CARDS: Not needed.
CONSULS: None at port.
REPAIRS: Only small repair jobs carried out.
REPATRIATION: Facilities exist.
AIRPORT: 80 miles away, serviced by regular flights.
TIME: GMT plus 1 hour. Permanent.
HOLIDAYS: Work can be arranged on all church and bank holidays.
POLICE/AMBULANCE/FIRE: Police, Rathmullen 2; Fire, Letterkenny 112; Ambulance, Letterkenny 230.
TELEPHONES: No arrangement for placing telephones aboard.
SERVICES: No special services.
AGENT: Charles Deeney, Kerrs Bay, Rathmullen. Tel. Rathmullen 10.

ROSSLARE: 52.16 N. 06.20 W.

DOCUMENTS:
Customs Documents.
Ships Manifests.
Crew List.
PILOTAGE: Not compulsory.
ANCHORAGES:
Prohibited Anchorage: 304° – 4½ cables from Lighthouse
Thence 214° – 2 ,, ,, ,,
,, 124° – 4½ ,, ,, ,,
,, 034° – 2 ,, ,, ,,
No anchorage inside breakwater. Sheltered from Southerly round to North Westerly winds.
Dangers: shoals with depths of less than 18 ft. extend about 4 cables E.S.E. from head of breakwater. Shoal 18 ft., Southern end of which lies about ¾ cables Northward of end of breakwater. Southern end of an extensive stony flat, having depths of 13 ft. to 18 ft. lies about 3½ cables further to N.W. Between these shoals lie several outcrops of 18 ft.–19 ft.
MAX SIZE: Maximum draft 16 ft. 6 in. No. 3 berth – 440 ft. length, 16 ft. 6 in. draft. No. 4 berth – 380 ft. length, 16 ft. 6 in. draft.
HEALTH: If no infectious diseases on board, pratique given by customs preventive staff on arrival.
TUGS: None available.
BERTHING: Berth No. 4 reserved for British Rail Ferries. Berth No. 3 reserved occasionally for Normandy Ferries.
STEVEDORES: Ordered by Agents. ETA necessary.
RADAR/VHF: No Port radar service. VHF call sign "Rosslare Harbour Radio" Channels 16 and 14.
MEDICAL: Advance notice required at least one hour. Hospital facilities 12 miles away.
FRESH WATER: Laid on berth 3, 4, delivery by hose.
FUEL: No facilities.
GANGWAY/DECK WATCHMEN: Not compulsory.
OPENING/CLOSING HATCHES: Crew assisted by stevedores.
CUSTOMS ALLOWANCE: Tobacco: Captain 1 oz. per day up to 8 days. Officers ¾ oz. per day up to 8 days. Crew ½ oz. per day up to 8 days. Wine and/or spirit: Spirits: Captain, Officers, Crew ¼ pint each, per day, maximum four days.
IDENTIFICATION CARDS: Not required.
CONSULS: None.

REPAIRS: No repair plant. Minor repairs possible by firms at Wexford (12 m.), Waterford (52 m.), Arklow (50 m.).
REPATRIATION: No facilities.
AIRPORTS: Dublin 110 miles. Cork 134 miles.
TIME: GMT plus 1 hour. No alteration.
HOLIDAYS: New Year's Day; St. Patrick's Day (17th March); Easter Monday; Whit Monday; August Monday; Christmas Day (December 25, and 26). No work Christmas Days – December 25, and 26.
POLICE/AMBULANCE/FIRE: Police: Rosslare Harbour 33204; Ambulance: County Hospital, Wexford 22233; Fire: Fire Brigade, Wexford 22618.
AUTHORITY: Coras Iompair Eireann, Heuston Station, Dublin. Tel. Harbour Master, Rosslare Harbour 33114. Telex. 6730.

SLIGO: 54.16 N. 08.28 W.

DOCUMENTS:
Crew List.
Aliens List for other than Irish and British Ships.
Customs Clearance from previous port.
Health Declaration.
Manifest.
Surveys 109 Deck Cargo, and 107 for Grain.
PILOTAGE: Tel. Ballinful 7 for Outside Pilot, Sligo 3036 for Inside Pilot. Pilot boat a black yawl. Pilot boards off Raghley Head.
ANCHORAGE: East of Wheat Rock Buoy depth 40 ft.
RESTRICTIONS: Small vessels from half tide to two hours after high tide, large vessels near high tide and daylight.
MAX. SIZE: 275 ft. long, breadth not restricted, draft 16 ft. spring tides 13 ft. neap tides.
HEALTH: Home trade areas, verbal declaration, all others written declaration. Vessels from Great Britain automatic procedure. Suspected diseases inform Customs Officer or County Medical Officer of Health. Appropriate signals day and night.
RADIO: Malin Head, Wick or Port Patrick Radio.
TUGS: None.
STEVEDORES: 24 hours notice required. Coal 500 tons per day for crane. Fertilisers in bags two gangs, 500 tons per 8 hour day. Timber 40 stds. per hatch per day.
MEDICAL: No facilities.
DENSITY: 1004, high tide.
FRESH WATER: Available by hose, at 2s. 6d. ton.
FUEL: All grades available, 24 hours notice required.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: By crew.
CERTIFICATES:
Register.
Articles.
Lights Dues Certificate.
Deratization Certificate.
CUSTOMS ALLOWANCE: Members of crew who remain on a vessel during stay in port allowed to retain, under certain conditions, the following quantities of the undermentioned goods:

Tobacco in any form (to cover 8 days): Master 8 oz. 200; Officers 6 oz. 150; crew members 4 oz. 100.

Spirits in any form (to cover 4 days) 1 pint (1 bottle each). Wine of any strength allowed in place of spirits at rate of one pint wine to ½ pt. spirits. In addition, an allowance of 1 quart of beer or 1 pint of wine n.e. 30° per man per day.

Members of a crew of whatever rank finally leaving vessel allowed take ashore, free of duty, for own personal consumption, following quantities of undermentioned goods, when they form whole of their unconsumed stores:

(*a*) If from ports in Great Britain, Northern Ireland, or the Isle of Man, or continental ports between the Elbe and Brest (except vessels crossing at regular and frequent intervals): Tobacco in any form 4 oz. Spirits (ordinary drinkable) ¼ pint. Spirits (Cordials or perfumed) ¼ pint.
(*b*) If from any other port, double the quantities specified at (*a*).
(*c*) Irrespective of the port from which arriving:
IDENTIFICATION CARDS: Required.
CONSULS: Netherlands Vice-Consul, Sligo 2622.
REPAIRS: Welding and light repairs.
REPATRIATION: Facilities exist.
AIRPORT: Dublin, 135 miles away.
TIME: GMT plus 1 hour. Permanent.
HOLIDAYS: St. Patrick's Day (17th March); Easter Monday; Whit Monday (1st Monday in August); 25th and 26th December. Not usual to work on any of these days.
POLICE/AMBULANCE/FIRE: 999.
TELEPHONES: None available for placing on board.
GENERAL: In North-west gales, shelter available at Killybegs, Donegal Bay.
SHORE LEAVE: Allowed.
PORT AUTHORITY: Sligo Harbour Commissioners.

WATERFORD 52.15 N. 07.07 W.

DOCUMENTS:
3 Manifests.
1 set Bills of Lading.
1 Crew List (aliens).
1 Ship Stores List.
1 Passenger List.
PILOTAGE: Tel. Address "Dunmore Pilots" 24 hours ETA if possible. Tel. Dunmore East 83119. VHF call sign "Dunmore Pilots". Channel 16 calling up, Channel 14 Working.

Pilot Boat black hull with words "Pilots" in white on sides. Location off Dunmore East Pier.

In event bad weather a vessel is directed to Passage East by VHF where a Pilot will board in smooth water.
ANCHORAGE: Good anchorage on Eastern Shore at entrance to Harbour in Easterly winds. 30 ft. LWOST.
RESTRICTIONS: Vessels of deep draft await tide at Dunmore East anchorage.
MAXIMUM SIZE: 450 ft. o.a. normally; 475 ft. o.a. by arrangement. Draft 22 ft. neap tides; 24 ft. 6 in. spring tides.
HEALTH: Vessels fly Q flag, pratique given by Customs. Infectious diseases to be notified to Agent before arrival.
RADIO: Land's End or Valentia.
TUGS: No tugs available.
BRIDGES: Times of passing through Redmond and Suir Bridge for National Board and Paper Mills Berth and for vessels proceeding upriver to Fiddown, to be arranged by Ship's Agent.
STEVEDORES: Agent arranges discharge upon receipt of ETA.
Grain discharge: 1,400 tons per day (180 tons per hour).
Coal discharge: 300 tons per gang per day.
Sugar discharge: 800 tons per gang per shift of 8 hours.
Fertiliser discharge: 280 tons per gang per day.
Timber discharge: 30 standards per gang per day.
MEDICAL: Hospital and ambulance available. Arrangements made by ship's Agent.
DENSITY: 1,008 at LWOST.
FRESH WATER: Available by hose 15 tons per hour, 1s. per 100 gallons, minimum 10s.
FUEL: Supplies available by road tanker.
DEVELOPMENTS: New container berth now in operation also new deep water wharf and another container berth.
GANGWAY/DECK WATCHMEN: Day watchmen not necessary. Night watchmen at Master's wish. Approximately £2 per day or night.
OPENING/CLOSING HATCHES: Done by crew.
CERTIFICATES:
Register.
Freeboard Certificate.
Tonnage Certificate.
Deratization Certificate.
Radio Certificate.
Life-saving Appliance Certificate, etc.
CUSTOMS ALLOWANCE: Tobacco: Master 8 oz. Officers 6 oz. Crew 4 oz. Wine and/or Spirit: 1 pint spirits.
CARGO GEAR: Not beyond ordinary Factory Act requirements.
IDENTIFICATION CARDS: Not needed.
CONSULS: Belgian, French, Spanish, Danish – M. Farrell & Son, tel. 4978. Dutch Consul – S. Morris Ltd., tel. 4300.
REPAIRS: Minor repairs.
DRY DOCKS: No dry docks available.
REPATRIATION: Facilities exist.
AIRPORT: Dublin 100 miles, Cork 75 miles, Shannon 75 miles. Served by regular airlines.
TIME: GMT plus 1 hour. Permanent.
HOLIDAYS: St. Patrick's Day; Easter Monday; August Bank Holiday; Christmas Day; Boxing Day.
POLICE/AMBULANCE/FIRE: Police 4888; Ambulance 4844; Brigade 5555.
TELEPHONES: None available for placing on board.
SHORE LEAVE: Allowed.
PORT AUTHORITY: Waterford Harbour Commissioners, George's Street, Waterford. Tel. 4907. Telex none.

El Salvador

ACAJUTLA: 13.35 N. 89.52 W.

DOCUMENTS:
1 Clearance.
4 Voyage Memorandum.
8 Crew List.
8 Disembarking Passengers' List (local passengers list).
8 Transit Passenger List.
8 Store List.
International Health Certificate.
Certified Manifests.
12 Copies of the Manifests.
12 Copies of Bill of Lading.
Cargo Distribution List.
Tally Books.
PILOTAGE: Compulsory. (*a*) Vessels requiring Pilot use International Code Signals. (*b*) Pilot boards vessel at a distance between 1 and 2 miles from the port, where vessel should wait with engine stopped. (*c*) Pilot ladder required for boarding. (*d*) Gangway ladders should be raised and folded, derricks and cranes inside, anchors ready for berthing.
ANCHORAGE: There is no specific anchorage area. Pilot meets the vessel and immediately proceeds alongside. If there are no berths available the vessel could be anchored anywhere outside the dock.
MAX. SIZE: One berth for vessels of 31 ft. draft, 590 ft. length; one berth for vessels of 37·5 ft. draft, 590 ft. length; three under construction, 31 ft. draft, 600 ft. length; one 37·5 ft. draft, 600 ft. length; sea line tanker berth (R.A.S.A.), 40·0 ft. draft, 700 ft. length.
HEALTH: If there is any suspicion of illness aboard, Captain has to inform by radio 24 hours in advance, indicating nature of disease and

all details. On arrival, vessel should anchor with yellow flag hoisted, to wait for the doctor of the port.
RADIO: Port VHF service open 24 hours a day. Contact through Channels 16 and 27. Channel 27 receives at a frequency of 157·35 megahertz and transmits at 161·95 megahertz frequency. Channel 16 receives and transmits at 156·8 megahertz frequency, being the most usual communication from port to vessel. There is no special key for calling.
TUGS: Tow lines not usually used; in case necessary the tug lines have to be used, their price included in the whole service. Tugs meet the vessel, usually at the dock.
BERTHING: Vessels can berth in safety at any time day or night.
STEVEDORES: Time of arrival required 24 hours in advance by radio-telephone.
MEDICAL: There are doctors in the port who attend normal cases and specialists and hospitals in Sonsonate city at 20 km. (by road) and in San Salvador, capital of the Republic, 85 kms. from the port.
TANKERS: Moor at R.A.S.A. buoy berth. Depth of water about 50 ft. Diameter of pipelines: 2 of 10 in. for clean products, 1 of 30 in. for crude oil and fuel oil. There are no facilities for residues discharge.
DENSITY: Salt water.
FRESH WATER: Delivered by hoses at the price of C0·65 (U.S. $0.26) metric ton.
FUEL: Possible to supply diesel and Bunker "C" only in limited quantities delivered by lorries. Viscosities: Bunker "C" 175 Sec. Saybolt furol. Diesel 40 Sec. Saybolt universal.
FIRE PRECAUTIONS: Inspection of hoses; no smoking; not allowed to solder or light any kind of fire; isolation of the place of loading and discharging operations; fire equipment to be ready.
PORT DEVELOPMENTS: Three new berths will have a depth of 9·4 metres (31 ft.) and one other 11·4 metres (37·5 ft.).
GANGWAY/DECK WATCHMEN: This service is done by the port staff free of charge.
OPENING/CLOSING HATCHES: This work is carried out by stevedores.
SHIP CERTIFICATES:
Vessel has to carry the Ship's Register (showing the register tonage).
Derat. Certificate.
International Health Certificate.
Manifest Certificates.
CUSTOMS ALLOWANCES: Customs allow to take out of the vessel only tobacco for personal use. Not allowed to take any wine or spirits out of the vessel.
CARGO GEAR: The whole loading equipment has to be in good state with certificates showing capacity and safety.
IDENTIFICATION CARDS: Not required, but each member of crew has to be in possession of a valid passport.
CONSULS: No consulates in the port. In Sonsonate City there is the Consul of Guatemala Republic, tel. 51–0739, and in San Salvador City are Consulates for most countries.
REPAIRS: Possible to do minor engine and deck repairs. Other repairs can be carried out in San Salvador City. Any repairs that will delay sailing of vessels cannot be done without previous and specific authorisation of the manager of the port.
REPATRIATION: There are facilities for repatriation.
AIRPORT: There is an airport served by regular airlines in San Salvador at 95 kms. approximately from this port (by road).
TIME: No alterations in time during the year; local time is GMT minus 6 hours.
HOLIDAYS: 1st January, Maundy Thursday, Good Friday and Saturday, 1st May, 10th May, 6th August, 15th September, 2nd November, 25th December; the port stops working only on 1st January, Good Friday and 25th December.
POLICE/AMBULANCE/FIRE: National Police (Sonsonate) tel. 51–0838; Ambulance (Sonsonate) tel. 51–0589; Fire (CEPA, Acajutla) tel. 52–3000 (ext. 257); Fire (San Salvador) tel. 21–8661.
TELEPHONES: No possibilities to install telephones aboard.
GENERAL: Quarantine authorities pay strict attention to the meat on board and its residuum to prevent fever and it is forbidden to remove any kind of meat from the vessel. Berthed vessels need, in case of swell, special hawsers and wires provided by the port. Hire of these lines is C1.50 (U.S. $0.60) each one, and for every 1,000 tons of net register.
SERVICES: No facilities to discharge tank-washings.
SHORE LEAVE: Members of the crew are allowed to go ashore.
DELAYS: There are no delays for mooring, loading and discharging. Refuelling bunkers operates slower than normal loading and discharging.
AUTHORITY: Comision Ejecutiva Portuaria Autonoma CEPA; Avenida Cuscatlàn No. 317, San Salvador, El Salvador. C.A., tel. 23–4122.

AGENT: F. O. Gibson & Co., PO Box 242, San Salvador, Telex 20174. Cables: "Gibson".

LA LIBERTAD: 13.29 N. 89.19 W.

DOCUMENTS: Required:
By Port Captainry
Clearance from last port called.
2 Crew Lists.
1 Store List.
1 Passengers List. In case passengers disembarking, passports to be countersigned by the migration delegate have to be shown.
1 Voyage Memorandum.
1 Manifest of Cargo from each port.
By doctor delegate of health
Health Certificate.
1 Voyage Memorandum.
By quarantine delegate
Voyage Memorandum.
Crew List.
Cargo Manifest, one for each port.
By CEPA delegate
Voyage Memorandum.
Crew List.
2 Store Lists.
Cargo Manifest (5 copies).
Tally Books for cargo.
Number of tons of diesel on board.
Number of tons of water.
By Customs delegate
Voyage Memorandum.
1 Crew List.
Passengers List.
Store List.
Cargo Manifests countersigned by the Consuls each port of origin and 7 more copies for each one.
PILOTAGE: Vessels requiring a Pilot use International Code signals. No official pilot service.
ANCHORAGE: Depths of 60 ft. available. Vessels can anchor at a minimum distance of 1 km. from the quay. All dry cargo vessels work cargo at the anchorage. No quay berths available.
HEALTH: On arrival vessel should anchor and wait visit of Port Authorities. Any suspected diseases should be notified 24 hours in advance.
RADIO: Service of radio-telephone VHF 24 hours a day. Channel 10 Citizen Band with a transmission and receiving frequency of 27·075 megahertz.
TUGS: No tugs required or available.
STEVEDORES: 24 hours notice required to arrange gangs and barges.
MEDICAL: Inform Agent as soon as possible to arrange a medical visit. The port has doctors to attend normal cases, and there are specialists and hospitals in San Salvador (capital of the Republic) at 35 kms. by road from this port.
TANKERS: At Esso Standard Oil, S.A. terminal, vessels anchor and moor to three buoys about 900 yards South-east of the shore and about 1,000 yards South-south west of the pier. Pipeline extends from La Puntilla in a south-easterly direction. Two pipe-lines for discharging products to Esso Standard Oil, S.A. The end of each pipe-line is marked by a metallic buoy, the cargo hoses for *1 and *2 pipe-lines are connected by separate chain to a "Spreader" which by single chain is attached to a metallic marker buoy. On the "Spreader" there is marked, by welding, *1 and *11 where the chains are attached, indicating what pipe-line they are connected to. Ship's crew is used in connecting and disconnecting cargo hoses.

Vessels should moor only on high water during daylight hours; however, they may unmoor day or night. Launch available for mooring and running lines. Approach is made from the Eastward on a true course 270°, a marker buoy is placed temporarily at a distance of 700 ft. seaward from end of pipelines to guide vessel in mooring operations. The marker buoy should be passed on the inside at a distance of 50 ft. Port anchor should be dropped first when the end of the pier is in true bearing 006°. When about 7 shots of chain have run out, the starboard anchor should be dropped. The stern of vessel will swing or may be worked to Northward (starboard). A mooring line should be run to the port stern buoy from port side assisting in swinging the vessel into position. Vessel should tie up securely with three lines to each buoy, and anchor spread 60° with 60/76 fathoms of chain on each. The eyes of all lines to buoys should be well protected to prevent chafing on the buoys. When in position, the pipeline hose buoy is taken on board at the starboard side.
DENSITY: Salt water.
FRESH WATER: Not available.
FUEL: Not available.
GANGWAY/DECK WATCHMEN: There is a service of watchmen provided by Customs.
OPENING/CLOSING HATCHES: Carried out by stevedores.
SHIP CERTIFICATES:
Ship's Register.
Derat. Certificate.
International Health Certificates required.
CUSTOMS ALLOWANCES: Only tobacco for personal consumption may be taken ashore. No wine or spirits to be taken ashore.
CARGO GEAR: Vessels' cargo gear to be in good condition with certificates of capacity and safety.
IDENTIFICATION CARDS: Not required if crew members possess passports.
CONSULS: Nicaragua Consulate, British Vice-Consulate, Norwegian Royal Vice-Consulate. In the capital of San Salvador (35 kms. from the port) there are Consulates for most of the countries.
REPAIRS: It is not possible to have repairs.
REPATRIATION: Facilities available.
AIRPORT: There is an International airport served by regular airlines in San Salvador, distance approximately 46 kms. from the port.
TIME: GMT minus 6 hours. No alteration.
HOLIDAYS: Festivals: Saturday of the Holy week, 14th April, 10th May, 22nd June, Corpus Christi, 5th August, 12th October, 24th October, 5th November, 7th December, 24th December, 31st December. Legal holidays: 1st January, Maundy Thursday and Good Friday, 1st May, 6th August, 15th September, 2nd November, 8th

December, 25th December. The port is only completely out of work on the following days: 1st January, Good Friday and 25th December.
POLICE/AMBULANCE/FIRE: National Police (La Libertad), 35–3175; Ambulance (San Salvador), 21–9406; Fire (San Salvador), 21–8661.
TELEPHONE: It is not possible to place telephones on board.
GENERAL: Quarantine Authorities prohibit removal of meat from the vessel.
SHORE LEAVE: Crew is allowed to go ashore.
AUTHORITY: Comision Ejecutiva Portuaria Autonoma (CEPA), Avenida Cuscatlăn No. 317, San Salvador, El Salvador, C.A., tel. 23–4122.

AGENT: F. O. Gibson & Co., PO Box 242, San Salvador. Tel. 21.32.08. Telex 20174. Cables: "Gibson".

LA UNION (Cutuco): 13.20 N. 87.51 W.

DOCUMENTS: See "La Libertad".
PILOTAGE: Obtained usually through Agent, can be cabled request to Port Captain-La Union.
ANCHORAGE: La Union Bay – up to 34 ft. Approximately 14 Class II and a large number of Class III anchorage berths are available in the harbour. Five Class II berths are in the vicinity of the pier in depths of 33 ft. to 30 ft., and approximately 9 more, in depths of 70 to 30 ft., are just Westward of Isla Zacatillo. The first area has a mud bottom; the second is sandy and rocky. The large number of Class III berths are in an area Northward of the pier and in the area between the two anchorages providing Class II berths. The least depth in each of the areas is 25 ft. A large number of relatively unsheltered anchorage berths of all classes is available outside the harbour in the Gulf of Fonseca.
RESTRICTIONS: Enter any time – preferable on flood tide with draft over 24 ft.
MAX. SIZE: Largest vessel that can be accommodated in harbour would occupy an anchorage berth with a minimum depth of 43 ft. and a diameter of 3,300 ft. Largest vessel that can be accommodated alongside wharf would occupy a berth with least depth of 25 ft.; length is not a limiting factor, although a maximum 550 ft. is recommended, due to strong currents, 3 knots, and pressure on part of any vessel extending for any greater distance beyond length of wharf.
HEALTH: Disease should be reported. Pratique necessary on each occasion.
RADIO: Direct to Agents or Guarailco, Sansalvador.
TUGS: No tugs required.
BERTHING: Berthing usually carried out on slack tides due to cross currents, up to 3 knots. The estimated military port capacity is 1,800 tons of general cargo per day. Port can accommodate two standard-type ocean-going cargo vessels, and possibly one alternative class T/C (small ocean-type tanker under favourable conditions) alongside berths, and approximately 14 ocean-type cargo vessels, and a large number of Class III (coaster-type cargo vessels) at anchorage berths.
STEVEDORES: Prior advice preferable. Stevedore force consists of 12 gangs of up to 16 men per gang for on-board work. Similar gangs are available on pier, and up to 300 labourers, crane and fork-lift operators comprise shore gangs.
MEDICAL: Services available – no special restrictions.
TANKERS: Drafts 25/34 ft. fore and aft. Tankers of up to 550 ft. in length can be accommodated at either side of pier, where adequate connections of 6–8 in. and 10 in. pipe-lines are located. Largest vessel that can be accommodated alongside would occupy a berth with a least depth of 25 ft.; length is not a limiting factor, except as noted previously.
FRESH WATER: Four 2 in. connections on each side; volume estimated at 10 tons per hour.
FUEL: Bunkers and diesel – can be delivered when berthed.
GANGWAY/DECK WATCHMEN: Not required – National Marines on guard.
OPENING/CLOSING HATCHES: Carried out by stevedores.
CUSTOMS ALLOWANCE: Not controlled, but restricted ashore.
IDENTIFICATION CARDS: Passes for leaving ship to have Captain's signature.
CONSULS: Nicaragua – Honduras.
REPAIRS: No facilities.
REPATRIATION: Can be arranged.
AIRPORT: San Salvador – 120 miles away – regular airlines.
TIME: GMT minus 6 hours. No alterations.
HOLIDAYS: Easter Thursday, Good Friday. Port not worked only on those dates.
POLICE/AMBULANCE/FIRE: In La Union – proximate to Port.
TELEPHONES: None available.
SHORE LEAVE: Allowed.
AUTHORITY: International Railways of Central America.

AGENTS: F. O. Gibson & Co., PO Box 242, San Salvador. Tel. 21.32.08. Telex 20174. Cables: "Gibson".

Ethiopia

ASSAB: 13.01 N. 42.44 E.

DOCUMENTS:
5 Manifests for transit passengers and passports.
5 Manifests for landing passengers and passports.
5 Crew Lists.
1 complete Crew Provisions List.
1 Crew Personal Effects List.
1 Store List.
6 Cargo Manifests.
PILOTAGE: Compulsory. Pilots take tankers in and out of oil harbour only during day-time. Pilots embark about ½ mile N.N.E. from Northern extremity of breakwater. Commercial harbour gives 24 hr. service. Vessels calling Assab must advise agent through Assab Coastal Radio Station by call sign ETC. Assab Radio Signal Station is available.
ANCHORAGES: Assab Bay provides good anchorage in 42 to 48 ft. of sand and coral bottom, good holding ground. Generally weather in Assab can be divided into two: summer time and winter time weather, during summer (May–September) Northerly wind blows with a maximum force of 3/4 BS. During winter time (October–April) South-easterly local monsoon winds blow usually 5/6 BS but reaching force 7/8 BS during day time and generally drop at night. This 7/8 BS force is mainly experienced about December to February.
RESTRICTIONS: No restriction imposed upon entry except on vessels carrying dangerous cargo which may enter or leave only during day time.
MAX. SIZE: Largest vessels which can enter commercial harbour 800 ft. LOA, 80 ft. beam., 34 ft. draft.
HEALTH: Quarantine and sanitation services available. Quarantine officer boards arriving vessels and necessary medical clearance given.
RADIO: Coastal radio station available (*a*) position Latitude 13.01. 24° N. (*b*) Longitude 42°.44.38 E. Coastal radio station in service for 13 hrs. per day 0700 to 2200 hr. Call sign ETC. Transmits traffic lists on 489 kc/s after a preliminary announcement on 500 kc/s, 30 minutes past each odd hour starting at 0500 and ending 1700 (0530, 0730, 0930, etc.).
(*c*) Transmit traffic lists on 6509 at 0500, 0900 and 1300 and searches 6265·5–6280·5 between 0515–0600, 0915–1000, and 1315–1400.
(*d*) Transmit traffic lists on 8618 0700, 1100 and 1500 and searches 8354–8374 between 0715–0800, 1115–1200 and 1515–1600.
(*e*) Rates shall include station charges and charge of transmission over telecommunication network within Ethiopia.
(*f*) Accepts ship letter telegrams (SLT) from ships for delivery in Assab. Coast station charges including onward postal charges are 0.20 per word subject to a minimum of 4 Frs. Following paid service indications are admitted – RPX – GP.
(*g*) For radio telephone service. Station keeps watch and replaces on 2182 for radio telephone service at 0615–0700, 0815–0900, 1015–1100, 1215–1300, 1415–1500, 1615–1700 and transmits traffic same hours on 4379·3. Service hours will be extended to 24 hours.
TUGS: Tug service compulsory for ships over 300 NRT. Two tugs of 600 HP each, attend ships during arrival and departure and one salvage tug of 1,000 HP is in service.
BERTHING:
(*a*) *North Half Jetty 1,620 ft. long, 36 ft. depth.*
(*b*) *South Half Jetty.*
(i) 1115 ft. long and 33·8 ft. depth.
(ii) 459 ft. long and 29·5 ft. depth.
(iii) 164 ft. long and 19 ft. depth.
(*c*) 2 coaster piers, each 260 ft. long 26 ft. depth.
Fenders are excellent and protect ships from impact; harbour is modern and has modern breakwater 711 metres long. Seven big ships and four coasters can be accommodated at a time.
STEVEDORES: Fourteen stevedoring agencies, any kind of cargo can be discharged and loaded. Skilled labourers and loading/discharging capacity are respectively 30–15 per hour. Crane lift capacity 30 tons.
MEDICAL: One hospital in town and clinic in port. When sick person on board, hoist (by day) International code flag "W", (by night) three lights in vertical line upper one red, and middle and lower, white lights. Doctor may be called on board at any time to attend sick crew or passengers by arrangement with Agents.
TANKERS: Oil harbour about 1·5 miles South-east of commercial harbour with draft 33 ft. Crude oil discharging terminal 500 metres from Southern end of breakwater open sea buoy berth – tankers of 660 ft. length, and 36 ft. draft can be accommodated. Diameter of pipeline for loading and discharging black products – 12 in., white products 10 in.
DENSITY: At berths is 1·03 while the tides are negligible for all seasons; maximum 1 ft.
FRESH WATER: Available. Supplied upon request by agent and can be delivered at 60 tons per hour. Costs Eth $1.00 per ton in commercial harbour.
FUEL: All grades available, at commercial harbour. Advance notice necessary.
FIRE PRECAUTIONS: Modern fire brigade.
GANGWAY/DECK WATCHMEN: Watchmen on deck necessary, and rate arranged as per agreement of employer and employee.
OPENING/CLOSING HATCHES: Normally carried out by stevedores.
CERTIFICATES: All ship's International Certificates should be on board.
CUSTOMS ALLOWANCES: Tobacco, 400 cigarettes. Wine and/or Spirits. One litre or bottle of spirit.
CARGO GEAR: Different types of certified cargo handling equipment available.
IDENTIFICATION CARDS: Needed.
CONSULS: Only Italian Consulate in Assab, others live in Asmara the capital city of Eritrea.

REPAIRS: Minor repairs can be carried out at Port Office workshop.
REPATRIATION: Possible.
AIRPORT: 15 kilometres from Assab. Ethiopian Airlines. Five domestic flights per week.
TIME: GMT plus 3 hrs.
HOLIDAYS: Official holidays are: 7th January; 18th January; 20th January; 19th February; 2nd March; 8th April; 11th April; 5th May; 23rd July; 22nd August; 11th September; 27th September; 2nd November and all Sundays. Work can be performed on holidays.
POLICE/AMBULANCE/FIRE: *Port Police* Tel. 49; *Haileselassie I Hospital* Tel. 119; *Port Office fire brigade* tel. 102.
GENERAL: One modern hotel and one motel with full facilities available in town.
SHORE LEAVE: Crew allowed ashore.
AUTHORITY: Ministry of Communication, Department of Marine, PO Box 58, Port Office, Assab, Ethiopia. Tel. 30, 67. Cable address "Asbour-Assab".

AGENTS: Flli-Biga et Cie, Via Dogali, PO Box 48. Tel. 37. Correspondence to Main Office: PO Box 1108, Asmara. Telex 2037 Spedaf. Cables: "Speditafrica".

MASSAWA: 15.37 N. 39.28 E.

DOCUMENTS:
2 sets Manifests.
2 sets Bills of Lading.
5 Crew Lists.
5 Passenger Lists.
2 Store Lists.
APPROACHES: Through North channel and South channel. In channel, in direction of leading lights 243°, maximum depth 31 ft. (but alongside only 30 ft.). Marking buoy showing a wreck in position approximately 200 metres South-east of North breakwater.

ETA should be given to Agent who will inform pilot 72 hrs. prior to arrival. No radio station and VHF not yet working. Signal tower located in port area contacts vessels on arrival informing Agent and Pilot, and receiving or transmitting by morse lamp, messages to and from vessel.
ANCHORAGES: 8 cables East of main lighthouse. Anchorage North of leading light not recommended.
MAX. SIZE: 30 ft. max. draught.
HEALTH: Doctor normally boards with Pilot but can be asked to board together with customs and immigration while vessel on roads. All crew members must be vaccinated against smallpox and yellow fever, and possess necessary certificates. Deratisation and other health certificate required.
RADIO: Assab Radio call sign ETC or Aden Radio normally used by Agent.
TUGS: Joining vessels in port. Compulsory.
BERTHING: Normally dropping anchor before berthing.
STEVEDORES: 24 hrs. notice of ETA and number of gangs required. Loading discharging rates 5 tons/hr. on general, 10/15 on bagged cargo.
MEDICAL: Notice should be given to Agent only when specialist needed. Hospital facilities available.
TANKERS: Arkiko oil station terminal. Maximum draught allowed for entering channel 29 ft.
DENSITY: 1025.
FRESH WATER: Supplied alongside. Maximum 600 tons per day or by barge of 200 tons on roads. Barge can be filled and emptied in 18 hrs.
FUEL: Can be obtained alongside Berths 5 and 6 for heavy fuel only. Diesel can be supplied by lorries alongside.
No bunker barge available.
GANGWAY/DECK WATCHMEN: Compulsory alongside. Rate per 24 hrs. Eth. $10 (4 American doll.).
OPENING/CLOSING HATCHES: Normally by labourers but can be done by crew.
CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes. New allowance can be delivered after one week. Wine/spirits: 1 bottle of spirit (opened). Wine and beer quantity necessary for the stay in port, upon reasonable request on arrival.
IDENTIFICATION CARDS: Not needed. Immigration gives port entry card (without crew member's name) which must be given back prior to departure. In case of loss a fine is likely.
CONSULS: Italian Viceconsulate Box. 62, tel. 52214. Other consulates at Asmara.
REPAIRS: Afloat minor repairs. Good workshops for minor engine repairs.
REPATRIATION: Via Asmara. Daily flight Massawa–Asmara then by international flights. Or Massawa–Asmara by road 110 kilometres; asphalt road.
AIRPORT: (for local lines only) at 7 kilometres from port. International airport at Asmara 60 kilometres by air.
TIME: GMT plus 3 hrs.
HOLIDAYS: All Sundays; Ethiopian New Year's Day 11th September; The Feast of Finding the New Cross (27th September); The coronation day of H.M. The Emperor (2nd November); Christmas Day (7th January) The Feast of Epiphany (19th January); Ethiopian Martyr's Day (20th February); Commemoration of Battle of Adwa Good Friday (one week after Catholic G.F.); Easter Monday (one week after Catholic G.F.); Return of H.I.M. to Addis Ababa (5th May); The birthday of H.I.M. (23rd July); The feast of Assumption (22nd August).
POLICE/FIRE/AMBULANCE: Police 52425; Ambulance hospital 52234–5–6; Fire Brigade 52220.
TELEPHONES: Not possible to place telephones on board.
SERVICES: Radar and gyro compass technician available but special spare parts not available.
SHORE LEAVE: Crew cannot leave vicinity of Massawa without special Immigration permit.
DELAYS: Usually no delay: exceptionally maximum 3 days.

AGENT: Please always address to: Asmara Head Office – Fratelli Biga & Co. Viale Leonardo da Vinci 2/14–Asmara PO Box 1108. Share Company – Shipping Chartering, Stevedoring and Forwarding Agents (SCAC Group). Branches Massawa, Assab, Addis Ababa and Djibouti. Telegraphic "Speditafrica" Asmara. Telex. 2037 "Spedaf" Asmara. Tel. 10359–10362 Asmara. Tel. 52114 Massawa. Home tel. Shipping Advisor 13901 Asmara.

Faroes

KLAKKSVIK: 62.14 N. 06.35. W.

DOCUMENTS:
One of each:
Crew List.
Passenger List.
Custom Documents (one list crew's quantity of tobacco and spirits).
Health Document.
Manifest.
Bill of lading.
PILOTAGE: Not compulsory but available. Give ETA via Torshavn radio, OXJ, one or two hours before arrival, and Pilot will meet vessel in Roads. International signals can always be used. VHF Channels 16, 12, and 6 in use.
ANCHORAGE: In Roads in 12 to 20 fathoms; good anchorage.
RESTRICTIONS: No restrictions upon entry.
MAX. SIZE: Up to 450 ft. length, but draft must not exceed 20 ft.
HEALTH: Pratique usually automatic.
RADIO: Torshavn Radio, OXJ, is only coast station in Faroe Isles.
TUGS: No tugs available.
BERTHING: Ships will be berthed on arrival, if ETA announced 12 hours before arrival.
STEVEDORES: Ships Agent will arrange stevedores.
MEDICAL: Inform doctors before arrival. Hospital facilities available.
TANKERS: Only small tankers, up to 2000–3000 tons can be handled
FRESH WATER: Available from quay. 30 ts pr hour. 2,50 kr pr ts.
FUEL: Diesel oil available, usually without notice (or short notice).
DEVELOPMENTS: Berthing place will be widened about 600 ft. on each side of bay and permissible draft will be increased.
GANGWAY/DECK WATCHMEN: Watchmen usually unnecessary, but if desired, cost is 75,00 kr from 9 p.m. to 8 a.m.
OPENING/CLOSING HATCHES: Normally done by crew.
CUSTOMS ALLOWANCE: Tobacco, 200 cigarettes. Wine and/or Spirits, one bottle of wine and one of spirits.
IDENTIFICATION CARDS: Not needed.
CONSULS: British, tel. 5109 and 5489; Norwegian, tel. 5018 and 5353.
REPAIRS: All types of deck and engine repairs possible. Slipways for ships up to 200 ft. length.
REPATRIATION: Small changes in crew can usually be arranged and, for example, sick seamen/fishermen are often sent home, when recovered.
AIRPORT: Nearest airport on Vagoy, about 6 hours travelling. Regular flights, 6 a week.
TIME: GMT. Permanent.
HOLIDAYS: Cargo work can be arranged on holidays.
POLICE/AMBULANCE/FIRE: Police 5348; Ambulance 5464; Fire 04.
TELEPHONES: Can be arranged on board at one berthing place, at about 50,00 kr plus dues for conversations.
SERVICES: Compass adjusting, day and night.
SHORE LEAVE: Crew members allowed ashore.
DELAYS: Normally there are none.
AUTHORITY: The Harbour Office, Klakksvik, tel. 5081. (Harbour master private 5146 if 5081 does not answer).

AGENT: Cristen Joensen, Klakksvik. Tel. 55922.

SOERVAAG: 62.04 N. 07.18 W.

DOCUMENTS:
Bill of Lading
Customs Documents (including Crew List).
Ship's Certificate (stating size of ship).
PILOTAGE: Ships can call Pilot via Thorshavn Radio. Pilot has good knowledge of local conditions.
ANCHORAGES: Danish Chart No. 82 – on Soervaag fiord – can be recommended as good. Bottom gravel.
RESTRICTIONS: Difference between high and low water up to 2 metres on springtide, and up to 1 metre on neaptide.
MAX. SIZE: Largest vessel reported in Soervaag was 12,000 dwt. tanker. Harbour about 150 metres long and formed with one long pier and another one stretching from it. Draft at pier 8 metres. Pier runs North-east/South-west.
HEALTH: Ships coming from countries having epidemic-disease have to fly the flag "Q". No persons allowed connection with shore, before official doctor given free pratique. Doctor comes from Midvaag or Wesmannahavn and can be at Soervaag in ½ hour.

RADIO: Only civilian radio on Faroe Islands is Thorshavn-Radio (Int. call sig.: OXY) via this radio ships can call for medical assistance and weather forecast. These two services are free. All traffic to Faroe Islands via Thorshavn-Radio.
TUGS: No actual tugs can be obtained, but many small vessels which can be used as tugs.
BERTHING: Captains should take care when berthing not to come on to East side of pier – owing to very low water.
STEVEDORES: Arranged through A/S NI. Niclasen, Soervaag, or Harbour Master.
MEDICAL: Hospital in Thorshavn with all facilities.
TANKERS: Ordinary pier also used by tankers (draft 8 m.) size of load/discharge-lines: 3 in. and 6 in.
FRESH WATER: Ships can obtain fresh water direct from pier. Approx. cost per ton, all included: Dkr. 2,50.
FUEL: Marine diesel fuel; turbo-jet A1–100; gasoline–petroleum.
DEVELOPMENTS: Plans for new and bigger tank installations to be completed about 1971.
GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: Captains have to make arrangement with stevedores, receivers or shippers.
CUSTOMS ALLOWANCE: Tobacco, each crew member is allowed to have 200 cigarettes or 250 gm. of tobacco. Wine and/or Spirit, crew members not allowed any wine or spirit. Captain allowed 2 bottles every second day.
IDENTIFICATION CARDS: Not required.
CONSULS: Belgium, Finland, Greece, Iceland, Norway, Spain, U.K., West Germany, Brazil, France, Holland, Italy, Portugal, Sweden,
REPAIRS: Small deck and engine repairs carried out.
DRY DOCKS: On Skaalefiord, dry dock up to 1,500 dwt.
REPATRIATION: Available.
AIRPORT: Faroe Island has one airport – only 3 km from Soveraag. During summertime daily services to Bergen, Norway and Copenhagen, and weekly services to Glasgow.
During wintertime weekly services to above destinations.
TIME: GMT. Permanent.
HOLIDAYS: Same as Denmark.
POLICE/AMBULANCE/FIRE: Police 8; Ambulance 8; Fire 4 or 46.
TELEPHONE: Telephones can be placed on board.
SHORE LEAVE: Crew members are allowed ashore.
PORT REGULATIONS: Per ordinary regulations in Danish ports. Harbour dues to be paid before ship's departure.
DELAYS: Usually none.
AUTHORITY AND AGENT: Harbour Master, Soervaag, 3800 Faroe Islands. Tel. 7 or 46. Telegrams: Harbour Master Soervaag Faroe Islands.

TÓRSHAVN: 62.00 N. 06.45 W.

DOCUMENTS: See "Klakksvik".
PILOTAGE: Not compulsory. Can be obtained through Torshavn. Radio 2182 hhc. on Channel 16 VHF (Harbour Office).
ANCHORAGES: Due South of breakwater in depths about 30 fathoms.
MAX. SIZE: Maximum draft 25 ft. This is only restriction.
HEALTH: Pratique usually automatic.
RADIO: Tórshavn Radio, OXJ.
TUGS: No tugs available.
STEVEDORES: Must be arranged with the Agent.
FRESH WATER: 100 tons per hour at 2.50 kr. per ton, by pipe-line.
FUEL: All kinds of fuel at 100 tons per hour.
DEVELOPMENTS: Breakwater East under extension 186 metres completing 1972; breakwater West under extension 20 metres completing 1971.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: By crew.
CUSTOMS ALLOWANCES: Tobacco (½ carton); wine/spirit (1 bottle).
IDENTIFICATION CARDS: Not required.
REPAIRS: All kinds are possible.
DRY DOCKS: Slipway for vessels up to 1,000 tons.
REPATRIATION: Can be arranged.
AIRPORT: Regular airlines, two hours by car from Airport.
TIME: GMT Permanent.
HOLIDAYS: Cargo work can be arranged on holidays.
POLICE/AMBULANCE/FIRE: Police, 1448; Ambulance, 3540; Fire, 04.
TELEPHONES: No facilities.
SERVICES: Compass adjusting only.
SHORE LEAVE: Allowed.
PORT AUTHORITY: Tórshavnar Havn, Tvøroyri, Vág, Saltangará, Kollafjørd, Klakksvík. Tel. 1762–2047–1547.

TRANGISVAAG: 61.33 N. 06.50 W.

DOCUMENTS: One each,
Crew List.
Passenger List.
Bills of Lading.
Bonded Store List.
PILOTAGE: When Pilot required pre-arrange with Agent by telegram or telephone, 2 hours notice ETA wanted. Pilot boat is local fishing-boat, usually boarding vessel at harbour entrance.
ANCHORAGE: Safe sheltered harbour up to 30 fathoms deep along the entrance transit bearing. Vessels anchor one cable off shore in 8 fathoms, clay bottom.
RESTRICTIONS: Vessels may enter harbour day and night.
MAX. SIZE: Vessels may berth with draft up to 7 metres.
HEALTH: Pratique granted if no contagious illnesses aboard and all arrival formalities accomplished by the boarding officials.
RADIO: Thorshaven Radio, call signal OXJ, 24 hours service, listens 2482 kHz, replies and transmits traffic on 1778 kHz, traffic lists on 1778 kHz 35 minutes past each even hours. VHF: service: Channel 16 (156,80 MHz) Channel 26 (161,90 MHz). All ETA messages, etc. must be routed through Thorshaven Radio.
TUGS: None; if required local fishing-boats are capable to act as tugs.
BERTHING: Tveraa at Northern side of fjord. Outer side of quay 180 metres length and 20/21 ft. alongside. Innerside length 170 metres and 15 ft. alongside. Quay is for general cargo, fish and salt.
Harbour basin length 58 metres, depths 7 to 18 ft. alongside.
Drelnes on S. side of fjord. Quay length 89 metres. Depth alongside outer side 23 ft.; inner side length 43 metres depth 22 ft.
STEVEDORES: Enable Agent to arrange gang important obtain in good time accurate ETA from vessel. Work normally not carried out on Sundays.
MEDICAL: Advance notice to Agent preferable, good hospital facilities for both surgery and medicine.
DENSITY: 1024.
FRESH WATER: Water available at main quay, rate 50 t.p.h., cost 2 kr. per ton.
FUEL: Diesel gas oil available, 50 t.p.h., no advance notice required.
FUTURE PORT DEVELOPMENTS: New quay under construction in extension of existing quay.
GANGWAY/DECK WATCHMEN: Available, but not compulsory.
OPENING/CLOSING HATCHES: Crew allowed open and close hatches.
CUSTOMS ALLOWANCES: Each crew member allowed 200 cigarettes or 200 grams tobacco out of Bond. Limited quantity wine and spirits.
IDENTIFICATION CARDS: Not needed.
CONSULS: Spanish Vice-Consul.
REPAIRS: Local marine repair companies can undertake all repairs of general nature to deck, engines, hull, electric and radio equipment, etc. Slipway available for small vessels.
REPATRIATION: May be arranged by sea or air.
AIRPORT: (Vágar) Served by regular airlines, located 50 miles from Trangisvaag.
TIME: GMT, no alterations during the year.
HOLIDAYS: New Year's Day; Good Friday; Easter Monday; Labour Day; Ascension Day; Whit Monday; Christmas Day; Second Christmas Day; work not carried out these days.
POLICE/AMBULANCE/FIRE: Police tel. 10 and 53; Ambulance 134; fire 159.
TELEPHONES: Usually not placed aboard, but can be arranged.
SHORE LEAVE: Allowed.
AUTHORITY: Harbour Master, Trangisvaag, Tvøroyri, Faroe Islands.
AGENT: Messrs. Eyvind Mortensen, POB 38, 3880 Tvøroyri. Trongisvágur, Faroe Islands, Tel. 30–170, Cables "Insurance".

Fiji Islands

LAUTOKA: (Vuda Point): 17.36 S. 177.26 E.

DOCUMENTS/HEALTH: Refer to "Suva".
PILOTAGE: Not compulsory at present. However, most vessels avail themselves of a Pilot, who boards at Navula Passage, 20 miles South of Lautoka. Masters should telegraph to their Agents ship's ETA and indicate whether they require a Pilot or not at least 24 hours in advance. Pilot boards from a small cabin launch in a position approximately 1 mile outside the passage on the line of the leads. In rough seas, it may be necessary for vessel to enter passage to enable Pilot to board. There is no anchorage outside the passage.
Pilot launch is not equipped with VHF but Harbour Master's Office maintains a listening watch on Channel 20 only during the following hours: from 08.00–13.00 and from 14.00–16.30, Mondays to Fridays, inclusive.
Vessels requiring pratique should anchor approximately 1 mile to Westward of Vio Island in Lautoka Harbour. Pilot for those vessels not employing one from Navula but requiring a Pilot berthing will board at the quarantine anchorage above.
ANCHORAGES: The whole of area enclosed by a circle of diameter approximately 1 mile between Vio Island and Pinder Reefs is an acceptable anchorage with depths ranging from 9 to 13 fathoms.
MAX. SIZE: Minimum depth in approaches to wharf 32 ft., depth alongside 36 ft. Generally speaking, any vessel not exceeding 32 ft. draft can be accommodated. Main wharf is only 457 ft. long but overhangs are allowable, dolphins for mooring lines being situated off each end of the wharf. Range of tide approximately 5½ ft. at springs and 3 ft. at neaps, but state of tide does not affect the foregoing.
At Vuda Point, the tanker berth of Lautoka, tankers in the 18,000 to 24,000 dwt. class can be handled. This is a submarine pipe-line installation, the ship mooring to four buoys, available depth being about 36 ft.
TUGS: No tugs available. Can be obtained from Suva if necessary.
BERTHING: Berthing and unberthing at Vuda Point only in daylight. Berthing at Lautoka is at discretion of Harbour Master or Pilot, but in normal conditions is effected at any hour of day or night.
TANKERS: See "Max. Size" above. No slop discharge facilities. Discharge line 8 in. diameter.
DENSITY: 1025.

DEVELOPMENTS: A modern pilot vessel of approximately 55 ft. in length will come into service in 1971.
CONSULS: None.
REPAIRS: Only comparatively minor repairs can be effected such as welding jobs and repairs to pumps and other auxiliaries.
REPATRIATION: Repatriations can be effected through vessel's Agents.
AIRPORT: Nadi International Airport is 16 miles from Lautoka. Frequent flights to all parts of the world by several major airlines operating through Nadi.
TIME: GMT plus 12 hours. No alterations to clocks.
POLICE/AMBULANCE/FIRE: Dial 000 in emergency. Police, 60222; Ambulance, 60399; Fire, 60211.
SERVICES: Tank-cleaning labour and labour for painting,chipping, etc. can be provided, but no equipment. No facilities for discharge of slop tanks etc. Compass adjustments can be arranged.
AUTHORITY: Harbour Master, Marine Department, Box 316, Lautoka. Tel. 61229 or 61168.

LEVUKA: 17.41 S. 178.51 E.

DOCUMENTS:
Goods carried in unregistered space (C.E. 148) (1 only).
List of articles in possession of Crew, Officers and Master (1 only).
Crew List (2 only).
Passenger List (2 only).
Parcel List (1 only).
Primary Health Report (1 only).
Special Malaria Forms (1 only).
Vaccination Certificates (1 for each person).
Derating Certificates (1 only).
PILOTAGE: Pilots are arranged through Agents.
MAX. SIZE: Length of main wharf is 575 ft., depth 24 ft. low tide, 32 ft. high tide.
HEALTH: Radio pratique may be granted when any vessel has not visited any malarious port and Master declares that crew and passengers are healthy and vessel has not come from any area where internationally quarantinable diseases are endemic or in epidemic. Vessel may then enter port by day or night. On berthing, Master must immediately deliver to Quarantine Officer fully completed Primary Health Report and Derating or Derating Exemption Certificate. If there is any suspected case of disease or fever on board, vessel must be anchored at quarantine anchorage until cleared by port Medical Authority. Pratique is automatic if a vessel has been granted pratique at another port in Fiji.
TUGS: No tug service available.
BERTHING: Only one vessel berthing at a time.
STEVEDORES: Estimated time of arrival of any vessel and tonnage of cargo to be discharged should be received at least 24 hours from time of arrival.
MEDICAL: Normal hospital facilities are available. Specialist services not available but can be arranged for within 24 hours. Smallpox, cholera and yellow fever valid Vaccination Certificates are required to be held by ship's crew and passengers except those coming from New Zealand, Australia, Gilbert and Ellice Islands, Tonga or Samoa.
TANKERS: Load and discharge lines 8 in. steel pipe. One berth only.
DENSITY: 1,025 oz. to 1 cubic ft.
FRESH WATER: Available only during normal working hours, which is from 6 a.m. to 4 p.m. from Monday to Thursday, and Friday up to 3 p.m. Rate of delivery of water is about 15 tons per hour.
FUEL: Light marine diesel only – viscosity kin. at 100°F. = 3·4.
FIRE PRECAUTIONS: Bunkering only permitted during period between sunrise and sunset.
GANGWAY/DECK WATCHMEN: Services of watchman highly recommended to stop unauthorised persons from going on board.
OPENING/CLOSING HATCHES: Normally carried out by stevedores.
CUSTOMS ALLOWANCES: All crew and officers will be issued, with 25 pieces cigarettes per day. A maximum of 4 days' allowance may be given at any one time. Cigars or tobacco may be taken in lieu of cigarettes. Master's and other officers may be allowed to keep in their possession small quantities of liquor.
IDENTIFICATION CARDS: Required.
CONSULS: None.
REPAIRS: Minor engine repairs are possible, but deck and major engine repairs could be carried out at Port of Suva, which is about 57 miles away.
REPATRIATION: Facilities exist for repatriation.
AIRPORT: Is situated on island of Viti Levu and the distance is about 200 miles. It is served by regular airlines (international). Connections three days a week from local airport, 12 miles from port.
TIME: 12 hours ahead of GMT.
HOLIDAYS: Working of cargo is not permitted on Sundays, Good Friday and Christmas Day. Application to work on Sundays to be made to the Senior Collector of Customs at Ovalau.
POLICE/AMBULANCE/FIRE: Police, 44033; Ambulance, 44015; Fire, 44041.
TELEPHONES: Arrangements may be made with Postmaster for installing telephone on board.
GENERAL: Rat guards must be affixed to all shore moorings or cables greased when alongside to prevent the advent of rats.
SHORE LEAVE: All crew members are allowed shore leave unless there is a special restriction from any Government authorities.
DELAYS: No berthing at night (lines cleared by quarantine authorities). Bunkering from sunrise to sunset. No loading or discharge during rain.
AUTHORITY: Harbour Master, Levuka. Tel. 44008.

SUVA: 18.08 S. 178.26 E.

DOCUMENTS:
1 Last Port of Clearance Certificate.
1 Declaration of Nett and Unregistered Tonnage form.
3 Passenger Lists.
3 Crew Lists.
3 Stores Lists (for high duty goods).
Passenger liners are required to submit Transit Passenger Lists and also a letter of Guarantee from Master.
Vaccination Certificates for Passengers and Crew.
Deratisation Certificates.
PILOTAGE: Arranged through vessel's Agents. 24 hours notice of ETA with confirmation 12 hours before arrival. Suva Harbour Control should be contacted on Channel 20 VHF when within VHF range. Pilot vessel is a white clipper bow launch with word "Pilot" in black on each side and will leave wharf 45 minutes before signalled ETA of vessel. Pilots board on leads 5 miles from front lead. Vessels may stand in on leads to meet pilot vessel. Vessels are advised to provide 2 man-ropes for pilot ladder which will usually be required on the port side. No anchorage for vessels awaiting a Pilot.
ANCHORAGES: Safe anchorage may be found in depths of 10 to 20 fathoms within the harbour. Holding is good, Mud bottom.
RESTRICTIONS: Vessels may enter at any time of day or night.
MAX. SIZE: No length or draft limitation for conventional vessels entering port. Largest vessel regularly entering is 42,000 tons.
HEALTH: Health authorities require that vessels cable details of ports visited within 50 days of ETA. Radio pratique will be granted to vessels which are healthy and have not visited a port in a malarial area within 50 days. Health authorities board and inspect any vessel which has visited a malarial port within 50 days and will spray any vessel which has visited a malarial port. Authorities board from a launch as vessel enters harbour. Quarantine officer will sight Maritime Declaration of Health and Deratisation Certificate on boarding. No further pratique formalities are required in Fiji ports other than first port of entry.
RADIO: VRO Suva.
TUGS: One tug available, 680 h.p. Tug of 340 h.p. under construction.
BERTHING: Vessels generally berth port side to on King's Wharf. Launches are used to carry lines on berthing. Depths alongside 31 ft. and 42 ft.
STEVEDORES: Arranged by ship's Agents.
MEDICAL: Advance notice of medical assistance is desirable. Hospital facilities available. Current international vaccination certificates required.
TANKERS: Discharge lines 8 in. diameter. Tankers discharge at King's Wharf, North and South berths. Depths alongside 42 ft. No residue discharge facilities.
DENSITY: Salt water, density 1025 approx. No tide effect on density.
FRESHWATER: Available at all berths. Delivery rate 30 tons per hour per hose. 90 cents per 1,000 gallons.
FUEL: Furnace fuel oil, diesel fuel oil, gas oil available by prior arrangement through oil company.
GANGWAY/DECK WATCHMEN: Employment of deck/gangway watchmen is recommended and normally provided by ship's Agents.
OPENING/CLOSING HATCHES: Normally opened and closed by stevedore labour but crew may be employed at Master's discretion.
CERTIFICATES:
Load Line.
Certificate of Registry.
Safety Equipment Certificate.
Radio Certificate.
Deratisation Certificate.
Maritime Declaration of Health.
CUSTOMS ALLOWANCES: 1 oz. tobacco per man per day. No alcohol.
IDENTIFICATION CARDS: Not compulsory.
CONSULS:
Consul: Belgium, United States of America, Netherlands.
Consular Agent: France.
Honorary Consul: Norway, Denmark, Sweden, Federal Republic of Germany.
High Commissioners of Great Britain, New Zealand, Australia and India.
REPAIRS: Engine and deck repairs may be carried out at local machine shops.
REPATRIATION: Facilities exist for crew changes and repatriation.
AIRPORT: 15 miles to Nausori (Suva) Airport, serving Pacific Islands on weekly basis. Numerous daily flights to Nadi International Airport.
TIME: Local time is 12 hours ahead of GMT.
HOLIDAYS: New Year's Day, Christmas Day; Boxing Day (Dec. 26th); Independence Day (Oct. 10th); Prince of Wales' Birthday (17th Nov.); Queen's Birthday (14th June); August Bank Holiday (4th August); Good Friday; Easter Monday. Cargo is not worked on public holidays.
POLICE/AMBULANCE/FIRE: Police, 23811; Ambulance, 23071; Fire, 22688; Emergency, 000 for any of the above services.
TELEPHONES: Telephone connections to ships are provided at a cost of $2 per line per day.

SERVICES: Compass adjusting may be carried out.
SHORE LEAVE: Allowed.
DELAYS: Delays are not usual except for rain during hurricane season from November to April.
AUTHORITY: Fiji Marine Department, PO Box 326, Suva. Tel. Director, 211575; Harbour Master, 24041; Shipyard, 28818; Shipping Office, 25061.

OUT PORTS OF SUVA: Customs and Pilot are embarked at Suva.

Ellington: 17.20 S. 178.14 E. Private wharf for loading sugar and molasses from Raki Raki Mill.

Lambasa: 16.26 S. 179.22 E. Open roadstead at mouth of Lambasa River where vessels load from lighters, sugar from S.P.S.M. Sugar mill.

Naikorokoro: North Coast of Kadavu. Anchorage for loading sawn timber.

Savu Savu: 16.47 S. 179.21 E. Government wharf for local coast trade and anchorage for cruise vessels.

Vatia Point: 17.25 S. 177.46 E. Private wharf for discharging explosives and fuel to gold mines.

Finland

ALHOLMEN (Jakobstad): 63.42 N. 22.42 E.

DOCUMENTS:
International Measurement Certificate.
2 Crew Lists.
4 Manifests.
2 Bills of Lading.
PILOTAGE: VHF Channel 16, Frequency 2182. Anchorage for vessel awaiting a Pilot: outside the lighthouse "Kallan".
ANCHORAGES: On inner roads called "Ado Roads", depth of water 28/30 ft.
MAX. SIZE: Max. draft in the inner harbour 24 ft. 3 in. No tide.
HEALTH: See "Oulu".
RADIO: Vasa Radio Station.
TUGS: Tugs are normally stationed in the harbour. Ship's lines to be used.
BERTHING: Ten berths, depths alongside 13 to 27 ft.
STEVEDORES: Loading/discharge time: Monday–Friday 07 to 16 (meal hours 11 to 12). Saturday 07 to 11. To commence loading at 07 a.m. notice must be given latest at 16 p.m. the day before, or before 09 a.m. if commencing at noon on the same day.
MEDICAL: Advance notice not required. All facilities available.
TANKERS: Vessel's draft must not exceed 24 ft. 3 in.
DENSITY: Fresh water.
FRESH WATER: From pipeline alongside quay. Up to 30 ton mk. 3:–/ton. Exceeding 30 ton mk. 2:–/ton.
FUEL: Only gas oil available.
GANGWAY/DECK WATCHMEN: Watchmen recommended.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CERTIFICATES: Derat. Certificate to be kept on board.
CUSTOMS ALLOWANCES: Tobacco: 100 cigarettes per 3 days for each crew. Wine and/or Spirits: One bottle per 6 days for each man of 21 years age.
IDENTITY CARDS: Not needed.
CONSULS: Danish, tel. 10127; Norwegian 10444; Swedish 10444.
REPAIRS: All types of repairs possible.
DEVELOPMENTS: Pilot station to be equipped with radar in 1971.
DRY DOCKS: Only a small slipway.
REPATRIATION: Crew changes can be effected.
AIRPORT: Kronoby Airport about 30 km. from Jakobstad. Two flights daily.
TIME: The local time is 2 hours later than GMT.
HOLIDAYS: 1st January; Good Friday; Easter Eve; Easter Monday; Ascension Day; Midsummer Eve; Whit Monday; 6th December (Independence Day); 25/26th December; All Saints' Day.
POLICE/AMBULANCE/FIRE: Police 10039; Ambulance and Fire 10055.
TELEPHONES: Connection for telephone on board available.
PORT AUTHORITY: Harbour Master, Jakobstad. Tel. 10034.

HAMINA: 60.34 N. 27.11 E.

DOCUMENTS: Normally required:
1 Crew List.
1 Passenger List.
3 Manifests.
1 Bill of Lading of each consignment.
Customs documents:
1 Special List (personal effects).
1 Provision List (Ship's Articles).
Ship's papers required:
International Tonnage Certificate.
International Load Line Certificate.
Certificate of Registry.
Tonnage Dues and Ice Dues Certificates if vessel called earlier.
PILOTAGE: Sea Pilot boards at Orrengrund, 36 miles from Hamina. VHF radio telephone Channel 16; pilot boat: hull red, superstructure yellow. Vessels coming from Eastward can take Pilot at Haapasaari (Aspö), but must order Pilot by radio via Coast Radio Station at least 6 hours before ETA Haapasaari.

Harbour Pilotage: Harbour Pilot takes over at Roads. Harbour pilot boat: hull black, superstructure yellow, word Pilot painted with red letters. Harbour pilotage optional.
ANCHORAGE: Two anchorages with good holding grounds at Roads.
RESTRICTIONS: Usually no restrictions. Draft 30 ft. to oil harbour and 27 ft. elsewhere. Port open throughout year.
MAX. SIZE: Draft is governing factor. No tide but prolonged easterly winds can cause lower water level, which must be checked before entering berths.
HEALTH: Bill of Health not required. In case suspected disease or fever on board, doctor to be contacted, preferably via Agent by radio before arrival.
RADIO: Vessels in Baltic Sea usually contact Helsinki radio/OHC, A1 and OHG, A3. VHF Channels 16 and 26. Vessels in Eastern part of Gulf of Finland contact Kotka radio/ OHF, A1 and OFU, A3. VHF Channels 16, 25 and 27.
TUGS: Join vessels at Roads. Ship's lines usually used.
BERTHING: There are no special arrival times. Half of Port area has loading depth of 23–26 ft.
STEVEDORES: ETA is expected in good time before arrival.
RADAR/VHF: There is no land radar service. Harbour is equipped with VHF radio telephone, Channels 16 and 12.
MEDICAL: Advance notice helpful but not compulsory. Hospital facilities available at town.
TANKERS: Ocean-going tankers effect discharging through stern pipe-line. Mooring with both anchors, and stern to quay. Tankers up to 2,000 tons dw can discharge through side lines. Heavy oil and light products discharged into 10 in. line through hose of 8 in. No slop tank available. One tanker berth, draft 30 ft.
DENSITY: 1,003.
FRESH WATER: Available at majority of quays; elsewhere supplied by boat.
FUEL: Fuel and diesel oils available at short notice. Delivery by tank truck.
DEVELOPMENT: There are several plans to be fulfilled. A container crane of 25 tons, the first in Finland, is in service
GANGWAY/DECK WATCHMEN: Shore watchmen available, Sundays and holidays 100% extra.
OPENING/CLOSING HATCHES: Crew close automatic hatch covers. Hatches to be covered manually are usually covered by stevedores.
CUSTOMS ALLOWANCES: *Tobacco:* Master 200 cigarettes or 200 grams tobacco. Others, 100 cigarettes or 100 grams tobacco. *Wine and/or Spirit:* Master, 3 bottles wine or spirits. Others, 1 bottle wine or spirit.
CONSULS:

Great Britain	tel. 41940	After office hours:			41945
Denmark	,, 46137	,,	,,	,,	42891
Holland	,, 41215	,,	,,	,,	41291
Norway	,, 41351	,,	,,	,,	42998
Sweden	,, 41700	,,	,,	,,	41498

REPAIRS: Minor repairs effected.
DRY DOCKS: None.
REPATRIATION: There are facilities for repatriation.
AIRPORT: Helsinki Airport, distance 145 km. Regular flights.
TIME: Local time = GMT plus 2 hours. No alterations during year.
HOLIDAYS: New Year's Day (Jan. 1); Epiphany (Jan. 6); Good Friday; Easter Monday; Labour Day (May 1); Ascension Day; Whit Monday; Midsummer Day; All Saints' Day; Independence Day (Dec. 6); Christmas (Dec. 25 and 26).
POLICE/AMBULANCE/FIRE: Police 002; Ambulance 41304 and 43111; Fire 005.
TELEPHONES: None available for placing on board.
PORT REGULATIONS: Regular terminal vessels have preference at certain berths.
DELAYS: extremely seldom.
AUTHORITY: Haminan Satamakonttori, Hamina, Finland, tel. 952 – 41027.

HANKO: 59.49 N. 22.58 E.

DOCUMENTS:
Ship's Register.
Crew List.
Manifests.
Bills of Lading.
Provisions List.
Health Certificate.
PILOTAGE: Compulsory, distance from sea to port is 6 miles. Pilot boat painted red, arriving outside Russarö called by radio via Hanko Radio or by flag, sound or Morse: G.
ANCHORAGE: Inside Gustavsvärn.
RESTRICTIONS: Draft 25 ft., length/breadth no restriction; no tide.
RADIO: Cable Agents giving ETA via Hanko or Helsinki Radio.
TUGS: In winter time harbour tug boat Perämeri helps ships to and from the quay.
BERTHING: Advise Pilot. Depths at piers 19–29 ft. Quay height about 6 ft. above sea level. Shore fenders keep vessel about 2 ft. off quay.
STEVEDORES: Ordered by Agents.
RADAR: At pilot station; service for ships entering port, contact by ship radio.
FRESH WATER: Delivered from shore installations at day-time. Cost: Fmk. 1.40 per ton, rate of delivery about 20 tons per hour.
FUEL: Delivered by rail cars only.

WATCHMEN: Available but not compulsory.
HATCHES: Crew allowed to open and close hatches.
CUSTOMS ALLOWANCES: No restrictions in the Free Port, outside about 200 cigarettes and limited amount spirits per man.
IDENTIFICATION CARDS: Not required.
CONSULS: Denmark, Iceland, Netherlands, Norway, Spain, Sweden.
REPAIRS: Small repairs possible.
TIME: Local time GMT plus two hours.
HOLIDAYS: New Year's Day, Good Friday, Easter Day, Mother's Day second Sunday in May, Army Day (June 4th), Midsummer Day, Independence Day (December 6th), Christmas Day, Boxing Day.
TELEPHONE: Police 003; Fire 005; Ambulance 7628.
PORT AUTHORITY: Harbour Master, tel. 81201.

HELSINKI: 60.09 N. 24.57 E.

DOCUMENTS: See "Oulu".
PILOTAGE: Compulsory. ETA required 24 hours prior arrival. At present there are two different channels available for vessels approaching Helsinki.

1. Helsinki Lighthouse–Harmaja–Helsinki. Waterway leading from sea via Helsinki Lighthouse, situated in Gulf of Finland off the islets and shoals south of the port of Helsinki at a distance of about 12 miles may be considered as main approach. Channel navigable by vessels with a draft up to 9·6 m. (31 ft. 6 in.). Obtain Pilot from pilot station at Harmaja. Vessels using main channel from Helsinki Lighthouse should keep Harmaja Lighthouse in line with church tower of Suomentinna, bearing about 7·5°. The Islet of Harmaja not navigable without a Pilot further in than 2 miles.

2. Porkkala–Helsinki. Fairway runs by Porkkala Lighthouse along the Eastern coast of Porkkala peninsula. Navigable by vessels with a maximum draft of 9·0 m. (29 ft.). Pilots obtained from Porkkala–Ronnskär.

Sea-pilot station: 1, Vuorimiehenkatu, tel. 631 034 and 650 411/270. Harmaja sea-pilot station: tel. 668 203. Harbour pilots at Harbour Office: tel. 634 308.
ANCHORAGE: Good anchorage available outside harbour, depth 26–30 ft. clay bottom.
MAX. SIZE: Draft 31 ft. length 200 metres.
HEALTH: See "Oulu".
DIRECTION FINDING: (Harmaja Radio Beacon) Harmaja Radio Beacon (frequency 298·8 kc/s) transmits:

(*a*) Non-directional radio signals, with a modulation frequency of 395 c/s. By listening to these signals with a direction finding receiver, equipped with frame aerial, a ship can determine her bearing to the beacon.

(*b*) Directional radio signals, with a modulation frequency of 752 c/s. By listening to these signals with an ordinary radio receiver a ship can follow the course-line of the radio signals from the open sea to Harmaja. The course-line direction is about 7° and it coincides approximately with the leading line Harmaja–Suomenlinna Church. On the east side of the course-line you can hear the radio signals A (·—) and on the western side N (—·). On the course-line the signals blend together and the ship hears a long continuous signal.

(*c*) Air fog signals, given by nautophone, with a tone-height of 300 c/s. The air fog signals are synchronized with the non-directional radio signals in such a way that the distance to the radio beacon can be determined by listening to both signals simultaneously.

Depth of channels:
(1) From Porvoo via Kuggsund and Hevossalmi Canal 2·4 m.
(2) From Porvoo to outer roads via Kalvö and straits at Kustaanmiekka 7·3 m.
(3) From Pellinki to Helsinki 7·3 m.
(4) From Helsinki Lighthouse to Helsinki 9·6 m.
(5) From Barösund to Helsinki outer route 5·5 m.
(6) From sea south via Porkkala 7·9 m.

TUGS: several available: charges based upon time when tug leaves station berth until moment of return to same station.
BERTHING: Port and equipment owned by Municipality of Helsinki. Five principal parts of port are South and West Harbours, Sornainen Harbour, and Herttoniemi and Laajasalo Oil Harbours. North Harbour serves only passenger-launch traffic to surrounding islands.

South Harbour mainly for piece-goods traffic used by Baltic and North Sea traffic. Foreign passenger traffic concentrated on this harbour.

West Harbour handles main part of transoceanic traffic, heavy goods and bulk cargoes. This part of port is Helsinki's coal harbour with necessary discharging equipment and coal storage facilities; also, silos of two flour-milling plants (Vaasan Hoyrymylly Oy and State Granary), into which grain discharged by suction. On silo quay pneumatic grain unloader owned by State Granary travels along 71 m. long bridge alongside ship to be unloaded. Equipment is 30 m. above quay level and range of suction pipe 11 m. from edge of quay. Unloading equipment can handle 100 tons per hour. Mass export articles such as cellulose, paper and wood goods, loaded chiefly in this harbour. In West Harbour is free-zone warehouse, which offers same privileges as free port.

Sornainen Harbour is timber export harbour, where timber can be loaded direct from railway wagon or motor truck. Technical establishments of city located in Sornainen Harbour, and coal imports effected through that harbour. Technical Works and Harbour Authorities have 18 cranes in that harbour.

Sornainen Harbour being reconstructed and harbour for passenger ferry traffic being built.

Herttoniemi and Laajasalo form the oil harbour, where the leading oil companies have oil storage tanks and own piers.

		Fairway m.	*Depths alongside* m.
South Harbour			
I	(*a*) Passenger Quay		8·0
	(*b*) " "	6·9	7·5
	(*c*) " "	6·9	7·5
II	(*a*) Custom House Quay		6·0
	(*b*) South Branch Quay		6·0
III	North Branch Quay		2·5
IV	North Branch Quay		3·5
V	Keisariluoto Quay		3·0
VI	Keisariluoto Quay		2·8
VII	Linna Quay		3·0
VIII	(*a*) Katajonokka Quay	6·4	7·1
	(*b*) " "	6·9	9·6
	(*c*) " "	7·9	9·1
	(*d*) " "	7·9	9·5
	(*e*) " "	7·9	9·0
	(*f*) " "		9·5
	(*g*) " "	9·1	10·0
IX	Quay for coal, gypsum etc.,		6·5
West Harbour			
I	(*a*) Power Station Quay	6·3	8·0
	(*b*) Salmisaari Quay		2·0
	(*d*) " "	6·3	7·5
	(*e*) " "	6·3	8·7
II	(*a*) Jaalaranta Quay		3·9
	(*b*) " "		3·9
III	(*a*) Saukko Quay		5·0
	(*b*) " "		6·0
	(*c*) " "		7·0
	(*d*) " "		8·0
	(*e*) " "		8·5
		8·9	9·1
	(*f*) " "	8·9	9·1
	(*g*) " "	8.9	9·1
IV	(*a*) Jaanmurtaja Quay		7·0
	(*b*) " "		5·0
V	(*a*) Jatkasaari Quay		3·5
	(*b*) " "		5·0
	(*c*) " "		5·5
	(*d*) " "		7·2
	(*e*) " "		7·5
	(*f*) " "		8·5
	(*g*) " "	8·9	9·2
	(*h*) " "	8·9	9·5
	(*i*) " "		8·0
VI	(*a*) Ruoholahti Quay		3·4
	(*b*) " "		4·4
	(*c*) " "		6·0
VII	(*a*) Hietalahti Quay		6·5
	(*b*) " "		7·0
VIII	(*a*) Munkkisaari Quay		8·2
	(*b*) " "		7·6
	(*c*) " "		7·6
Sornainen Harbour:			
I	Hanasaari Quay	6·9	9·0
II	(*a*) Parru Quay	6·9	8·0
	(*b*) Sompa Pier	6·9	7·0
III	(*a*) Western Pier		5·5
	(*b*) " "		3·5
IV	(*a*) Central Pier		5·0
	(*b*) " "		4·0
V	(*a*) Railway Pier		4·5
	(*b*) " "		5·0
VI	(*a*) New Pier		4·7
	(*b*) " "		5·4
VII	(*a*) Old Pier		4·5
	(*b*) " "		5·3
VIII	Sand Quay		6·0
	Parainen Pier		5·4
Herttoniemi Oil Harbour			
Oil Harbour Pier		8·0	8·6
Laajasalo Oil Harbour			
Shell Co's Northern Pier			5·5
Shell Co's Southern Pier			8·5
Shell Co's New Pier			10.0
Esso Co's Pier		9·6	10·6
Gulf Co's Pier		9·6	10·3

STEVEDORES: 24 hours ETA required. Nine companies available of which two specialize in discharging timber and coal. Usual hours of working 0800–1700 on Saturdays 0800–1300.
MEDICAL: Agents to be informed by radio if fever suspected.
TANKERS: Maximum draft 31 ft.
DENSITY: Fresh water.
FRESH WATER: Unlimited amount available by hoses from Hydrants in quays.
FUEL: All grades available; any amount at short notice.
GANGWAY/DECK WATCHMEN: Recommended but not necessary.

OPENING/CLOSING HATCHES: Crew/Stevedores.
CUSTOMS ALLOWANCES: 200 cigarettes, one bottle wine or spirits each man.
IDENTIFICATION CARDS: Not needed.
CONSULS: All maritime countries are represented in Helsinki.
REPAIRS: All types available.
DRY DOCKS: Three dry docks and three floating docks, maximum length dry dock 465 ft. Breadth at entrance 65·5 in. depth on sill 21 ft. 5 in. Max. size floating dock length 417 ft. 4 in. max. breadth 15 ft. There are also 3 slipways max. length 230 ft. Forward 12 ft. aft. 14 ft. (applies draught on heel blocks at high water).
REPATRIATION: Available.
AIRPORT: Distance to airport 25 km. Flights every day all over Europe.
TIME: GMT plus 2 hours. No alterations.
HOLIDAYS: New Year's Day (1st January); Epiphany (6th January); Good Friday; Easter Monday; Workers' Holiday (1st May); Ascension Day; Whit Monday; Midsummer Day; All Saints' Day; Independence Day (6th December); Christmas Day (25th December); Boxing Day (26th December).
POLICE/AMBULANCE/FIRE: Police 002; Ambulance 0066; Fire 005.
TELEPHONES: Facilities for linking up vessels to telephone network available on all of the most important quays. For the hire of a telephone a written contract must be signed at Harbour Office (10 Eteläranta). Apparatus handed over to vessel by port official on duty for purpose, who also gives its number. Charge for annual contract is 300 mks. per vessel. For short-term use charge is 12 mks. a day and 25 mks. a month. Charge entitles to unlimited local calls. Trunk calls charged for separately.
SERVICES: Compasses are adjusted by competent adjusters approved by the Board of Navigation. For compass adjustment the port has constructed piles or buoys with direction markings. These appliances can be used also for radio direction-finders.

Vessels using the compass-adjustment facilities must have on board a Harbour Constable, who is entitled to the same compensation as for harbour pilotage.
CLASSIFICATION SURVEYORS: Lloyd's Register of Shipping: 13 Kalevankatu, tel. 641 974 and 641 975.
Bureau Veritas: Å. Weber, 15 Museokatu, tel. 442 921 and 446 405.
American Bureau of Shipping: N. Brenner, 4 B Ruoholahdenkatu, tel. 642 150.
Germanischer Lloyd: Å. Weber, address above.
Det Norske Veritas: O. Fjeld, 4 B Ruoholahdenkatu, tel. 642 909.
ICEBREAKERS: Icebreaker, *Otso,* length is 43·9 metres (144 ft.), breadth 11·4 metres (37 ft. 5 in.), equipped with wireless telephone. The calls are "Otso" and OFAH. *Otso* works both in harbours and island channels, as well as assisting vessels from and to open sea. She breaks 60 cm. thick solid ice without forced onsets.

Another icebreaker, *Turso,* length 35·5 metres, breadth 9 m., fitted with pump and water cannon for firefighting purposes, and salvage pump with capacity of 500 cubic metres per hour. Wireless telephone: call OFPR.

During ice season one of following Government icebreakers assigned to assist ships from open water to Harbour area and vice versa:

	Length m.	*Breadth* m.
Tarmo	84·0	20·5
Voima	83·5	18·7
Sampo	74·1	16·7
Murtaja	,,	,,
Karhu	,,	,,
Sisu	65·3	14·4

Masters should communicate with Icebreakers between January and March.
AUTHORITY: The Harbour Office is in charge of traffic inside the port, pilotage in the port and the port icebreakers. The Head of the Harbour Office is the Captain of the Port, 10 Eteläranta, tel. 11 301/225, who is seconded by the Assistant Captain of the Port, address 10 Eteläranta, tel. 11 301/230.

KASKÖ (KASKINEN): 62.23 N. 21.13 E.

DOCUMENTS:
2 Crew Lists.
2 Customs Lists.
2 Passenger Lists.
Manifest, Bill of Lading, etc.
Between 1st Dec./30th April Iceclass Certificate required (can be given in Kaskö).
PILOTAGE: Pilot boards 4 miles outside pilot station. Pilot boat or station can be called by radio telephone 2182 or VHF Channel 16. Notice is not required. Pilot can be called, day-time by flag G or PT, night-time by morse PT.
ANCHORAGE: Safe areas of anchorages, 3 miles W.S.W. of pilot station Sälgrund, depths 15–20 metres.
MAX. SIZE: Max. draft 8 metres.
HEALTH: Pratique automatic.
RADIO: Vasa Radio
TUGS: None.
BERTHING: Pier 112 metres length, 24/26 ft. depth.
STEVEDORES: Available; rates about 250–300 tons pulp per work gang.
RADAR/VHF: No radar service: VHF Channel 16 (Sälgrund Pilot).
MEDICAL: Hospital available.
FRESH WATER: Brought by truck winter-time; summer by pipeline. Cost 6 mk/ton.
FUEL: Available by tank truck.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes. Wine/Spirit: 1 bottle spirit.
CONSUL: Swedish Consul, tel. 427.
REPAIRS: Only small repairs.
AIRPORT: Distance to Vasa Airport 100 kilometres. Served by regular airlines.
TIME: GMT plus 2 hours.
HOLIDAYS: See "Oulu".
POLICE/AMBULANCE/FIRE: Police 002; Ambulance 300; Fire 005.
TELEPHONE: Can be connected. No cost for connection.
SHORE LEAVE: Allowed.
GENERAL: Is the most Northern in Finland which under reasonable conditions can be kept open throughout winter.
AUTHORITY: Harbour Office, Kaskö. Tel. 201.

KOTKA: 60.28 N. 26.57 E.

DOCUMENTS:
Crew List.
Passenger List.
Dangerous Cargo List.
1 copy of Cargo Manifest.
1 copy of every B/L.
Ship's Register.
Ice Certificate.
Customs Manifest for Stores, for ship and individual.
PILOTAGE: On arrival of Orrengrund, contact Orrengrund Pilot by VHF. On arrival off Kotka, contact Harbour Pilot Kotka, VHF. Channels 11, 13, 14, 16. Depth in approaches 30 ft.
ANCHORAGES: Havouri roads, Kukouri roads and at the entry to the harbour. All 30 ft. depths.
MAX. SIZE: Maximum draft 29 ft. 6 in.
HEALTH: In case of sickness on board, contact the Agents before entering the port.
RADIO: Kotka radio call sign OHF.
TUGS: Tugs normally join the vessel in the entry of harbour. Ship's lines are to be used.
STEVEDORES: Not necessary.
MEDICAL: Master to advise by radio Kotka on arrival if medical attendance required aboard.
TANKERS: Two tanker berths, draft 29 ft. 6 in.
DENSITY: Fresh water.
FRESH WATER: East port and oil port are equipped with water pipelines, but in Sunila port only supplied by tugs.
FUEL: All grades of fuel available.
DEVELOPMENTS: Channel to be dredged to 10 metres. By 1972 360 metres of 10-metre quay will be built as well as three roll-on/roll-off berths.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Normally by the crew.
SHIP CERTIFICATES: List of Certificates to be on board:
Passenger Ship Safety Certificate.
Cargo Ship Safety Construction Certificate.
Cargo Ship Safety Equipment Certificate.
Cargo Ship Safety Radio-telephone Certificate.
Cargo Ship Safety Radio-telegraphy Certificate.
Exemption Certificate.
Nuclear Passenger Ship Safety Certificate.
Nuclear Cargo Ship Safety Certificate.
Rat Certificate.
CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes or $\frac{1}{5}$ lb of other manufactured tobacco. Wine and/or Spirits: 1 bottle.
IDENTIFICATION CARDS: Not required.
CONSULS:

Consuls:		*Vice-Consuls:*	
Great Britain	tel. 13 140 or 11 830	Belgium	tel. 11 470
Iceland	,, 12 178 or 12 175	Denmark	,, 21 200
Italy	,, 63 100	Netherlands	,, 11 200
Norway	,, 11 200	Spain	,, 11 200
Sweden	,, 15 220		

Consular Agents: France tel. 21 200.
REPAIRS: All types of repairs, except dry docking, can be carried out.
DRY DOCKS: Dock for 3,000 tons planned
REPATRIATION: Facilities exist.
AIRPORT: Nearest Helsinki, 140 kilometres.
TIME: GMT plus 2 hours = Local Time.
HOLIDAYS: New Year's Day (Jan. 1st); Epiphany (Jan. 6th). Moving Holidays: Easter Holiday, 4 days (Sunday included); Ascension Day, 1 day; Whitsuntide, 2 days (Sunday included); Midsummer Day, 3 days (Sunday included); All Saints Day 1 day (first Sat. of Nov.); Christmas Holidays (Dec. 24th–26th). Other free days: May 1st; Dec. 6th; Independence Day. Cargo work can be done on all above holidays.
POLICE/AMBULANCE/FIRE: Police 002; Ambulance 006; Fire 005.
TELEPHONES: On some berths telephones placed on board.
GENERAL: It is prohibited to let or throw any substance or refuse causing pollution or shoaling in the harbour area.
SERVICES: Compass adjusting service available.
SHORE LEAVE: No restrictions.
PORT AUTHORITY: Port of Kotka, Kotka, Finland, tel. 952/11709.

KRISTINESTAD: 62.16 N. 21.23 E.

DOCUMENTS:
Ship's Measurement Certificate.
2 Crew Lists.
Cargo Manifest.
Copy Bill of Lading.
Provision List and Tobacco List for Customs.

PILOTAGE: Pilot boards at Höjersten light buoy. Pilot boat has red painted hull, white mark L on bow, and deck house yellow. Pilot station situated on Höggklubb Island South of Kristinestad, International pilot call signals to be used, also radio telephone 2182 band and VHF Channel 16.
ANCHORAGE: Good safe holding ground off Adgrund. Depth ten metres.
MAX. SIZE: Maximum 20 ft. draft.
RADIO: Messages through coastal stations. Also Kristinestad VHF Channel 22.
TUGS: No tugs available, and normally not necessary.
BERTHING: No special requirements. Pilot gives orders for berthing.
STEVEDORES: Only timber cargoes loaded. ETA advices required in order to arrange gangs are stipulated in charter party.
MEDICAL: Hospital facilities available.
TANKERS: One berth for coastal tankers, draft 14 ft. No special requirements.
FRESH WATER: Fresh water supply by tank cars of 6 tons. Any amount available.
FUEL: Fuel available by tank cars of about 20 tons capacity at short notice.
GANGWAY/DECK WATCHMEN: Not compulsory.
OPENING/CLOSING HATCHES: Normally carried out by crew, but on request may be handled by stevedores.
CUSTOMS ALLOWANCES: 200 cigarettes per 6 days, per man. Wine/Spirit allowance: One bottle per man.
CARGO GEAR: BOT Certificates. No additional requirements.
IDENTIFICATION CARDS: Not required.
CONSULS: Danish, tel. 99.
REPAIRS: No shipyards, but welding-pipeline and electric repairs possible.
AIRPORT: Nearest airports in Vaasa and Pori within 100 kilometres, several flights per day.
TIME: Local time GMT plus 2 hours.
HOLIDAYS: See "Oulu".
POLICE/AMBULANCE/FIRE: Police Station of Kristinestad 104; Ambulance 60; Fire Brigade 005.
TELEPHONE: Public telephones on the pier.
GENERAL: Port of Kristinestad closed from the end of December to the middle of April owing to ice.
SHORE LEAVE: Allowed.
AUTHORITY: Harbour Master, Port Office, Kristinestad, tel. 51.

MANTYLUOTO, Pori (including Reposaari and Tahkoluoto): 61.36 N. 21.29 E.

DOCUMENTS:
Ship's Register.
Crew List.
Passenger List.
Customs Documents.
Manifests.
Bills of Lading.

PILOTAGE: Pilot compulsory. Telegr. address: Luotsiasema, Mäntyluoto (= Pilotstation, Mäntyluoto), VHF Channel 16 or frequency 2182. 24-hr. service by pilot boats from Mäntyluoto pilot station, boats red-painted, international light or sound signals, Pilot to be taken 4 miles off Mäntyluoto. In heavy fog, if required, pilot station able to navigate vessels into harbour by radar, provided vessel has corresponding equipment.
ANCHORAGES: Reposaari roads.
RESTRICTIONS: No other restrictions than maximum draft 25 ft. in Mäntyluoto and 31 ft. in Tahkoluoto oil port.
RADIO: Inform Agents giving ETA via Helsinkiradio, Hankoradio, or Mariehamnradio, or VHF Channel 26, Pori.
TUGS: Tugs normally join the vessel near the quays. Use ship's lines.
STEVEDORES: The vessels receive workers in the order in which they enter the harbour. ETA advices appreciated in order to facilitate arranging gangs.
MEDICAL: No advance notice for medical attention required. Hospital facilities available.
FRESH WATER: Fmk. 2.30 per ton; supply by shore installation except to oil harbour Tahkoluoto, where delivery by barge, transport cost Fmk. 45.– per hour.
FUEL: All grades available.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: This work normally carried out by crew.
CERTIFICATES: Load Line Certificate and during winter season Ice Dues Certificate which issued by authorities for each season.
IDENTIFICATION CARDS: Not needed.
CONSULS: Great Britain, tel. 939/83121. Vice-Consuls: Denmark and Netherlands, tel. 939/83121; Norway tel. 939/83221; Sweden and Belgium, tel. 939/11141.
REPAIRS: Most repairs possible.
AIRPORT: Distance from airport 22 kilometres. Served regularly by Finnair.
TIME: Local time 2 hours ahead of GMT. No seasonal alterations.
PORT AUTHORITY: Porin Kaupungin Satamalaitos, Pori.

MARIEHAMN: 60.06 N. 19.56 E.

DOCUMENTS:
1 Crew List.
1 Passenger List.
3 Provision Lists.
2 Special Lists (in possession each crew member – cigarettes, tobacco, spirit, radios, etc.).
2 Bills of Lading.
Registered Tonnage Certificate.

PILOTAGE: Pilot obtained from pilot stations: (1) Kobba Klintar – distance 5 n. miles, (2) Nyhamn – 12 n. miles. Boats painted *red*. Contact VHF pilot station Channel 13, 16, or via Mariehamn Radio. 4 h. notice.
ANCHORAGES: Good anchorages. Inside of pilot station Kobba Klintar – Mariehamn Roads max. draft of fairway from sea 29 ft. 6 in.
MAX. SIZE: Main port – deep water quay 19 ft. 3 in., 104·7 metres length, total in port 670 metres of quay, average draft 18 ft. Power station pier draft 17 ft.
RADIO: Mariehamn Radio – cable Agents giving ETA.
TUGS: No tugs available.
STEVEDORES: Ordered by Agents. ETA in good time to obtain gangs.
MEDICAL: All services available.
FRESH WATER: Most berths supply by shore installations about 15 tons/h., otherwise by car. Approximate costs per ton Fmk. 1.60 plus Fmk. 4.20 man/working hour or about Fmk. 12.– car/h.
FUEL: Only diesel oil, no heavy products.
GANGWAY/DECK WATCHMEN: Available but not necessary.
OPENING/CLOSING HATCHES: Normally done by crew.
CERTIFICATES: International Tonnage Certificate or National Tonnage Certificate.
CUSTOMS ALLOWANCES: 200 cigarettes and limited amount spirits for each crew member.
CREW IDENTIFICATION CARDS: Not needed.
CONSULS: Denmark 11 454, Holland 12 070, Iceland 11 849, Norway 12 050, Sweden 11 624, U.S.S.R. 11 524.
REPAIRS: Most repairs possible.
DRY DOCKS: Slipway for small vessels, max. about 3–400 dwt.
AIRPORT: About 5 km., daily traffic to Stockholm and Åbo.
TIME: GMT plus 2 hrs.
HOLIDAYS: See "Oulu".
POLICE/AMBULANCE/FIRE: Police 13 266; Ambulance 11 377; 12 080; Fire 11 000.
TELEPHONES: None available.

AGENTS: Anton Hüggbloms Eftr & Co., Storagatan 14, Mariehamn. Tel. 11 500. Telex. 63–21. A.O. 12 981. Shipbroker Chartering, Liner and Forwarding Agents, Shipowner, Stevedore.

NAANTALI: 60.28 N. 22.01 E.

DOCUMENTS:
Health Certificate.
Crew List.
Passenger List.
Dangerous Cargo List.
Ship's Register.

PILOTAGE: Pilot compulsory at Utö Pilot Station. When approaching Utö communicate with VHF Channel 16, ETA, name of vessel, destination, draft. Change of Pilot takes place in Lohm. Harbour Pilots available at the port. Distance Utö–Lohm, 25 miles. Lohm-Naantali, 28 miles.
ANCHORAGE: Good safe anchorage in harbour area.
MAX. SIZE: Draft 10 metres. Fresh water.
RADIO: Hanko Radio; Mariehamn Radio; VHF Turku 27; VHF Mariehamn 27; VHF Korppoo 24.
TUGS: Tugs available. Use ship's lines.
BERTHING: No special requirements.
Harbour/Drafts: No tide.

Main quay	10,0 m.
Timber quay	6,7 m.
Carferry pier	9,0 m.

STEVEDORES: Available, ordered by Agent.
MEDICAL: Advise by radio prior arrival if medical attendance required aboard.
TANKERS: Discharge lines 14 in., 24 in; loading lines 10 in., 12 in., 18 in. Neste Oy Oil Harbour: Berth No. 1, 5.7 m.; Berth No. 2, 10.0 m.; Berth No. 3, 11.5 m
DENSITY: 1007.
FRESH WATER: Supplied by shore installations at most berths. Price mk. 1.50 per ton.
FUEL: All grades available.
FIRE PRECAUTIONS: Usual precautions.
GANGWAY/DECK WATCHMEN: Available. Tankers compulsory.
OPENING/CLOSING HATCHES: Crew allowed to open and close.
CUSTOMS ALLOWANCE: 200 cigarettes and 1 bottle spirits.
IDENTIFICATION CARDS: Not required.

CONSULS: In Turku 17 km:

Great Britain	333 344	Norway	27 922
France	26 677	Sweden	333 344
Greece	334 704	Soviet Union	23 362
Honduras	303 161		

REPAIRS: Small repairs can be carried out.
DRY DOCKS: None.
AIRPORT: 20 km. distant. Regular service.
TIME: GMT plus 2 hours.
HOLIDAYS: New Year's Day; 6th January; Good Friday; Easter Monday; Labour Day; Ascension Day; Whit Monday; Midsummer Day; All Saint's Day; Independence Day 6th December; Christmas Day; Second Christmas Day.
FIRE/POLICE/AMBULANCE: Police 53 133; Ambulance 53 123; Fire Brigade 53 123; Harbour Office and Harbour Pilot 53 662.
SHORE LEAVE: No limitations.
AUTHORITY: Harbour Master.

OULU: 65.01 N. 25.28 E.

Port consists of three separate parts (*a*) Toppila – Main Harbour. (*b*) South Harbour – Nuottasaari quay – Ore Harbour. (*c*) Oil Harbour (Vihreasaari).
DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
Customs Documents,
2 Crew Bond Declarations.
2 Ships bond-store Lists.
Deratting Certificate.
4 Manifests.
2 Bills of Lading.
Ship's register, Certificate of tonnage.
PILOTAGE: Vessel requiring Pilot applies from Marjaniemi. Pilot station, lat. 65° 02′ 4″ N., long. 24° 34′ E., near West point of Hailuoto Island. Pilots require 12 hours notice of ETA to Peltinmatala light-buoy (pilots) or to alternative position 3 miles North of Kelmi light-buoy. Pilot boat red coloured displaying usual international pilot signs. Pilot station equipped with HF (2182) and VHF, Channel 16, radar and RC. Morse signalling by light. No specific requirements on part of Pilots boarding, only safe pilot ladder according to rules. Anchorage near lightbuoy Peltinmatala, when awaiting for pilot in fine weather; in bad weather advisable to ride against weather and wind. Pilot for Oulu can also be obtained from "Kemi" lightvessel (lat. 65° 26′ 5″ N. long. 24° 13′ 0″ E.) HF, VHF, Nautofon.
ANCHORAGE: Safe anchorage on Oulu roads. There are no safe anchorages West of Hailuoto Island.
RESTRICTIONS: Day and night service, no tides. Winter season, contact ice-breaker 24 hours in advance on HF (2182), or VHF Channel 16.
MAX. SIZE: Maximum draft 8 metres, maximum length about 300 metres.
HEALTH: No special rules existing in obtaining pratique. If disease or fever is suspected on board report to ship's Agent; will contact the Health Authority for necessary arrangements.
RADIO: "Vaasa Radio" (North Quarken). Approaching Oulu contact Agent through "Vaasa Radio". Close to Hailuoto Island call "Oulu Radio" VHF station, Channel 27.
TUGS: Tug optional, but for vessels over 140 metres long use is advisable. Tug will meet on Oulu Roads according to agreement; customary to use ship's lines.
BRIDGES: No bridges. Electric cable across Toppila fairway, 50 metres above water level. .
STEVEDORES: 24 hour's notice of ETA to be given to Agent who arranges necessary gangs.
RADAR/VHF: At Marjaniemi pilot station, radar range 30 miles. Contact with HF (2182) or VHF (Channel 16). All ice-breakers keep watch on frequency 2182 and VHF (16).
MEDICAL: Medical attention arranged through Agent, 2–4 hours notice required. Good hospital facilities available.
TANKERS: Diameter of discharging line 10 in. One principal tanker berth with 8 metres draft allowed.
DENSITY: Fresh water.
FRESH WATER: Available at main berths deliver water from pipeline, cost about 2,50 mk/ton. Elsewhere and in the oil harbour water is delivered by boat, cost about 6,00 mk/ton.
FUEL: Small quantities of all grades available, delivered by lorries.
DEVELOPMENTS: A new berth, specially constructed for mechanical cargo-handling, now available. Length of first phase is 250 metres with allowed draft of 8 metres. Hydrographic Department of Finnish Board of Navigation now working to open a 10 metres fairway from sea to Oulu Harbour. The work might take some 5–7 years to complete.
GANGWAY/DECK WATCHMEN: Watchmen recommended, costs about 4,00 mk/hour.
OPENING/CLOSING HATCHES: Normally carried out by crew. Stevedores will do it by order of Master and will charge as shipwork.
CERTIFICATES:
Nationality Certificate.
Measuring Certificate.
Load-line Certificate.
Classification Certificate.
Safety Equipment Certificate.
Radio Safety Certificate.
Deratting Certificate.
CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes or 200 gr. pipe tobacco or equal amount of cigars allowed to each member of crew. Wine and or/Spirit: One bottle wine or spirit allowed for each member of the crew.
CARGO GEAR: Tested cargo gear to international safety regulations. Test certificates to be on board vessel.
IDENTIFICATION CARDS: Not needed.
CONSULS: Sweden, Norway, Denmark, England and Netherlands.
REPAIRS: Minor deck and engine repairs carried out. Docking only for small tug boats.
SERVICES: Compass adjusters and ship's cleaning.
DRY DOCKS: One small slipway. Maximum vessels of 25 metres length and 8 ft. draft.
REPATRIATION: Good facilities for effecting crew changes and arrange necessary repatriations.
AIRPORT: Oulu Airport 15 kilometres from harbour served by regular airlines. Four daily flights to Helsinki and three flights from Helsinki to Oulu with continuous connection to Kemi and Rovaniemi.
TIME: Local time GMT plus 2 hours.
HOLIDAYS: General holidays in Finland: New Year's Day (January 1st); Epiphany (January 6th); Good Friday; Easter Monday; Labour Day (May 1st); Ascension Day (May 23rd); Whit Monday; Midsummer Day (June 22nd); All Saint's Day (November 2nd); Independence Day (December 6th); Christmas Day (December 25th); Boxing Day (December 26th).
POLICE/AMBULANCE/FIRE: Fire 005, Reserve 006; Ambulance 006, Reserve 005; Police 002, Reserve 003.
TELEPHONES: A telephone connection available at Vihreäsaari oil terminal. Cost of connection is 10,00 mk. with additional charge 0,10 mk. per 60 seconds for calls made by the ship's officers and crew.
AUTHORITY: Harbour Office of Oulu. Adr. Oulu 50. Tel. 43509. Harbour Master, K. Heikkinen, RNR. Telegrams "Satamatoimisto" Oulu.

PARGAS: 60.18 N. 22.18 E.

DOCUMENTS:
3 Crew Lists.
1–2 Custom Provision Lists.
1–2 Custom Special Lists.
2 Passenger Lists.
2 Bs/L.
Tonnage Certificate and in special instances other regular documents.
PILOTAGE: On arrival at Pargas, from Gulf of Finland, from Baltic via Utö, from Gulf of Bothnia via Enskär, information of ETA to be given in good time to respective pilot stations. VHF Channel 16 for calling, 13 for further communication. Charge for piloting in accordance with official Finnish tariff. Harbour Pilot available, but not compulsory, and can be ordered through Agent or by tel. 744422/278 direct.
ANCHORAGES: Well sheltered and safe anchorage, immediately outside harbour area.
MAX. SIZE: Maximum depth both in channel and along quay 6·70 m. As regards length of quay and possibilities for a quick dispatch, it is desirable (though not an absolute stipulation) that discharging vessel be a bulk carrier with the engines aft.
HEALTH: Free pratique automatic for all vessels, but temporary exceptions in and according to regulations issued by W.H.O. and Authorities may occur.
RADIO: Radio-telephone contact with Agent and consignee/shipper is obtained via Mariehamn, radio-call 2196 kHz, reply 1852 OFH; or via Hangö, radio-call 1967 kHz, reply 2649 OFO. Contact with VHF is ordered via Åbo, Channel 26.
TUGS: A small motor tug of 200 h.p. available. Charge during regular working hours 50/– hr. (approx.). Use of tug not compulsory and usually not necessary.
BERTHING: Directions to berth via nearest pilot station, Pargas-port. Quay level above water 1–2 m., dependent on berth.
STEVEDORES: Arrangements will be made by Agent, who must be advised of ETA previous day to enable arrange men, trucks, etc.
MEDICAL: Medical officer available locally. Necessary examination and taking of tests usually done in Åbo. Regular appointment with local physician can be arranged by telephone with Agent or doctor.
DENSITY: Brackish water, 1.002.
FRESH WATER: Delivery from installation on quay. Charge 2.50/ton (approx.).
FUEL: No local supply. In case of need delivery by truck from Åbo.
GANGWAY/DECK WATCHMEN: Continuous watch in harbour area is carried out by Authority, and no gangway watch will be needed.
OPENING/CLOSING HATCHES: Must always be performed by crew.
CERTIFICATES: Normally tonnage certificate only but in special instances other regular ship's documents may also be needed.
CUSTOMS ALLOWANCES: Tobacco. In accordance with decision of Customs authorities. Wine and/or Spirits. In accordance with the decision of Customs authorities.
IDENTIFICATION CARDS: Not required.
CONSULS: No local consulates. Consular representatives of many countries resident in Åbo.
REPAIRS: Facilities for arranging small repairs on deck and engine in Pargas, but usually carried out by reliable companies in Åbo.
DRY DOCKS: No local docking facilities.
AIRPORT: Nearest airport in Åbo. Distance about 25 km.
TIME: Local time/GMT plus 2 hrs.
HOLIDAYS: New Year's Day (1st January), Epiphany (6th January), Good Friday, Easter Monday, Labour Day (1st May), Ascension Day,

Whit Monday, Midsummer (2 days), All Saints' Day, Independence Day (6th December), Christmas (25th December). Work in harbour carried out during these days only under very pressing circumstances.
POLICE/AMBULANCE/FIRE: Police 744048; Ambulance 744064; Fire 005; Life-saving Corps 356595.
TELEPHONE: No facilities for placing telephone on board. Telephone available on quayside.
SHORE LEAVE: No restrictions for crew members.
DELAYS: Vessels dispatched in order of arrival. Usually no delays occur as work has generally been carried out within the time limit stipulated in C/P. Port activity aimed at good dispatch of vessels, and consequently work in 2 shifts has been arranged.
AUTHORITY: Port owned by private industry. Owners: Paraisten Kalkki Oy, Pargas, cable address: Pargasbolaget/Pargas, telex Åbo 62220 pkpar sf, tel. 744422/277–279.

PATENIEMI: 65.06 N. 25.23 E.

OPERATORS: Oulu Osakeyhtio Sawmill. Port used for export of timber only, about 60,000 stds. per year. 12 km. North of Oulu.
DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
Customs Documents.
2 Crew Bond Declarations.
2 Ship's Bond Store Lists.
Deratting Certificate.
4 Manifests.
2 Bills of Lading.
Ship's Register, Certificate of tonnage.
PILOTAGE: Pilot station at Marjaniemi. Marjaniemi – Pateniemi 40 n. miles 23 ft. depth.
ANCHORAGES: Safe anchorage on Oulu roads. There are no safe anchorages West of the Hailuoto Island.
RESTRICTIONS: Day and night service, no tides. Winter season, contact Ice-breaker 24 hours in advance on HF (2182), or VHF Channel 16.
MAX. SIZE: Only dry-cargo vessels use this terminal. Maximum draught 7,0 metres. For length no restriction. Ship of 15,400 dwt. has entered.
HEALTH: No special rules existing in obtaining pratique. If fever or disease suspected on board to be reported to ship's Agent, he will contact Health Authority for necessary arrangements.
RADIO: "Vaasa Radio" (North Quarken). Approaching Oulu contact Agent through "Vaasa Radio". Close to Hailuoto Island call "Oulu Radio" VHF station, Channel 27.
TUGS: Tug optional, but for vessels over 140 metres length the use is advisable. Tug will meet on Oulu Roads, according to agreement. Customary to use ship's lines.
BERTHING: Pier extends for 910 m. enabling 13 vessels of medium size to load simultaneously at quay. Depth at quays is from 20 to 23 ft.
STEVEDORES: 24 hours notice of ETA to be given to Agent, who arranges necessary gangs.
RADAR/VHF: At Marjaniemi Pilot station, radar. Range 30 miles. Contact with HF (2182) or VHF (Channel 16). All ice-breakers keep watch on frequency 2182 and VHF (16).
MEDICAL: Medical attention arranged through Agent. 2–4 hours notice required. Good hospital facilities available.
DENSITY: Fresh water.
FRESH WATER: Available at main berths delivered by boat; cost about 6,00 mk/ton.
FUEL: Small quantities of all grades available, delivered by lorries.
FIRE PRECAUTIONS: Smoking prohibited in timberyards.
GANGWAY/DECK WATCHMEN: Recommended, costs about 4,00 mk/hour.
OPENING/CLOSING HATCHES: Normally carried out by crew. Stevedores will do it by order of Master and will charge as ship work.
CERTIFICATES:
Nationality Certificate.
Measuring Certificate.
Load-line Certificate.
Classification Certificate.
Safety Equipment Certificate.
Radio Safety Certificate.
Deratting Certificate.
CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes or 200 gr. pipe tobacco or equal amount of cigars allowed to each member of crew. Wine and or/Spirit: One bottle wine or spirits is allowed for each member of the crew.
CARGO GEAR: Tested cargo gear to international safety regulations. Test certificates to be on board.
IDENTIFICATION CARDS: Not needed.
CONSULS: British, Danish, French, Dutch, Norwegian and Swedish Vice-Consuls at Oulu.
SERVICES: Compass adjusters and ship's cleaning (no tank-washing).
REPATRIATION: Good facilities for effecting crew changes and to arrange necessary repatriations.
AIRPORT: Oulu Airport 15 kilometres from harbour served by regular airlines. Four daily flights to Helsinki and three flights from Helsinki to Oulu with continuous connection to Kemi and Rovaniemi.
TIME: Local time GMT plus 2 hours.
HOLIDAYS: General holidays in Finland: New Year's Day (January 1st); Epiphany (January 6th); Good Friday; Easter Monday; Labour Day (May 1st); Ascension Day (May 23rd); Whit Monday; Midsummer Day (June 22nd); All Saints' Day (November 2nd); Independence Day (December 6th); Christmas Day (December 25th); Boxing Day (December 26th).
POLICE/AMBULANCE/FIRE: Fire 005, Reserve 006; Ambulance 006, Reserve 005; Police tel. 002, Reserve 003.
PORT REGULATIONS: Oil pollution strictly prohibited. Considerable timber lying in water and damages are ship's responsibility.
SHORE LEAVE: Crew members allowed ashore without restrictions.
AUTHORITY: Harbour Office of Oulu. Adr. Oulu 50. Tel. 43509. Harbour Master K. Heikkinen, RNR. Telegrams "Satamatoimisto" Oulu.

PORVOO (Skoldvik): 60.18 N. 25.33 E.

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
2 Crews Personal Effects Lists.
2 Stores Lists.
4 Cargo Manifests.
2 Bills of Lading.
Derat Certificate or exemption.
Ship's Register.
Tonnage Certificate.
PILOTAGE: Pilot boards at Soderskor, 2 miles West of Kalloadan, Cayrson Light.
RESTRICTIONS: Vessels over 40 ft. draft are restricted by depth in Great Belt Channel, entrance to the Baltic. Otherwise approaches to Porvoo are 48 ft. depth. In bad winter, port may be closed by ice between January and April although normally kept open by ice-breakers.
MAX. SIZE: 820 ft. length, 44 ft. draft.
HEALTH: Bill of Health not required. In case suspected disease or fever on board, radio Agent full details before arrival to advise Port Health Officer in advance.
RADIO: Helsinki Radio, call sign OHC A1 transmissions; OHG A3 transmissions. VHF Channels 16 and 26.
TUGS: One tug of 3,200 h.p. available.
BERTHING: Neste Oy Oil Terminal: No. 1 berth, T-head jetty, depth 41 ft. 6 in. alongside. No. 4 berth, T-head jetty, depth 46 ft. alongside.
DENSITY: Fresh water.
MEDICAL: Doctors and hospital facilities available.
FRESH WATER: Available at berths.
FUEL: Not available.
CUSTOMS ALLOWANCES: 200 cigarettes and one bottle wine or spirits for each man.
TIME: GMT plus 2 hours. No alterations during the year.
AUTHORITY: Harbour Master, Porvoo.

RAAHE (LAPALUOTO) (including Brahestad Helmi and Kalajoki): 64.41 N. 24.29 E.

DOCUMENTS:
Crew Lists.
Passenger List.
Ship's Register.
Custom List.
Provisions List.
PILOTAGE: Masters to contact Pilot station and Pilot boat, VHF Channel 16. Pilots board and disembark by pilot cutter (red) near Raahe Lighthouse (lat. 64° 39′ N., long. 24° 13′ 5″ E.). Day and night service.
ANCHORAGE: Vessels can anchor outside Raahe Lighthouse, depth 15–20 metres. No anchorages inside breakwaters.
RESTRICTIONS: No restrictions night entry.
MAX. SIZE: Lapaluoto Harbour: draft inside 18 ft. outside 22 ft., length about 140 m. Rautaruukki Oy Harbour: draft 24 ft. 8 in., length 180–190 m. Ore harbour 22 ft.
RADIO: Helsinki Radio, 2182 kHz, call sign OHG, Mariehamn Radio, 2182 kHz, call sign OFH; Vaasa Radio 2182 kHz, call sign OFW.
TUGS: Tug "Rautaruukki" HP 600. Compulsory for larger vessels.
STEVEDORES: Rautaruukki Oy, in Steelworks Harbour; other private firms.
RADAR/VHF: No port radar services. Pilot station. Radio, 2182 kHz, VHF Channel 16. Rautaruukki Oy Harbour Office, VHF, Channel 16 and tugboat "Rautaruukki" VHF, Channel 16.
DENSITY: Average density 1·0023.
FRESH WATER: Available from Rautaruukki Harbour.
FUEL: Small quantities available, one day's notice required.
FIRE PRECAUTIONS: No special precautions in Lapaluoto Harbour.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: Normally by the crew.
CUSTOMS ALLOWANCES: about 200 cigarettes and limited amount spirits per man.
IDENTIFICATION CARDS: Not required.
CONSULS
Denmark 3146 – 3155 – 3269
Norway 3146 – 3155 – 3269
Sweden 3300 – 3007.
REPAIRS: Raahe Oy, Mechanical Workshop. Slip for small ships.
DRY DOCKS: None.

AIRPORT: Oulunsalo Airport, about 60 kilometres from Raahe.
TIME: Local time = GMT plus 2 hours.
HOLIDAYS: New Year's Day; Twelfth Night; Good Friday; Easter Monday; Labour Day (1st May) holiday when no work takes place; Ascension Day; Whitsun Monday; Midsummer Day; All Saints' Day; Independence Day (6th December); Christmas Day and Boxing Day.
POLICE/AMBULANCE/FIRE: Police 3086; Ambulance; Fire and First Aid 005.
GENERAL: Harbour Office, Lapaluoto 39618, Harbour Office, Rautaruukki 3191/304. Board of Trade 39618.
DELAYS: Port generally open from 15th April until 15th January. Government ice-breaker assistance available when needed.
AUTHORITY: Rautaruukki Oy Harbour, Harbour Master U. V. Bruun-Riegels. Lapaluoto Harbour Office, Harbour Master K. A. Merilä.

RAUMA: 61.08 N. 21.30 E.

DOCUMENTS: One Crew List and one passenger list only. Remainder according International agreements and/or orders of ship owner.
PILOTAGE: Pilot Station at Kylmapihlaja-island, lat. 61° 08′ 7″ N. long. 21° 18′ 4″ E. International Pilot signals, VHF Channels 16 and 13. Fairways Santakari 17 ft.; Valkeakari 24 ft.; deep passage 28 ft.
ANCHORAGE: Ample area for anchorage in Archipelago.
RESTRICTIONS: Entrance channel for 24 ft. maximum draft usable in all conditions, the 28 ft. channel to be used in daylight only. Harbour open all year round.
SIZE OF VESSEL: Maximum draft 28 ft. to roads, 24 ft. draft alongside.
HEALTH: Event any suspected contagious disease ask for orders by wireless. Port Regulations do not allow such a ship to come alongside or even closer than about 350 yards. Pilot must not leave ship before allowed by the Doctor. Pilot does not board an infected ship but ship piloted to safe anchorage by pilot boat.
RADIO: Rauma VHF (Channel 25) for local connections. Harbour VHF Channels 16, 13, and 12. Range about 50 miles; for longer distances use ordinary stations – Helsinki Radio, Hanko Radio or Mariehamn Radio.
TUGS: One tug 1,260 bhp available. Normally use ship's lines. In heavy ice conditions tug's line recommended; no extra charge. Tug joins ship in port area. Fixed charges available through Agent and Pilots.
STEVEDORES: No fixed ETA required. 24 hours notice recommended.
RADAR/VHF: No port radar service. Pilot station using radar to advise Pilot on board.
MEDICAL: No notice required. Hospital available (231 beds).
FRESH WATER: Fresh water available on quay. Charges depending on amount taken. Quality very good.
FUEL: Fuel brought by tank-trucks. Larger quantities possible by coaster.
DEVELOPMENTS: Building one berth for ships over 500 ft. in length and 28 ft. draught.
GANGWAY/DECK WATCHMEN: Available if wanted. Watchmen supplied by private company.
CUSTOMS ALLOWANCES: Tobacco: 3 day's ration (about 100 cigarettes or 100 gr. tobacco). Wine and/or Spirits: One opened bottle of wine or liquor, subject to Customs Regulations.
CARGO GEAR: Accordance International Safety Regulations.
CONSULS: Denmark, Norway and Sweden.
REPAIRS: All types available.
DRY DOCKS: Rauma-Repola Oy: new buildings up to 45,000 dwt, dry dock 505 ft. 9 in. by 70 ft. 4 in. by 24 ft. 7 in., all sorts of repairs Hollming Oy: new buildings up to 7,000 dwt, slipway for ships up to 600 dwt.
REPATRIATION: Repatriation and signing on or off.
AIRPORT: Pori – airport 50 kilometres away. Regular connections
TIME: Local time = 2 hours ahead of Greenwich. (long 30° E.).
HOLIDAYS: See "Oulu".
POLICE/FIRE/AMBULANCE: Police, 002 and 003; Ambulance 006; Fire alarm 005.
TELEPHONES: Portable coin operated for outward calls only. No extra charge for apparatus.
SERVICES: Compass adjusting facilities and compass adjusters.
SHORE LEAVE: No restrictions.
DELAYS: No delays in berthing, loading and discharging weather permitting.
AUTHORITY: Traffic Manager, tel. 938–12297; Harbour Master, tel. 938–11257.

TORNIO: 65.51 N. 24.09 E.

The out harbour of Tornio is Röyttä situated about 6 miles S.W. of Tornio.
DOCUMENTS:
2 Crew Lists.
2 Provisions Lists.
Passenger List.
One set of Bills of Lading, Ship's Papers, Health Documents.
PILOTAGE: Pilots at "Kemi" Lightship, 25 miles from Röyttä. The lightship painted red and "Kemi" in white letters on hull. Radio – call VHF Channel 16. In winter Pilots are available at Ajos Pilot Station.
ANCHORAGE: In Roads, depth is 24 ft.
MAX. SIZE: At same time there can be 2 vessels of 100–120 metres length, draft 21 ft.; 2 vessels of 50–60 metres length alongside Main Quay; and 2 vessels of 50–60 metres length, draft 14 ft. at Old Quay.
RADIO: Vaasa Radio/OHX or Hürnösand Radio, Sweden/SAH.
STEVEDORES: Ordered by Agent (Telex 32–512). Agent must be given 24 hours ETA. Normal working time 7–11, 12–16. Warning for overtime must be given before 11 o'clock, the final confirmation before 2 p.m.
FRESH WATER: Fresh water can be delivered by tank lorry (8 tons); cost 10 Fmk. per ton.
FUEL: Ordinary fuel oil by lorries from Kemi.
OPENING/CLOSING HATCHES: By the ship's crew.
CUSTOMS ALLOWANCE: 100 cigarettes or 100 grams tobacco and 1 bottle spirits.
CARGO GEAR: The vessel must have Certificate.
CONSULS: France 360; Sweden 317.
REPAIRS: No docks but accommodation for small repairs.
AIRPORT: At Kemi, 20 km. from Tornio; served by Finnair.
TIME: GMT plus 2 hours.
HOLIDAYS: New Year's Day; Epiphany; Good Friday; Easter Saturday; Easter Sunday; Easter Monday; 1st May; Ascension Day; Whit Sunday; Whit Monday; Midsummer Eve; Midsummer Day; All Saints' Day; Independence Day (Dec. 6th); Christmas Eve; Christmas Day; Dec. 26th.
TELEPHONE NUMBERS: Police/005; Ambulance/428 and 59; Fire/005.
PORT AUTHORITY: Tornion Satamakonttori, Hallituskatu 5, Tornio, Finland. Tel. 360; in summer Röyttä 110. Telex: 32–512.

TURKU (Åbo): 60.27 N. 22.15 E.

DOCUMENTS: See "Oulu".
PILOTAGE: Telegram to Agent with 24 hours ETA to Sea Pilot Station (State Pilots) Utö, contact pilot station via Hangö Radio or at shorter distance by VHF. Coastal Radar service available. When approaching port ETA by VHF to Port Information Centre, international Channel No. 12 for Harbour Pilot. Cutter whilst in action, same channel, but takes orders from Informational Centre only.
Pilot cutters painted red with white circular field marked L on the bows. Flying flag in daylight, showing red and white lights vertically at night. Coming out when required to pilot station ¾ mile from Main Harbour. Call signals: International flag G, at night three long blasts No special boarding measures. All ships arriving from sea will get necessary information from Sea Pilot, whose service is compulsory.
ANCHORAGE: Outer anchorage at bay of Airisto, 2 miles from Port, 15–18 metres. In practice all ships taken into port without anchoring or waiting.
MAX. SIZE: Maximum draft in Commercial Harbour 27 ft. fresh water. In Oil Harbour 29 ft. 6 in. fresh water. Length and breadth of minor importance. No tides.
HEALTH: International Quarantine flag required in case of suspected disease or fever including preliminary report by VHF, otherwise, ask Agent.
RADIO: Hangö (Hanko) radio and Mariehamn Radio. In addition these have telephone and VHF service.
TUGS: Off Harbour Pilot Station Pikisaari, further out on application. Advisable apply for tugs in advance.
BERTHING: Priority given to arriving and departing passenger ships on regular lines.
STEVEDORES: Agent should be well informed about ETA and Master's Requirements. Normal working hours: 8 a.m.–5 p.m.; Saturdays and days preceding public holidays 8 a.m.–1 p.m. The Post Office: 9 a.m.–4 p.m.; Saturdays and days preceding public holidays 9 a.m.–2 p.m.
MEDICAL: All medical and hospital facilities available. No special requirements regarding inoculations, etc.
TANKERS: No special requirements. Small slop discharge facilities. One berth 29 ft. 6 in. for larger ships.
FRESH WATER: From pipe-lines along berths. Price approx. 2 fmk. per ton.
FUEL: Most grades available. No advance notice necessary if ex. motor vehicles. In case of greater quantities: from Oil Harbour only. This requires advance notice to Agent.
DEVELOPMENTS: Entrance channel to Main Harbour to be dredged 31 ft. 6 in. Container Harbour being built. Outer Harbour planned. Recent acquirement: one 60-ton movable electric quay crane. Draft alongside to be 31 ft. 6 in.
GANGWAY/DECK WATCHMEN: Gangways to be rigged out so that they do not obstruct quay crane movements. Watchmen customary, but not necessarily hired.
OPENING/CLOSING HATCHES: Normally carried out by stevedores.
IDENTIFICATION CARDS: Not needed.
CONSULS:
Belgium, Consul, Kudos Oy, Silo, tel. 21 310.
Spain, Vice-Consul, Linnankatu 35, tel. 13 606.
Holland, Vice-Consul, Yliopistonkatu 33, tel. 26 246.
Iceland, Vice-Consul, tel. 20300, Linnankatu/Slottsgatan 36.
Great Britain, Consul, Käsityöläiskatu/Hantverkaregatan 4, tel. 333344.
Italy, Vice-Consul, Brahenkatu 20, tel. 20 510.
Greece, Vice-Consul, tel. 334704.
Norway, Vice-Consul, Linnankatu/Slottsgatan 32, tel. 29311.
Portugal, Vice-Consul, Linnankatu 35, tel. 11910.
France, Vice-Consul, Aurakatu 6, tel. 20 650.
REPAIRS: All types of repairs possible.

DRY DOCKS: Graving dock: length 600 ft. (183 m.), width of sluice gate 85 ft. (26 m.), depth on sill 26 ft. 3 in. (8.0 m.).

Floating dock: lifting capacity 4,000 tons, max. length of ship 358 ft. (109 m.), inner width 59 ft. (18 m.) max. draft 16 ft. 6 in. (5.0 m.) By agreement the shipyard's 80-ton crane can be used in port traffic if such is needed. Tel. 359 500, telegrams "Wärtsilä". Telex 62–228.
REPATRIATION: Yes, good connections everywhere.
AIRPORT: 4 miles from port, regular lines.
TIME: GMT plus 2 hours. No alterations during the year.
HOLIDAYS: New Year's Day (January 1st); Twelfth Night (January 6th); Good Friday; Easter Bank Holiday; Midsummer Day; All Saints' Day; Independence Day (December 6th); Christmas Day; (December 25th); Boxing Day (December 26th).
POLICE/AMBULANCE/FIRE: Fire 005; Police 002; Ambulance 006.
GENERAL: Ice-breakers maintain winter traffic. H.p.'s 2000 and 800.
TELEPHONES: Ships' telephones available. Initial cost 10 FMK plus 6 FMK per day or part of it.
AUTHORITY: Kanavaniemi, Turku/Åbo, Finland. Tel. Exchange 303666.

UUSIKAUPUNKI: 60.48 N. 21.24 E.

APPROACHES: Three fairways lead to harbour through sheltering archipelago; Utö-Uusikaupunki, 78 miles; Isokari-Uusikaupunki 13 miles; Kylmapihlaja-Uusikaupunki, 24 miles.

Good sheltered anchorage in the roads. Depth of fairways 9 metres.
DOCUMENTS:
Agent will prepare during clearance:
2 Ship's Report.
1 Declaration List, arrival (Board of Navigation)
1 Declaration List, Departure (Board of Navigation)
To be prepared before Arrival:
2 Provision Lists (own provision of the ship).
2 Special Lists (must be signed by each member of the crew).
2 Crew Lists.
Bill of Admeasurement.
Certificate of Registry.
Ice-class Certificate (during winter months, 1st December–30th April, issued by hull surveyor).
Bill of Beaconage (issued by Customs).
PILOTAGE: Embark pilot at Isokari to Utö pilot stations. Distance through archipelago Isokari-Uusikaupunki 13 miles, Utö-Uusikaupunki 78 miles. Under normal circumstances first fairway recommended. During winter-months, if ice-situation difficult in Gulf of Bothnia, traffic goes via Utö.

Both pilot stations equipped with radio 2182 kHz, channel 16 H 24, VHF duplex-channel 18, 20 or 22 and radar. Pilot-boat red, with letter "L" and fitted with VHF Channel 13 and 16. Pilot boards usually between Sandbäck-Isokari, to where "Hauteri" light leads in line 134·5°–314·5° (T). Notice of ETA at least four hours prior reaching station.
ANCHORAGE: Many areas of safe anchorages in Archipelago. Pilot advises.
RESTRICTIONS: No entry restrictions. No tide. During North and East winds sea-level can fall about 40 cm. below normal, which may sometimes delay deep loaded vessels reaching port.
MAX. SIZE: Longest quay 180 m. depth alongside 9 m.
HEALTH: Pratique not necessary. In the event of any disease/fever on board or in last port of departure, vessel has to inform before arrival, hoist quarantine-flags, or in darkness two lights, red light above white, showing all round horizon.
RADIO: Mariehamn Radio OFH; Helsinki Radio OHG.
TUGS: Two available; normally tugs join vessel at port, ship's lines used.
BERTHING: Harbour area divided into three parts: Hepokari Harbour (the newest) has 87 m. length pier (berthing 170 m.), depth alongside 23 ft. Saunasilta Harbour has 60 m. length quay, depth alongside 13 ft. Kalaranta Harbour serves passenger traffic and goods transport into and from Archipelago.
STEVEDORES: Available. Contact Agent.
MEDICAL: Hospital facilities, vaccination, certificates, etc., available. Contact Agent.
TANKERS: For discharging liquid ammonia, diameter lines 6 and 10 in.
DENSITY: No tide, density 1,004.
FRESH WATER: Water-hoses, about 20 tons per hour, cost per ton 2 fmk.
FUEL: Fuel available, contact Agent.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Normally carried out by crew.
SHIP CERTIFICATES: All certificates according to International Convention for the Safety of Life at Sea, Class Certificate, etc.
CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes per each member of the crew. Wine and/or Spirit: 1 bottle wine or spirit per each member of the crew.
CARGO GEAR: Not any additional requirements.
IDENTIFICATION CARDS: Not needed.
CONSULS: None.
REPAIRS: All types of deck and engine repairs possible.
DRY DOCKS: Uudenkaupungin Telakka Oy has a floating dock, lifting power 5,000 tons, draft 6·1 m., breadth 19·6 m., and length 130m.
REPATRIATION: Facilities exist for effecting crew changes and arranging any necessary repatriations.
AIRPORT: Distance to Turku Airport about 90 km. Airport is served by regular Airlines.
TIME: GMT plus 2 hours, no alterations during the year.
HOLIDAYS: Official Holidays are: New Year's Day (January 1st); May 1st; Midsummer Day (Saturday between June 20th and June 26th); Independence Day (December 6th). Usually no work on those days.
POLICE/AMBULANCE/FIRE: Police 002 or 3002; Ambulance 3005; Fire 005 or 3005.
TELEPHONES: Available.
SHORE LEAVE: Crew members are allowed ashore.
AUTHORITY: Uudenkaupungin Satamatoimisto, Uusikaupunki, Satamatie 9, Finland. Tel. Harbour Office 3061/39. Tel. Harbour Master 2963, Home 2629.

VAASA: 63.06 N. 21.36 E.

DOCUMENTS:
3 Crew Lists.
3 Passenger Lists.
2 Customs Documents.
2 Health Documents.
5 Manifests.
5 Bills of Lading.
PILOTAGE: Compulsory for ships arriving from abroad. 3 Pilot stations: From S. = Rönnskär Pilot for ships draft 18 ft. to 26 ft. From S.W.–W. & N.W., Norrskär Pilot = 26 ft. From N. Ritgrund Pilot = 16 ft.

Pilot signals: Letter G as flag – light or sound. Radio telephone call: Pilots watching 24 hours on 2182 kHz, also VHF.

Pilot vessel: 30 ft. motor yacht with wheelhouse and radar. Hull red all over with letter L painted on bow.

Pilot vessel not cruising in open sea. Meets ship well outside Archipelago indicated on charts.

Harbour pilot available in port from Vasklot Pilot Station, tel. 12 496.
ANCHORAGE: In the area of port – outside breakwater about 2 miles W. of port of Vasklot. Elsewhere according to Pilot's advice.
RESTRICTIONS: None – no tide – no gates, etc. Fairway lighted all the way.
MAX. SIZE: The harbour has two piers of 180 metres length each and a new quay (the Rein's Quay) of 240 metres length. The depth alongside the piers and the quay is up to 26 ft. 3 in. There are three 5-ton cranes at disposal on the Southern pier. Thus the total length of the piers and quays is 960 metres. At Vasklot is the Oil Harbour, depth 26 ft. 3 in. At the Oil Harbour, max. LOA recommended is 610 ft., No tide, but water level may be reduced by up to 20 in. in Spring and early Summer or increased by 10 in. to 25 in. in autumn.
HEALTH: See "Documents" – no restrictions. Hospital and Doctor for any purpose available.
RADIO: Vaasa Radio – OFW 28 03 kc/s.
TUGS: Harbour tug-boat and ice-breaker m/s "Vaasa" available 24 hours round. 650 h.p. Radio telephone/VHF – call signs OGWE. Charge according to size. Harbour tug also operating as salvage vessel in open sea.
BERTHING: Harbour Pilots will assist and advise.
STEVEDORES: ETA as usual according to C/P to Agent, etc.
RADAR/VHF: No radar service in port area. Pilot vessels at sea pilot stations equipped with radar; also Rönnskär pilot station on same island. VHF radios on pilot stations and harbour tug-boat.
MEDICAL: If serious illness advance notice to Agent necessary. Coastguard has an aeroplane stationed at Vaasa; coast radio station will advise and arrange.
TANKERS: Discharge arm, pipe diameter = 8 in.
DENSITY: Nearly fresh water = 1,002–1,004. No tide.
FRESH WATER: Available, no limit. Direct from quay-side, through pipes, rate about 25 tons/hour. Cost about 2– fmk./ton.
FUEL: All grades of bunker fuel available – direct from oil jetty or by lorries to berth.
FIRE PRECAUTIONS: Dry-cargo ships: no smoking in holds. Tankers: usual restrictions. Tankers with petrol cargo not allowed to berth at dry-cargo piers.
DEVELOPMENTS: A new car-ferry berth under construction suitable also for roll-on/roll-off, three such berths ready in 1971. Regular car ferry service to three ports in Sweden, Sundsvall, Örnsköldsvik, and Umeå.
GANGWAY/DECK WATCHMEN: Not compulsory, ship's own crew can be used. Police watchmen available.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CERTIFICATES:
Safety Equipment Certificate.
Stability Certificate.
Load-Line Certificate.
Derrick and Hoisting Gear Test Certificate.
Deratting Certificate.
Nationality Certificate.
Measurement Certificate.
Ice-class Bill.
CUSTOMS ALLOWANCES: Tobacco: Max. 200 cigarettes per man or 50 grs. of tobacco. Wine/Spirit: Max. one bottle of each per man to be opened and used on board only.
CARGO GEAR: Cargo gear test book to be in order – all gear to be tested within a year otherwise risks for breaks in discharging/loading.
IDENTIFICATION CARDS: Not needed.
CONSULS:

Belgium	Netherlands
Denmark	Norway
France	Sweden
Great Britain	

REPAIRS: Shipyard in Vaasa owned by Wärtsilä Oy. All deck and

engine work can be carried out; slip for ships up to 1,500 dwt. Nearest dry dock Rauma. Harbour tug acting as salvage vessel, diver on board, all kind of underwater cutting and welding, pumps, etc.
REPATRIATION: Can be carried out easily.
AIRPORT: Vaasa Airport (about 8 miles from town) served by regular airlines, domestic and abroad, Stockholm, UK, Continent, etc.
TIME: Local time = Finnish mean time = GMT plus 2 hours.
HOLIDAYS: Working hours in port: 08.00–12.00, 13.00–17.00 Monday–Friday. Saturday: 08.00–12.00. Sunday free. Working days in port: Monday–Saturday. Working days ashore: Usually Monday–Friday. All banks closed on Saturday. Shops open all weekdays. Other holidays: 6th December – Independence Day – other Christmas, etc., as usual.
TELEPHONES: Can be arranged on board.
POLICE/AMBULANCE/FIRE: Tel. numbers Vaasa: Police 12 034, 12 374; Ambulance 005 12 641; Fire 005. Ambulance, aeroplane, coast guard: Vaasa 13 751, 14 859.
GENERAL: Ships approaching port of Vaasa in winter time (January–May) when sea area icebound, have to call any of Government ice-breakers operating in area or to inform harbour authorities of exact ETA – engine power, size and nationality, and whether strengthened for ice or not. Call signs, etc., for Government ice-breaker can be obtained from nearest coast radio station.
SERVICES: Compass adjusting available.
DELAYS: Only wintertime when Government ice-breaker is arranging, waiting or assisting in outbound convoys of ships.
AUTHORITY: Harbour Master, Harbour Office, Inner Harbour, Vaasa, Finland. Tel. Off. 12 162. No telex. A.O. 14 352. Moorings and Water: 12 502. Harbour Pilot: 12 496. Harbour Tug-boat: 13 049 Off., 15 096 A.O.

VADSO: 70.04 N. 29.45 E.

DOCUMENTS:
Trade Certificate.
Tonnage Certificate.
Certificate of Nationality.
Number of Crew and Passenger Lists.
Customs and Health Documents.
Manifests and Bills of Lading.
PILOTAGE: Vessels approaching from sea and desiring Pilot should order at 24 hours notice and confirm arrival at Pilot Office, Vadso, at 2 hours notice. The advance order can be sent over coastal radio station to Pilot Office, the Harbour Master, Vadso, tel. Vadso 51235 or 51143. Harbour Pilot has to be taken on board in position Lat. 70° 45′ N. Long. 29° 41′ E.
ANCHORAGES: Anchorage for vessels up to 400 tons in basin, with depths varying between 14 and 21 ft. Larger vessels anchor W. of the mole in 16 to 20 m. Outer harbour inside breakwater, inner harbour, further to East. Entrance to inner harbour is by buoyed and lighted channel 1,560 ft. long and 115 ft. wide, this has been extended by the addition of a fishery basin 750 ft. long 800 ft. wide. Outer harbour is 1,000 ft. long, 700 ft. wide, depths 15 to 30 ft.
MAX. SIZE: Maximum length of vessel 300 ft. and breadth 45 ft. Draft 16 ft. Ship about 3,000 gross reg. tons.
HEALTH: Health documents necessary.
RADIO: Call Vardo Coastal Radio Station, through which contact by telephone Agent or Harbour Master or Vadso Harbour.
STEVEDORES: Stevedores arranged, Agent telephone 51395 Vadso.
TANKERS: Only small tankers can discharge. Discharging berth only for 500 gross reg. tons tankers, draft 13 ft.
FUEL: Gas and diesel oil. Water available on all quays.
GANG WAY/DECK WATCHMEN: Watchmen necessary. Master can use ship's crew as gangway and deck watchmen. Not necessary to use watchmen from the Watchmen Service.
CUSTOMS ALLOWANCE: Tobacco: Wine/Spirit: For 10 days, each crew 200 cigarettes, or 200 grams tobacco. ¼ litre spirit, for each crew member.
CONSULS: Finland, tel. 51225 Vadso.
REPAIRS: Only smaller types of deck and engine repairs are possible.
AIRPORT: Distance to airport by sea 24 miles. By bus 160 km. Airport served by regular airlines; SAS two flights per day.
TIME: Local time, GMT plus 1 hour.
POLICE/AMBULANCE/FIRE: Police 51271 or 51593 Vadso; Ambulance 51845 or 51691 Vadso; Fire 51122 or 51554 Vadso.
PORT AUTHORITY: Harbour Authority, Harbour Master, tel. 51235 or 51143.

VEITSILUOTO: 65.42 N. 24.37 E.

DOCUMENTS: See "Oulu".
PILOTAGE: Inwards compulsory for vessel in foreign trade. Boarding at Kemi Lightship 17 miles S.S.W. of Kemi, and outwards at Ajos Pilot Station 4 miles S.S.W. of Kemi. Radio beacon at Ajos.
ANCHORAGE: Good holding ground in 3–4 fathoms of water half mile off-shore (inner roads) about 1 mile from Rautakallio, and by Koivuhauta 2 miles from harbour entrance.
RESTRICTIONS: Generally harbour open from latter part May until early December. Entering and leaving by daylight only, until May 1972. Tides and currents: none.
MAX. SIZE: Draft 19 ft. (see also 'Developments").
HEALTH: See "Oulu".
TUGS: Available when required, charges according to net tonnage. Use ship's lines.
BERTHING: Depth at pier 19 ft. (see also "Developments").
STEVEDORES: Ordered by Agent, no ETA to stevedores necessary.
MEDICAL: Hospital at Kemi. Masters to advise if medical attendance required aboard.
FRESH WATER: Berth supply by shore installations.
FUEL: Ordinary fuel, diesel and gas oil. Deliveries by lorries only.
FIRE PRECAUTIONS: No special precautions. Company's fire-fighting corps.
DEVELOPMENTS: A new channel, deeper and wider, about 25 ft. ready May 1972.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: Crew allowed open and close.
IDENTIFICATION CARDS: Not required.
CONSULS: Denmark, Norway and Sweden, others at Kemi.
REPAIRS: Available at Kemi.
SHORE LEAVE: Crew members allowed ashore.
DELAYS: Not normally expected.
AUTHORITY: Harbour Master, Veitsiluoto, Finland. Telex 32269. Tel. 3651/452. Kemi, Finland.

France

AJACCIO: Corsica 41.55 N. 08.44 E.

DOCUMENTS: *Cargo vessels:*
1 Crew List.
1 Passenger List.
1 Manifest.
Ship's Register.
Passenger Vessels:
3 Crew Lists.
3 Passenger Lists.
Ship's Register.
1 Manifest.
PILOTAGE: No advance notice required. Vessels call Pilot with three blasts on ship's siren. Pilot boat flies usual pilot flag. Pilot joins approaching vessel at a line Isolella/Chapelle des Grecs. Available 24 hrs. a day. Pilot boat has VHF Channel 6.
ANCHORAGES: Several safe anchorages in harbour which can be indicated in advance by Ship's Agent.
MAX. SIZE: Length 200 metres, draft 7 metres. At anchor, no limit.
HEALTH: Health Officer boards on arrival. Pratique automatic unless suspected contagious disease on board, when it is necessary to notify Agent or Health authorities in advance by cable.
RADIO: ETA cables, etc., via Radio Grasse.
TUGS: Not required.
BERTHING: Regular vessels have priority of all berths.
STEVEDORES: Advice should be sent 24 hours prior to arrival. French vessels have priority of labour.
MEDICAL: No advance notice required in respect of medical attention unless case is urgent. All hospital facilities available. Except in the case of an epidemic in any country from which the vessel has sailed, no inoculations or vaccinations are necessary.
TANKERS: Maximum draft 10 metres, length 200 metres.
FRESH WATER: Available at the berths.
FUEL: All grades available, 48 hours notice required.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CERTIFICATES: Ship's Register.
CUSTOMS ALLOWANCE: Tobacco, 2 oz. or 200 cigarettes per member of crew. Wine, no restrictions. Spirits 1×20 oz. bottle.
IDENTIFICATION CARDS: Required.
CONSULS:
Greek (tel. 6.98)
Dutch (6.98)
Monaco (4.67)
Italian (10.52).
REPAIRS: Minor repairs can be carried out.
DRY DOCKS: None.
REPATRIATIONS: Can be arranged by Ship's Agents.
AIRPORT: 8 km. from port. Served daily by Air France regular lines.
TIME: GMT plus 1 hour.
HOLIDAYS: 1st January; Easter Monday; Whit Monday; 1st May; 14th July; 15th August; 1st November; 11th November; 25th December. Cargo work can be arranged on all dates except 1st November.
POLICE/AMBULANCE/FIRE: Police 0.17; Ambulance 21.27.58; Fire 0.18.
TELEPHONES: Can be placed on board warships only.
GENERAL: Galley waste, etc., must not be discharged inside the bay.
DELAYS: In berthing can be expected in July and August up to two days. Delay in loading or discharging up to 5 days. At other times of the year maximum delay normally 24 hours.
AUTHORITY: M. l'Administrateur de l'Inscription Maritime, 13 B. Roi Jerome. Capitaine du Port, Quai l'Herminier.

AGENT: Britiships, PO Box 55, Ajaccio, Corsica. Tel. 21.43.39. Cables "Britiships Ajaccio". Telex 46627 Corsica.

ANTIBES: 43.35 N. 07.08 E.

DOCUMENTS:
(*a*) For Harbour Master:
Ships Papers.
Declaration of Exit and Entry.
Crew List.
Passenger List.
(*b*) For Customs:
Health Declaration.
Provision List.
PILOTAGE: Not obligatory for yachts. Port cannot receive pleasure boats longer than 40 m. Ensure pilotage authorities advised of ETA. Tel. no. of pilotage, 34.21.92. To await Pilot, heave-to or anchor approx. 300 m. to East of Buoy "500 Francs" (Red Buoy, unlit at night).
ANCHORAGE: In winds of N.E. to S.E. anchorage in front of Antibes not advised. Recommended anchor in Bay de Golfe-Juan, in shelter of Cap d'Antibes, in direction of Juan-les-Pins. In winds from N.W. to S.W., good anchorages on East face of Cap d'Antibes, Bay of Garoupe, Bay of La Salis, Bay of Ilette.
RESTRICTIONS: Night entry not advised.
MAX. SIZE: For yachts in the old port, length 23 m., width 6 m., draft 3 m. 5). For tankers, one berth only in tanker outer port. Maximum length 110 m., draft 7 m.
TUGS: None.
TANKERS: A berth against dolphins, in Outer Port and strictly reserved for unloading refined fuels. See "Max. Size".
FRESH WATER: Oil companies have water point on berth in Outer Port.
FUEL: For pleasure boats only.
CONSULATES: None.
REPAIRS: For pleasure boats only. 2 slipways for boats of maximum length 30 m.
REPATRIATION: Must be arranged through Consulates as Nice.
AIRPORT: Nice Cote d'Azur.
TIME: GMT plus 1.
POLICE/AMBULANCE/FIRE: Tel. Police 34.00.61 and 17; Ambulance 18; Fire 18.
AUTHORITY: Capitainerie du Port d'Antibes, Quai du Carenage, tel. 34.48.46. Customs, Avenue de la Liberation, tel. 34.15.34.
AGENT: See "Paris".

BASTIA: Corsica: 42.41 N. 09.27 E.

DOCUMENTS: See "Ajaccio".
PILOTAGE: Address, Vieux Port 20, Bastia. Tel. 20.99. VHF Channel 16. Pilot boats, 12 m. long, black and white with navigation and pilotage lights. Previous advice to Pilots not necessary before arrival. Pilot boards in bay of Porto Vecchio, South of the citadel.
ANCHORAGE: Anchoring not recommended in Easterly winds. Depth 15 to 30 m. in Porto Vecchio Bay. Bastia harbour: 5·50 m. to 17 m. deep.
RESTRICTIONS: Ships may enter harbour any time.
MAX. SIZE: Maximum length: 130 m.; draft 8 m.
TUGS: None available.
BERTHING: Ships are berthing in order they arrive.
STEVEDORES: Moorage carried out by watermen. Same address as Pilots.
MEDICAL: Medical controls made by Customs officer. Doctor available.
BERTHING: Accommodation for about eight ships. Mainly cargoes of wine.
FRESH WATER: Supplied ashore 1.50 Fr. per cubic metre.
FUEL: Available in small amounts.
FIRE PRECAUTIONS: General rules. One wharf reserved for tankers.
GANGWAY/DECK WATCHMEN: Night watchman supplied by harbour.
OPENING/CLOSING HATCHES: Carried out by stevedores.
CUSTOMS ALLOWANCES: None on entry, 10 packets cigarettes when leaving. Wine/spirits unlimited when leaving.
IDENTIFICATION CARDS: Required.
CONSULS: Nearest at Ajaccio.
REPATRIATION: No facilities exist.
AIRPORT: Bastia 20 km. from ports. Departures every day to continent.
TIME: GMT plus 1 hour. No alterations.
POLICE/AMBULANCE/FIRE: Police, 1881; Ambulance, 2281 733–2686; Firemen, 593.
TELEPHONES: As a rule telephone is put only on naval ships.
SERVICES: Compass adjusting can be made.
SHORE LEAVE: Crew may go ashore.
PORT AUTHORITY: Department of Civil Engineering. Tel. 33.263.7.15.
AGENT: See "Ajaccio".

BAYONNE: 43.30 N. 01.28 W.

DOCUMENTS:
3 Crew Lists.
3 Passenger Lists.
3 Lists of Provisions on Board.
3 Individual Lists of Tobacco and Spirits.
3 Manifests of Cargo.
1 Set Bills of Lading.
PILOTAGE: Station extends three miles between the parallel of Ondres to the North and the limit of French territorial waters to the South. When weather permits, the pilot boat comes out of l'Adour and comes alongside ships near the light buoy situated W.N.W. of the port entrance. Contact Pilot at least 12 hrs. before arrival relaying through Bordeaux Arcachon Radio and stay on radio watch in the pilot zone.
ANCHORAGE: Ships must not anchor in the river.
RESTRICTIONS: In bad weather ships are led to take the Pilot at the pilot boat which is based on St. Jean-de-Luz and are led either towards L'Adour or to the anchorage of St. Jean-de-Luz.
MAX. SIZE: The Adour is accessible to ships of 150 m. length. Depth at the mouth varies with the seasons and are maintained by dredging. They are never less than 7 m. during summer but during winter can be reduced following westerly storms. The height of the tide has to be added to these depths but the draft can never exceed 9m.90.
HEALTH: A declaration of Health Form is lodged by the Customs Service on arrival; it must be completed by the Captain. In case of a suspect illness, advise Agent 24 hrs. in advance.
RADIO: Bordeaux – Arcachon Radio. The signal tower on the South side of the mouth, and the Harbour Master's Office, in the tower, has a VHF radio station.
TUGS: One tug available (850 h.p. – 8 tons of pull). Request for tug through the Agent. Tug waits at the entrance to the Adour.
BERTHING: When working berth is occupied, vessel is directed to a waiting berth. Large ships or those carrying dangerous cargo can be requested to wait outside the entrance.
STEVEDORES: Arrival must be notified to Agent 24 hrs. in advance.
MEDICAL: Medical attendance can be organised by the Agent without advance notice, Hospital and private clinic available. However, if medical attendance required as soon as the ship arrives, particularly at night, it is advisable to send a radio message 12–15 hrs. before the arrival of the ship.
TANKERS: No installation to receive residues. 2 berths for unloading of refined products. Refinery de Midi: max. length 110 m., max. draft 6 m. Total Oil berth: max. length 80 m., max. draft 5m. 70.
FRESH WATER: Available at each berth, 2,10 F. approx. per cubic metre; minimum supply 3 cubic metres.
FUEL: Available by arrangements in advance through Agent or suppliers.
GANGWAY/DECK WATCHMEN: Not obligatory except for ships with dangerous merchandise on board.
OPENING/CLOSING HATCHES: Generally carried out by the crew.
CUSTOMS ALLOWANCES: 200 grammes or 250 grammes of tobacco for each crew member and for 8 days (must without fail be declared in the individual list of provisions). 1 bottle of wine or spirits (must without fail be declared in the individual list of provisions).
IDENTIFICATION CARDS: Not necessary – seaman's identity card sufficient.
CONSULATES:

Belgium	Norway
Brazil	Peru
Chile	Portugal
Spain	Sweden
Finland	Uruguay
Great Britain	

REPAIRS: Running repairs to hull, machinery, radio, and radar can be effected.
DRY DOCK: Usable length 98 metres. Length on stocks 95 metres. Width of entry 15 metres. Draft above sill – slack water: 4 m. 50; high water: 6 m.
REPATRIATION: Possible for all countries as well as crew changes.
AIRPORT: At Biarritz; 3 kilometres away. Regular service with Paris. Two services per week to and from London.
TIME: European Standard Time: GMT plus 1 hour.
HOLIDAYS: 1st January; Easter Sunday/Monday; May 1st; Ascension Day; Whitsun Sunday/Monday; 14th July; 15th August; 1st November; 25th December.
POLICE/AMBULANCE/FIRE: Police, telephone 17 or 25.20.34., Anglet: 17 or 25.94.24. Boucau: 17 or 25.22.80. St. Leon Hospital: 25.34.60. Fire Station: 18 or 25.21.84.
TELEPHONES: Telephones on board not possible.
SHORE LEAVE: Crew are authorised to go ashore.
AUTHORITY: Harbour Master: Allees-Marines, 64 Bayonne. Tel. 25.00.02.
AGENT: See "Paris".

BOULOGNE SUR MER: 50.43 N. 01.35 E.

DOCUMENTS: As for "Calais".
PILOTAGE: Compulsory for vessels over 60 metres length. Vessels can communicate with pilot station, tel. 31.36.08, through Boulogne Radio. When pilot launch is at sea, radio watch is kept on 2182 Khz
The most favourable boarding point is between the sea buoy and the wreck buoy situated 1½ miles to the South, or slightly nearer the land if there are strong Westerly winds. In any event, the surf created by the Carnot breakwater must be avoided by keeping at least 1 mile off shore. If Pilot is not immediately available, vessel must wait in Outer Roads, if necessary at anchor, until further instructions received. On no account should vessel attempt to enter Carnot Roads without Pilot.
ANCHORAGE: The outer anchorage for large vessels is midway

between Bassure de Baas and the Carnot breakwater. Anchorage prohibited in the main approach channel.
RESTRICTIONS: Entrance depends on tidal conditions. For larger vessels best to enter the breakwaters at slack water which occurs two hours before time of high tide. Arriving vessels are obliged to contact Harbour Master's office immediately by radio, or VHF Channel 12.
MAX. SIZE: For outer harbour: length, 185 m.; draft, 10·5 m. Springs 11·0 m. Neaps. Bassin Loubet: length, 160 m.; Draft, 7·5 m. Springs, 7·75 m. Neaps.
RADIO: Boulogne Radio, call sign FFB.
HEALTH: Pratique given by Customs officers who board on arrival. In case of suspected disease on board, Master should radio Agents prior arrival advising details.
TUGS: Will meet vessel as requested by Master on Pilot's advice.
BERTHING: Main berths situated inside Carnot breakwater. Mooring length of 1,000 m. available, depths vary from 5·5 m. to 10 m.
FRESH WATER: Supplied by pipe-line to all berths.
FUEL: SMCL quay can supply marine fuel. Quay is limited to vessels less than 100 m. length and 5 m. draft, otherwise fuel obtainable by tanker lorry from Dunkirk.
OPENING/CLOSING HATCHES: Performed by crew.
REPAIRS: Only quick repairs may be effected because of congestion at the quays. Slipway for vessels up to 2,500 tons.
TIME: GMT plus 1 hour.
HOLIDAYS: No work Sundays and legal holidays.
POLICE/AMBULANCE/FIRE: Police, tel. 31.58. 07; Ambulance/Fire, tel. 18.
TELEPHONES: Can be connected on board vessels at Quay de L'Europe.
SHORE LEAVE: Permitted, no restrictions.
AUTHORITY: Direction du Port, 96 Quai Gambetta, 62 Boulogne sur Mer. Tel. 31.46.00.

AGENT: See "Paris".

BORDEAUX (inc. Verdon, Bec d'Ambes, Pauillac, Blaye): 44.50 N. 0.34 W.

DOCUMENTS:
Tonnage Certificate.
2 copies Provisions List.
2 copies Personal Effects List.
2 copies Crew List.
Customs Clearance.
Crew Manifests.
PILOTAGE: Vessels should announce their arrival at BXA Buoy at least 24 hours in advance to the Commandant du Port de Bordeaux through Coast Station Arcachon – Bordeaux Port Radio. In addition they should contact the pilot boat and confirm their ETA and speed 12 hours in advance The ship will be able to keep in touch with the pilot boat where radio watches are kept as follows.
1. On 500 kc/s (radio) and 2·182 kc/s (radiotelephone): permanent watches from 08.00 to 10.00 GMT. 12.00 to 14.00 GMT. 16.00 to 18.00 GMT. 20.00 to 22.00 GMT.
2. On 2·182 kc/s, a general RT call (both in French and in English) at the end of each radio contact with the pilots' station in Pauillac.
These contacts are made on 1743 kc/s at the following hours (GMT) 00.30 – 03.00 – 05.00 – 06.30 – 07.17 – 09.15 – 10.30 – 12.30 – 14.30 – 16.00 – 17.15 – 20.00 – 21.24.
Upon request a special radio contact can be obtained at any time.
Under normal weather conditions, the pilot boat remains near the landing buoy and the West Channel entrance. In bad weather the Pilot is sent on board as soon as boarding becomes possible, usually around buoy No. 10.
ANCHORAGE: The normal waiting anchorage area is the roadstead of Le Verdon, depth 10 to 12 m. and sand silt bottom. The big tankers with more than 10 m. draft find a good anchoring area in the Saintonge roadstead with a depth of 15 to 20 m. (sand silt bottom).
MAX: SIZE: *Verdon Petroleum Harbour.* Tankers up to 325 m. length, or approximately 100,000 dwt can be accepted.
Bec d'Ambes: Tankers up to 32 ft. 6 in. draft.
Pauillac: Tankers up to 34 ft. 6 in. draft.
Bassens: Vessels up to 32 ft. draft.
Blaye: Vessels up to 27 ft. draft.
RESTRICTIONS: The great entrance to the Gironde estuary (Western Entrance) is dredged to a depth of 12·50 m. under the zero of French sea charts. It permits the sailing in of ships with a draft of 13·50 m. (41 ft.) at practically all tides.
HEALTH: Vessel should ask for free pratique by radio at least 12 hours before arriving at port. Message should be addressed to Sanipor – Bordeaux routed via Bordeaux/Arcachon radio. Otherwise, pratique given by Customs Officers who board on arrival. If any case of suspected disease on board or any reason why vessel should not receive free pratique, Master should radio Agent before arrival, advising full details.
RADAR/VHF: Port radar is in operation in the Gironde Estuary and approaches. Vessels may contact this station for navigation information by calling Verdon Port Radio on VHF Channel 14.
RADIO: Arcachon Bordeaux Port Radio: Radiophony 1,862 kc/s. Radiography 421 kc/s.
Port Authority by VHF: Calling band 156·8 mHz Channel 16. Traffic band 156·6 mHz Channel 12 (port). Traffic band 156·7 mHz Channel 14 (radar).
Pilots: Telegraphy: watch on 500 kc/s at the prescribed hours. Telephony: continuous watch on 2,182 kc/s. VHF: continuous watch on Channel 16.
TUGS: Tug assistance is available as ordered by the Pilot. Tugs will join vessels at the following places: In Verdon Roads for vessels mooring at Verdon. In Pauillac Roads for vessels mooring at Pauillac. At Buoy BA1 for vessels mooring at Ambes. Off the Harbour Basins for vessels mooring at Bordeaux Docks.
As a rule ship's tow-lines are used; when a tug line is required there will be an additional charge.
BERTHING: *Riverside Quays.* 20 berths depth alongside 7·50 m.–9 m. at low water.
Enclosed Docks. 2 basins joined by a lock 25 m. wide. Entrance effected by two locks of the following dimensions: Large lock 152 m. long 22 m. wide. Small lock 136 m. long 14 m. wide. Depth of water in the basins is maintained at 4.50 m.
Queyries. 1,193 m. berth length. Depth alongside 5–8 m.
Bassens-Amont. 10 berths, total length 1,250 m. Depth alongside up to 9 m.
Bassens-Aval. 10 berths, total length 1,250 m. Depth alongside more than 9 m. at low water.
TANKERS: *Verdon Terminal*: Main berth. The ship is berthed on elastic dolphins (steel pipes) with an available depth of 16·00 m. Ship makes fast with own hawsers on four mooring dolphins, two up and two down on the wharf and set back about 35 m. from the face. This mooring is strengthened by very flexible steel warp hawsers of 55 and 60 mm. diam. Five hawsers of this type may be placed at each end of vessel according to needs and weather conditions. Ships must have strong chain or claw-stoppers for turning on bitts.
For crude oil, the berths have following equipment: one 30 in. line connecting the main berth to storage; one 16 in. line connecting the coaster berth to the foresaid line; One 10 in. line connecting the coaster to the main berth; One 6 in. line for bunkering.
Arms for connecting pipe-lines to ship. Connecting of the crude oil pipe-lines is made by ASA type, 16 in. Mannesmann arms (3 at main berth – 1 at the coaster berth). The Port Authority has a number of connecting collars in various dimensions and types. Ships are requested to inform before arrival on the type and data of their own collars. Connecting to the bunkering line is made by flexible hoses (ships must use their own handling gear).
Fire wire must be rigged on forecastle and poop, the eye one metre (3 ft.) above the water (all the time) when ship is light. Each fire wire must have a ten metres (30 ft.) coil laying between bitts and fair lead.
If no other request, the ship is assisted by two tugs (with Kort-nozzle 23 ton thrust) one of which stays at disposal during the call.
Secondary berth. This berth is for the use of shuttle-service ships, lighters and coasters, depth of 6·50 m. alongside.
Fire-fighting line. A 12 in. line supplies the wharf and the two berths with sea water under pression. At each berth there are fire-fighting hydrants. The first help material for fire-fighting is ready to use at each call. It includes spray nozzles, water and foam hoses, emulsion liquid containers, powder extinguisher systems (movable and portable).
Bunkering. Supply is made by lighters mooring at the coaster berth. Tying lighters alongside tankers is forbidden, except with special permission of the Port Authority.
Telephone. Telephone is connected to every ship on arrival. In that way the ship is regularly connected to the French telephone network (tel. No. 83 – Le Verdon).
Pauillac. Oil installation operated by Shell-Berre, 36 ft. alongside.
Bec d'Ambes. Terminal for tankers up to 200 m. length, 32 ft. 6 in. draft. Operated by Société U.I.P.
Blaye. Small tankers are accommodated at the private jetty of La Société Desmarais.
DENSITY: Verdon 1023 to 1015. Pauillac 1005 to 1000. Ambes approximately 1000. Bordeaux approximately 1000.
MEDICAL: All facilities available. Smallpox, malaria, and cholera vaccinations can be performed at the Military Hospital or at the Port Vaccination Centre.
DRY DOCKS: There are three dry docks and five floating docks. Dimensions of the largest graving dock are 247 m. length 34 m. width 13·40 m. depth.
CUSTOMS ALLOWANCES: 200 cigarettes and one bottle of alcohol per man.
IDENTIFICATION CARDS: Crew men going ashore should carry passport or identity card.
AIRPORT: Situated 10 km. from port. Daily flights to all parts of France. Twice weekly flights to Europe and N. Africa.
POLICE/FIRE/AMBULANCE: Police 17; Ambulance 17; Fire 18.
TELEPHONES: Can be connected on board vessels moored at quays in Bordeaux Docks, Ambes, Pauillac, and Verdon.
TIME: GMT plus 1 hour – no alterations.
HOLIDAYS: New Year (1st January, no labour available); Easter Sunday (possibility of labour with overtime); Easter Monday (no labour available); Labour Day (1st May, no labour available); Ascension Day (possibility of labour with overtime); Whit Sunday (possibility of labour with overtime); Whit Monday (no labour available); National Day (14th July, no labour available); Assumption Day (15th August, no labour available); All Saints' Day (1st November, no labour available); Armistice Day (11th November, possibility of labour with overtime); Christmas Day (25th December, no labour available). N.B. Every Sunday and day marked "possibility of labour with overtime" can be worked at the rate of 100%.
AUTHORITY: Port Autonome de Bordeaux, Palais de la Bourse. Tel. 52–60–61.

AGENT: See "Paris".

BREST: 48.24 N. 04.30 W.

DOCUMENTS: See "Calais".
PILOTAGE: Pilots do not stay out at sea, but only go to meet ship at estimated time of arrival as sent by ship. Normally pilot boat positioned on the line Toulinguet lighthouse and Beuzec (or Charles Martel) buoy, about 2·5 miles N.W. Toulinguet lighthouse. If strong S.W. wind, pilot boat waits for ship at entrance of Camaret Bay, about 1·5 miles N.E. Toulinguet lighthouse. If sea too rough to allow pilot boat to sail out, boat waits for ship at entrance of Brest Roads, near Portzic lighthouse.

Ships proceeding Brest must send last message giving ETA pilot station (stating if *local time or GMT*), about 5 hours before arrival. Message to be addressed "*Brest Pilot Office*" through Brest Le Conquet radio station (call sign FFU). Day and night watch at pilot office. Radio station phones message direct as soon as received. Any alteration in ETA should be passed pilot office immediately.

Pilot boat sails from Brest harbour about 1½ hours before ship's ETA, and ½ hour later pilot boat takes radio-telephony watch on 2·182 kc/s, calling ship from time to time on same frequency. Ships fitted with radio-telephony should listen and call on 2182 kc/s. Pilot boat also equipped VHF Channels 16–9–6–12 and pilot office Channel 9.
ANCHORAGE: At Pilot's discretion. Anchoring in main approaches restricted as indicated on charts.
RESTRICTIONS: Entry subject draft and height of tide on day in question. Two entrances to port, one dredged to 6 m. below zero of charts and the other 5·8 m. below zero. Depth at quays varies according berth from 6 m. to 11 m. below zero.
MAX. SIZE: Inside harbour max. length 300 m. Draft up to 35 ft. subject to tide.
HEALTH: If from foreign port, cable Maritime Health Service 48 or 24 hours prior arrival requesting free pratique. If risk of contagious disease exists, vessel will be held in Roads until cleared. If from another French port, free pratique automatic.
RADIO: Brest Le Conquet – FFU.
TUGS: 2 port tugs of 250 and 750 h.p. Tugs wait at main entrance. Marine Nationale places tugs at ship's disposal for all port movements. Generally, tow-rope supplied by tug at additional charge.
BERTHING: According to draft, ships may have to wait in Roads before berthing, depending on height of tide in fairways. Also see "Restrictions".
BRIDGES: No bridges in port enclosures.
STEVEDORES: Agent has responsibility of making all arrangements for unloading, and is in touch with stevedores who arrange necessary gangs.
RADAR/VHF: No port radar service. VHF see "Pilotage".
MEDICAL: Hospitals and clinics available. In the case of ship needing medical assistance, request should be addressed to Maritime Health Service through Conquet Radio Station, advising ETA, where vessel coming from and state of patient.
TANKERS: No tanker berths for discharge of heavy products. One berth for receipt of refined products destined for local storage tanks (Shell, Mobil, Desmarais). Berth length 140 m., dredged alongside to depth of 10 m. below zero of charts.
FRESH WATER: All berths have fresh water supply. Apply to Chamber of Commerce who make necessary arrangements. Loading rate 13–15 tons per hour. Cost 2.40 F. (approx.) per ton.
FUEL: Available subject advance notice.
DEVELOPMENTS: Building project for a refinery of 3–4 million tons capacity fed by a jetty accessible for tankers of 250,000 tons dwt. in course of next ten years. Plan for extension of naval repair yards: floating quays and third large dock.
WATCHMEN: Compulsory for ships carrying dangerous materials – ore, chemical products, munitions, etc.
CERTIFICATES:
Nationality.
Gross Tonnage.
Classification.
Deratisation.
Vaccination.
CUSTOMS ALLOWANCES: Tobacco, Wine/Spirit. Ship's provisions must be under seal.
CONSULATES: Belgium, Denmark, Spain, Sweden, Finland, Norway, Holland and Portugal.
REPAIRS: Yards very well equipped for big repairs to hull and machinery.
DRY DOCKS: 2 dry docks, one 340 m. × 55 m. and the other 225 m. × 26 m.
AIRPORT: At Guipavas, 7 km. from Brest – 2 daily services to Paris.
TIME: Local time GMT plus 1 hour.
POLICE/AMBULANCE/FIRE: Police, 44 48 50 and 44 48 61; Fire Brigade and Ambulance, 18, or 44 27 66.
TELEPHONES: Can be placed aboard at certain berths.
SERVICES: Degassing station, tank-cleaning and slop discharge, adjustment of chronometers, map and document department, weather forecasting, permanent daytime service for signing on crew, barometer adjustment.

Service Meteo du port a l'Inscription, Maritime – Customs Quay. Health Service – Quai Commandant Malbert.
AUTHORITIES: Management: Hotel des Ponts et Chaussees, Rue Theodore Le Hars, Quimper. Tel. 1–24. Harbour Master: tel. 44–13–44 or 44–13–46. Pilotage: Rue Commandant Malbert. tel. 44–34–95. Port Health: tel. 44–37–85. Customs: tel. 44–35–20.

AGENT: Jolasry (France), 6 Quai de la Douane. Telex, 73080. Tel. 44.32.10.

CAEN: 49.13 N. 00.21 W.

DOCUMENTS:
3 copies Crew List.
3 copies Provisions List.
3 copies Crew Personal Effects List.
De-rat. Certificate or exemption.
PILOTAGE: Pilot boat is on station from 2½ hours before high water until 3 hours after high water. Vessels can contact the Pilot by radio on 2182 kHz or by VHF Channels 12 and 16. The pilot boat is stationed in the outer port of Ouistreham and goes out to the roads on vessels approach. International code flag signals are used to call Pilot.

Caen Pilot boat has a black hull with a white stripe. The words "Pilote Caen" are written in white letters on the hull. During the summer months the pilot boat is replaced by a launch bearing the same markings. As soon as the Pilot boards he will hand the Master an Entry Declaration to be completed.
ANCHORAGE: While waiting the tide vessels may anchor in the vicinity of the light-buoy in Ouistreham roads. The position of this buoy is 49° 19′ 50″ N. 0° 14′ 18″ W. The buoy is positioned in depths of 10 m. Anchorage is open to winds from West through South to East; good holding ground. Currents do not exceed 2 knots at spring tides.
RESTRICTIONS: Dimensions of Locks. East lock length 181 m. depth 18 m. West lock length 225 m. depth 30 m.

The locks are open for navigation from 2 hours before high water up to 3 hours after high water. The locks can be used up to a maximum of one hour before or after these times by special permission of the Harbour Master and payment of additional dues.

Maritime Canal. Length 14 km. The canal is dredged to 9·00 m. depth. Vessels proceeding to the docks at Herouville and Calix must pass two bridges: Bénouville 30 m. wide and Colombelles 30 m. wide.

Ships proceeding to the new dock must also pass the bridge at Calix, 21·76 m. wide. Maximum speed authorised in the Maritime Canal is 7 knots.
MAX. SIZE: Day-time, length 180 m. Beam 23 m. Draft 29 ft. sea water.
Night-time
Herouville length 170 m. Beam 16 m. Draft 24 ft. sea water.
Calix „ 150 m. „ 16 m. „ 24 ft. „ „
New Dock „ 140 m. „ 16 m. „ 21 ft. 2 inches sea water.
HEALTH: Free pratique is automatic for all ships. Health control is carried out by customs officers under the direction of the Havre Port Health Office. For ships coming from ports in Africa, Asia, or Pacific Islands a Maritime Declaration of Health is required.

In case of suspected epidemic or fever on board Master must advise the port authorities who will instruct him to proceed to an appropriate anchorage to be boarded by the Port Health doctor.
RADIO: Nearest radio station Boulogne Radio, call sign FFB.
VHF: Vessels may communicate with the Harbour Master's Office by VHF Channel 16. This service only operates during the hours when the locks are operating.
TUGS: The use of one or two tugs is compulsory for vessels over 15·85 m. beam.
STEVEDORES: Arranged by Agent on basis of ETA provided by vessel before arrival.
MEDICAL: Doctors and hospital facilities available.
TANKERS: There are two tanker berths D.P.C. berth in Calix Dock, maximum draft 8·30 m. and SONEC berth on the left bank of the Canal, maximum draft 5·60 m. Gas-freeing and discharge of residues is prohibited.
FRESH WATER: Available at all berths, rate about 5–10 tons per hour. Price: 1·50 fr. per ton.
FUEL: Can only be supplied by tanker lorries.
DEVELOPMENTS: No change to available draft is foreseen. Two new berths are under construction in Blainville – Bénouville, 7 km. from the locks.
WATCHMEN: Not compulsory.
OPENING AND CLOSING HATCHES: This work is normally carried out by the crew.
CUSTOMS ALLOWANCES: Amount of tobacco and alcohol for crew consumption must be declared on the stores list. Quantities held out of bond are at Customs discretion.
IDENTIFICATION CARDS: Not required.
CONSULS: The following countries are represented locally:
Denmark tel. 81.82.50 Norway tel. 81.05.42
Finland „ 83.33.27 Sweden „ 81.57.46
REPAIRS: Deck and machinery repairs can be carried out by local workshops. Nearest dry docks at Havre or Cherbourg.
REPATRIATION: Can be arranged.
AIRPORT: Situated 12 km. from the port. There are no regular services, but an air taxi with five seats can arrange connections to International airports.
TIME: GMT plus 1 hr. all the year round.
HOLIDAYS: Work is carried out on legal holidays. No work on "Jours de Fêtes".
POLICE/FIRE/AMBULANCE: Police tel. 17; Fire 18; Ambulance 18.
TELEPHONES: Cannot be connected on board ships. Quayside telephones situated in the new dock and at Hérouville.
SHORE LEAVE: Allowed.
AUTHORITY: Ingenieur des Ponts et Chaussees, Chef de l'Exploitation, Hotel des Ponts et Chaussees, Terre-plein de la Fonderie, Caen.

AGENT: See "Paris".

CALAIS: 50.58 N. 01 50 E.

DOCUMENTS:
Ship Register.
Manifest of Cargo.
Shipping Bill.
3 Lists of Provisions on board.
4 Lists of Articles held by crew.
3 Lists of Crew.
List of open spaces.
Health Certificate, endorsed by Master on arrival.
Deratisation or exemption.
For tankers, Certificate of Cargo Specification and Certificate of vessel's suitability to transport inflammable liquids in bulk.

PILOTAGE: Compulsory when entering or leaving harbour, except for ships less than 150 tons. Pilotage area: 3 miles from piers. Ships required to give notice of their arrival 18 hours before, through Boulogne Radio. Pilot waits between buoys CA4 and CA6. Pilot boat: Black, white side stripe, bearing the inscription "Pilote Calais". She is equipped with VHF, Channel 6 and Channel 16.

ANCHORAGES: Between CA6 and CA8, 15 to 17 m. deep, sand and gravel. Good anchorage. When bad weather from N. ships are advised to stand out to sea or anchor in the roads of Les Dunes. Ship will receive instructions from pilots or Harbour Captain's office when to enter roads of Calais.

RESTRICTIONS: Harbour channel 130 m. wide. In channel and outer harbour, depths are maintained at 8·40 m. MWL. Vessels should enter harbour preferably about 2 h. 30 before high tide or 0 h. 30 after high tide. Because of the shape of sluice at the entrance larger vessels cannot have direct access to the Bassin Carnot at certain tides. These vessels may lighten in outer port, at "Quai Paul Devot", where depth is 7·00 m. LWOST.

MAX. SIZE: "Bassin Carnot", 150 m. max. length; "Bassin Ouest", (West Dock) 110 m. max. length; "Quai P. Devot", 160 m. max. length; "Bassin Carnot", 19 m. max. beam; "Bassin Ouest", 16 m. max. beam. Maximum draft: 8·10 m. (26 ft. 6 in.).

HEALTH: Sanitation Controls can arrange deratizations and exemptions. International Vaccination Certificates required for ships coming from an epidemic zone.

RADIO: Messages through Boulogne Radio. ETA must reach pilotage station or Harbour Captain's offices 18 hours before arrival. Near Calais, ships equipped with VHF can call Harbour Captain on Channel 12 or pilotage station on Channel 16.

TUGS: Generally join ships at end of the piers. Towing ropes are generally ships own but can be supplied by tug.

BERTHING: Max. height of tide 7·30 m. Depth of lock sills 2·00 m. At West Dock, entrance between 1½ hours before and 1½ hours after high tide. In "Bassin Carnot", entrance between 3 hours before and 1 hour after high tide.

BRIDGES: Swing bridges (West Dock) and draw bridges (Bassin Carnot) are situated on sluices.

STEVEDORES: Informed by Shipbrokers of tonnage, nature and condition of cargo.

MEDICAL: All facilities available.

TANKERS: Two posts provided for tankers: "Quai Paul Venot" for middle-sized tankers. "Bassin Ouest" (West Dock) for small tankers. "White and black" products can be accepted at "Bassin Ouest." Only "black" products admitted at "Quai P. Devot". Tankers are allowed to enter harbour only by day-time. They must go as soon as operations are finished. Hoses 10 and 12 in. in diameter. Barges discharged with a 10 in. hose. There is a station for extraction of gas.

DENSITY: Salt.

FRESH WATER: Supplied from hydrants on wharves. 25 Fr. for 10 tons. Extra cubic metre is charged 2 Fr.

FUEL: Any fuel can be supplied by tank wagons of large capacity.

GANGWAY/DECK WATCHMEN: Ships must be guarded.

OPENING/CLOSING HATCHES: As a rule hatches are manoeuvred by crew.

CUSTOMS ALLOWANCE: Tobacco: No limit for foreign ships, but the quantity must be declared on the lists of articles held by crew.

IDENTIFICATION CARDS: Identification cards and sailor book are required.

CONSULS:
Consuls:
Low Countries, (Holland), M. G. Dumont, 12 Bd. des Allies, Calais.
Monaco, M. C. H. Loze, 38 Quai Gustave, Lamarle.
Vice-Consuls:
Denmark, M. J. Mulard & Sons, Place de Suede.
Finland, M. H. Ravisse, 12 Bd. des Allies.
Great Britain, M. P. B. Thompson, 9 Rue Felix Cadras.
Greece, M. N. Ravisse, 12 Bd. des Allies.
Italy, M. T. Simonini, 64 Rue Royale.
Norway, M. Y. Lefebure, 12 Bd. des Allies.
Portugal, M. R. H. Delanghe, 41 Place d'Armes.
Sweden, M. T. Pagniez, 198 Rue des Quatre Coins.
Representative of the Consulate of Germany of Lille, M. N. 12 Bd. des Allies.

REPAIRS: Deck and engine repairs possible.

DRY DOCKS: One, 153 m. long, 21 m. wide. Depth at sill, 7·45 m.

REPATRIATION: Pilot boats and tugs may trans-ship equipment or hands in outer roads.

AIRPORT: Calais, Marck, 7 km. away.

TIME: GMT plus 1 hour.

HOLIDAYS: 1st January; Easter Monday; 1st May; Ascension Day; Tuesday afternoon following the 1st Sunday of July (local feast); 14th July (national feast); 15th August; 1st November; 25th December; Sundays.

POLICE/AMBULANCE/FIRE: Police 17; Ambulance 34.39.24; Fire 18.

SHORE LEAVE: Crew are allowed ashore.

PORT AUTHORITY: Service Maritime des Ports de Boulogne S/Mer. et Calais.

AGENT: See "Paris".

CALVI: Corsica 42.34 N. 08.46 E.

DOCUMENTS:
3 Crew Lists.
3 Passenger Lists.
1 Provisions List.
1 Cargo List.
1 List of Articles (new and customs-barred) in possession each crew member – cameras, binoculars, radios, cigarettes, spirits, etc.
1 Health Declaration.

PILOTAGE: Not compulsory.

ANCHORAGE: Outside port for cruise vessels.

MAX. SIZE: Draft 5 metres; length 160 metres.

RADIO: Within 50 miles call Ajaccio Radio VHF Channel 16. Then connected over Channel 23 to telephone network.

TUGS: None available.

STEVEDORES: 24 hours accurate ETA necessary for ordering gangs. No work on Sundays and official holidays.

CARGO GEAR: Only a few nets and slings available; all other gear must be supplied by ship. Ship's derricks used.

FRESH WATER: Available at very slow pumping rate. Cost 2 frs. per ton.

FUEL: Not available.

REPAIRS/CONSULS: None.

TIME: GMT plus 1 hour.

AGENT: Britiships, POB 55, Ajaccio. Tel. 21 43 39. Telex 46627. Cables: Britiships Ajaccio.

CANNES: 43.33 N. 07.01 E.

DOCUMENTS:
To be sent on departure from previous port.
3 copies of Passenger List.
1 copy of Crew List.
Required on arrival:
4 copies of List of Passengers, showing christian name, surname, age, date and place of birth nationality.
2 Crew Lists.
5 copies of a Special Arrival form (supplied on arrival).

PILOTAGE: No pilot station at Cannes. A tender with Company's flag on top of its mast will meet the vessel: (*a*) If ship is proceeding to anchorage No. 1, in Golfe de la Napoule, about 1 mile South of the lighthouse at end of Cannes port Pier (Quai Lauboeuf); (*b*) If ship is proceeding to either anchorage No. 2 or 3, in Golfe-Juan, 1½ miles North of Ile Ste Marguerite.

The tender will lead to anchorage and will give one blast of the siren when correct position has been reached. At night, tender has a fixed white light at top of its mast, which replaces the flag. Should it not be possible to advise by wireless before arrival at anchorage and weather conditions making it necessary for ship to anchor at either position No. 2 or 3, boat will meet ship in Golfe de la Napoule, 2 miles South of Cannes port lighthouse. In this event, ship must proceed to anchorage No. 2 or 3 as appropriate, steaming to South of Ile St. Honorât, whilst tender will proceed by channel between Ile Ste Marguerite and the mainland.

ANCHORAGE: Advice of anchorage is passed to Captain via Grasse Radio usually about one hour before arrival. There are three anchorages, any of which may be used according to the weather:

No.1 off the port of Cannes, approximately ½ mile South of end of breakwater, used by calm sea or by East or North-east winds.

No.2 is situated to North of Ile Ste Marguerite, used by South-east or South-west or South winds.

No. 3 to the East of Cap de la Croisette, used by West or North-west winds.

It could happen during the call, winds may change direction and movement from anchorage No. 1 to No. 2 or No. 3 become necessary. Shift takes about one hour.

HEALTH: Port officials will embark immediately the ship anchors. Free pratique may be granted by wireless telephone one hour before arrival at ship's surgeon request stating: "no illness on board".

FRESH WATER: Three tankers of respectively 65, 75, and 95 tons capacity are available with 72 hours' notice. Water can be pumped at an average of 1,500 tons per 24 hours, with 2 hoses of 2½ in. diameter on each tender.

GANGWAY/DECK WATCHMEN: Watchmen for gangways will be provided and passengers are requested to present their landing cards every time they use the gangways.

AGENT: Agence Generale de Navigation et de Tourisme, Building du Casino, Cannes, France. Tel. 39.32.80 and 39.39.84. Telex: 47783 – back signal: Agent Cannes. Telegraphic Address: Agent-Cannes.

CHERBOURG: 49.38 N. 01.38 W.

DOCUMENTS:
Declaration of Health.
Manifest of Provisions on Board.
Manifest of Crew's Possessions.

Manifest of Cargo – in certain cases.
Manifest of Equipment.

PILOTAGE: Requests for pilotage must indicate arrival time at the buoy CH1. They may be addressed to Agent or direct to pilot station, telegraphic address "Pilotage Cherbourg" or through the Homet look-out station by means of the usual signals. To avoid delay it is well to warn the pilot station four hours in advance of arrival. As a general rule, the pilot boat always comes out, whatever the weather. In bad weather, it follows the vessel and Pilot boards as soon as shelter permits. Ships which arrive between 18.00 hrs. and 08.00 hrs. without having given their ETA, must take up a waiting anchorage to the North of the main breakwater between the meridian of the West Fort and that of the Central Fort. They must signal their presence to the Homet look-out.

ANCHORAGE: Anchoring must be made strictly according to the instructions of the Pilot so as not to get in the way of movements and anchorage of steamers. Depths vary from 6 to 12 metres in safe anchorages.

RESTRICTIONS: In the wet dock, the bridge is opened one hour before until one hour after high water.

MAX. SIZE: Length and breadth are unlimited, draft maximum 11 metres.

HEALTH: From French port to French Port, no formalities. From foreign port to French Port, request for free pratique (yellow flag). In case of sickness on board, warn the Agent in advance. No crew member may leave ship before consultation and agreement of Port Doctor.

RADIO: The stations which offer the best facilities are Boulogne Radio, Brest le Conquet Radio, and Saint Lys for ships which are a long way off.

TUGS: Tugs generally join vessel in the main approaches. With regard to the tow rope, a charge of about 50 F. is made.

BRIDGES: Only the swing bridge at the entrance to the wet dock, which is opened on request from 1 hr. before until 1 hr. after high tide for the entry and exit of ships.

STEVEDORES: Agent needs ETA, to arrange personnel and equipment to be used for handling cargo.

MEDICAL: Warn Agent of any requirements at the same time as ETA. There are two hospitals, civil and military, both very well equipped.

TANKERS: There is only one discharge berth, max. draft 9 metres.

WATER: Water points on all quays, price: 1,57 F. – minimum 3 tons.

FUEL: Available from local suppliers – Esso, Shell, etc.

WATCHMEN: Every ship in port must have a watchman, usually a crew member.

OPENING/CLOSING HATCHES: At the discretion of Master, crew may perform this.

CUSTOMS ALLOWANCES: Free allowance for each crew member – 200 cigarettes or 50 cigars, and 1 litre of alcohol.

IDENTIFICATION CARDS: Each crew member must carry his seaman's card.

CONSULATES:

Belgium	Finland and Norway
Greece	Portugal
Haiti	Sweden
Denmark	Venezuela
Great Britain	

REPAIRS: All types of hull and engine repairs are possible.

DRY DOCK: Commercial Port's dock: length 75 metres, width 14 metres.

The Naval Dry Docks	*Length*	*Width*
Homet Dock	258·50 m.	36 m.
No. 1	103 m.	19·85 m.
No. 2	113 m.	19·85 m.
No. 3	113 m.	19·85 m.
No. 4	103 m.	19·85 m.
No. 5	209·90 m.	29·75 m.
No. 6	187·50 m.	187·50 m.
No. 7	80·95 m.	19·10 m.

REPATRIATION: Can be arranged.

AIRPORT: At Moupertus, 12 kilometres from Cherbourg. There are no regular services in the immediate vicinity.

TIME: Local time throughout the year is the time zone 1 h. East., i.e. Central European Time.

HOLIDAYS: January 1st; Easter Sunday/Monday; May 1st; Ascension; Whitsun Sunday/Monday; July 14th; Assumption, 15th August; November 1st; Victory Day, November 11th; Christmas Day, 25th December.

POLICE/AMBULANCE/FIRE: Police: 53.14.50. Ambulance: 53.13.29. Fire: 53.01.23.

TELEPHONE: Generally, ships do not request the installation of a telephone line, unless for a prolonged stay. It is only possible on the steamer berth, price 13 F.

SHORE LEAVE: Crew allowed ashore after arrival formalities completed.

AUTHORITY: Ingenieur des Ponts et Chaussées, Department de la Manche. POB 208, Quai de France.

AGENT: Jolasry (France), 9, Quai de l'Entrepôt, Cherbourg. Telex: 77723, Telephone: 24–35.

DIEPPE: 49.56 N. 01.04 E.

DOCUMENTS

4 Crew Lists.
2 Lists of Stores.
1 Loading Manifest.
1 Passenger List.
1 Declaration (furnished by Agent) stating that ship possesses up-to-date Safety Certificates.
1 Bill of Health.

PILOTAGE: Compulsory. Pilot boards 4 miles from breakwaters. Pilot boat is ready to put to sea from 2½ hours before to 2½ hours after high tide. During this period maintains radio telephone watch.

ANCHORAGE: It is recommended to anchor in zone bounded by following points: (*a*) 49° 56′ 55″ N. 01° 04′ E.; (*b*) 49° 58′ 40″ N. 01° 02′ 45″ E.; (*c*) 49° 57′ 42″ N. 00° 59′ 20″ E.; (*d*) 49° 55′ 50″ N. 01° 00′ 30″ E.

This anchorage area includes buoy D.I and depths are from 6 to 12 m. with sand and broken shell bottom. Larger vessels anchor approximately ½ mile to North of buoy D.I in depths of 10 to 12 m. To keep access to port free, it is forbidden to anchor in front of port entrance.

RESTRICTIONS: All except very small vessels enter port only at full tide slack water (—2 h. to +2 h.). In principle passenger ferries have priority. The Pilot is rarely prevented from turning out by bad weather, but it can happen once or twice a year, with a strong wind from the North. In this case ships seek shelter near the English coast. Entering and leaving signals are made day and night at the following stations:

(1) Signal station of the West jetty; (2) station signal mast (300 m. South of the Signal House); (3) signal station of the Canada lock and of the Colbert bridge.

Sound signals: (1) To request entry to the port when in roads, or exit when in the outer harbour – 2 long blasts; (2) to request opening of Colbert bridge – 3 long blasts; (3) entrance to Canada basin – 3 long blasts; (4) entrance to Duquesne basin – 2 long blasts.

HEALTH: Pratique given by Customs officers who board on arrival. In case of suspected disease, Master required to radio details to Agent in advance.

RADIO: Transmitter-receiver VHF at Dieppe Port. Ships call it on Channel 24. A tug, the Baldiar fitted with radio-telephone watches from 2 hours before to 1 hour after high tide. It receives on frequencies from 3529 to 579 kHz; calling on 2.182 KHz Boulogne-Radio (FFB) working on service 192. Harbour Master, Radio telephone 27180 kHz.

TUGS: Three tugs available (750 h.p., 500 h.p., 350 h.p.). One is a sea-going tug. No lighters in the port.

MAX. SIZE: Colbert Lock: 230 m. length, 40 m. width, controls entrance to Inner harbour, where depth maintained about 7·50 m.

Canada Docks: length, 140 m.; width, 21 m. 50; depth, 7·50 m.
Paris Dock: length, 140 m.; width, 19 m. 00; depth, 6·50 m.

Opening of Canada and Paris basins: 2 hours before to 1 hour after full tide, night or day.

STEVEDORES: Normal hours are 08.00–12.00 and 14.00–18.00. Overtime currently from 12.00–14.00 to finish operation and 18.00–22.00. Meal breaks from 08.00–08.30 and 17.45–18.30 when work has to continue past 18.00 hours. No work Sundays, Bank holidays, except Ascension Thursday.

MEDICAL: All medical facilities available.

FRESH WATER: Is supplied by pipe-line at 2 francs 50 cents per ton. There are a great number of outlets on the quay.

FUEL: Available in small quantities; delivered by tanker, lorry.

GANGWAY/DECK WATCHMEN: Available if required.

OPENING/CLOSING HATCHES: Stevedores or crew.

CUSTOMS ALLOWANCES: 200 cigarettes and limited amount (say one opened bottle wine/spirits) per man.

IDENTIFICATION CARDS: Required.

CONSULS:

Norway,	M. Delarue, 12 Bol Mal Joffre.
Great Britain,	M. Graku, Pourville.
Sweden,	M. Leveau, 22 Quai Duquesne.
Denmark,	M. Delarue, 14 Bol Mal. Joffre.
Holland,	M. Thoumyre, Quai de Norvege.

REPAIRS: Good facilities exist, all types carried out.

DRY DOCKS: One at Ean slipway reserved as fitting-out yard for French railways SNCF. Floating Dock W. side. Dimensions are 130×18 m. It can receive ships 129 m.× 17 m. Floating Dock: 1,100 tons; length of apron 60 m.; interior width 12 m.; length 30 m.; depth 6 m. 50.

REPATRIATION: Good facilities.

AIRPORT: Nearest at Paris.

TIME: GMT plus one hour. No alterations.

HOLIDAYS: 1st January; Good Friday; Easter Monday; Whit Monday; 1st May; 14th July; 15th August; 1st November; 25th December;

SERVICES: Compass adjusting, etc. available.

SHORE LEAVE: Allowed.

PORT AUTHORITY: Commandant du Port. Tel. 84.10.55.

AGENT: Jolasry (France), 6, Quai de Norvege – Dieppe. Telex 77965. Tel. 84–24–40.

DUNKIRK: 51.03 N. 02.24 E.

DOCUMENTS:

Entry Bill (all information about ship), given by Pilot to Captain, who fills it in and gives it to Harbour Officer.
To be given to Customs:
3 Crew Lists.
3 Passenger Lists.
Manifest or copy.
Form for increase of tonnage.
Declaration of open spaces.
3 Lists of objects held by crew.

3 Lists of Provisions on board.
To be given to Medical Officer: Health Declaration.

PILOTAGE: Two Zones.

Outer Zone: Limited by: N. 3 miles north of low-water mark. W. Meridian of Calais lighthouse. E. Meridian of 2·27 East. S. Calais pilotage zone, coast and inner zone below.

Inner Zone: Limited by: N. Parallel 51° 04′ 30″ North. W. Meridian 2° 20′ East. E. Meridian of Dunkirk lighthouse.

Pilotage compulsory in inner zone for ships over 150 t. (net tonnage), in outer zone for ships over 1,000 t. (n.t.).

Call Pilot 12 hrs. before for ships coming from West, 2 hrs. before for ships coming from East, giving ETA at lightship Dyck through Boulogne Radio (telegraphy); on radio on 2,182 Khz (radiophony); on VHF Channel 16 near pilot boat; Aldis Lamp or with flags within sight of pilot boats; with sound signals close by pilot boat. Telegraphic address of pilotage: Pilodux. Telex: 82902.

Pilot boat, about 50 m. long, black hull with white horizontal stripe. "Pilot Dunkerque" written on hull. Black funnel with white anchors insignia.

Position of pilot boat: between lightship Dyck and buoy CA 2. In bad weather, pilot ship may heave to on a parallel South of wreck buoy (British Liberty) and buoy DC., or put into port.

ANCHORAGES: Ships can anchor east of meridian of East jetty head, 7 to 17 m. deep, good mooring ground of sand and mud. Large vessels waiting for slack water between piers must anchor in the West of channel between buoys DB and DC. In bad weather, ships may anchor off English coast, in the roads of Les Dunes, with good mooring ground of sand and mud 20 m. deep. Non-piloted ships, or ships not having contacted Dunkirk Harbour, must anchor east of buoy E.11 not to disturb the entrance of ships.

RESTRICTIONS: Vessels more than 180 m. long normally enter only at slack water, i.e. between 3 hours before high water and 2 hours after high water. With bad weather from North, the Watier Lock may be restricted by swell.

MAX. SIZE: At any tides. Length 230 m.; width 35 m.; draft 11·50 m. before high tide, 11·00 m. after high tide. During 1971 limitations will be increased to 250 m. length, draft 14·50 metres.

HEALTH: For ships coming from (*a*) *All European countries:* Declaration of health is not obligatory but general international certificates are controlled. (*b*) *Other Harbours:* Admission subject to declaration of health and usual controls of certificates. Admissions in free pratique only in day-time except special cases (intervention of a physician). Request for free pratique may be made to Sani-Port, Dunkirk, through Boulogne Radio. In case of necessity, health service can – on request – intervene at night.

RADIO: Dunkirk Harbour Station (FFF) for messages about port service through VHF Channel 12. Communications other than in VHF made through Boulogne Radio (FFB).

TUGS: Tugs join ship between buoys DW 14 and DW 16. Small boats take their tow in outer port. Charge for use of tugs line: 66 fr.

BERTHING: Berthing priority is decided by Port Captain's office. Ship is informed by radio of the location and priority given to her.

BRIDGES: Bridges of locks and wet docks are closed to navigation to allow trains or work hands to go. The maritime traffic is practically never disturbed.

STEVEDORES: Each captain will contact his consignee.

RADAR: There is radar at the control tower of harbour. It is not a guiding radar. Radar service may indicate to a ship, on her request, the bearing of her position without responsibility of harbour being involved. Contact can be made on VHF through Dunkirk port station.

MEDICAL: Hospitals and all medical facilities.

TANKERS: Main Wharf, North, draft 12 m.; Main Wharf, Middle draft 12 m.; Main Wharf, South, draft 12 m.; Coasters Wharf, draft 6·50 m.

Diameter of pipes: North Wharf, loading/discharging, 10 in., bunker line 8 in.; Middle Wharf, loading/discharging, 8 in.; South Wharf, oil bunkers, 6 in.; Coasters Wharf, pipes 6 in. and 4 in. in diameter. Deballasting. Main Wharfs, 8 in.; Coasters Wharf, 6 in.

DENSITY: Salt.

FRESH WATER: Available in unlimited quantities. Numerous hydrants on all wharves. Price of a ton of water for ships, 1.63 Fr.

FUEL: Supplied by barges or tank lorries if no connection at wharf. Fuel, diesel and gas oil available. Requests for bunkers must be made 48 hours in advance to Agents.

FIRE PRECAUTIONS: The following preventive measures are taken for tankers: Steel rope hung fore and aft along the side (a quick tow in case of hauling out the ship). Deck scuppers plugged. Hoods open on tanks with anti-fire device. Earth connection. Fire guard (or fireman). Rounds of the port officers. Fire hose connected. Ship's captain is given instructions of the harbour concerning tankers. In case of storm, the Harbour Officer can stop loading or discharging.

DEVELOPMENTS: A new lock, by the end of 1970, to receive ships with draft of 12·50 m. at slack water before high tide, and ships with draft of 14·50 m. at slack water after high tide. In normal conditions of work, possible maximum length of ships 275 m. maximum width 42 m. For entry of larger ships, directors of harbour shall be consulted.

Now in use: a second wharf heavy bulk cargo accessible for largest ships able to enter the port. Wharf equipped with two high efficiency gantries. Now in use, a wharf specialised for discharging phosphates. Minimum depth 14 m.

GANGWAY/DECK WATCHMEN: Guarding is strongly advised.

OPENING/CLOSING HATCHES: Carried out by crew.

CERTIFICATES:
Certificate of Nationality.
International Certificate of Tonnage.
Certificates from the Classification Office where ship is registered, especially:
Certificate of Free-board.
Classification Certificate, engine and boiler.
Classification Certificate, hull.
Classification Certificate, electric equipment for tankers.
List of Hoisting Apparatus.
Deratisation Certificate.

CUSTOMS ALLOWANCE: Tobacco: Amount allowed for each member of crew: 200 cigarettes or 200 gramme tobacco. Wine and/or Spirits: 1 bottle.

IDENTIFICATION CARDS: An official identity certificate is compulsory ashore (passport, identification card, sailor book, etc.).

CONSULS:

Belgium	tel. 66.99.01	Monaco	tel. Bergues 51
Brazil	,, 66.99.30	Netherlands	,, 66.74.00
Denmark	,, 66.93.00	Norway	,, 66.76.00
Finland	,, 66.84.05	Portugal	,, 66.79.07
Germany	,, 66.87.00	Spain	,, 66.69.06
Great Britain	,, 66.78.12	Sweden	,, 66.69.06
Greece	,, 66.69.06	Uruguay	,, 66.99.01
Italy	,, 66.74.00		

REPAIRS: All repairs possible.

DRY DOCKS: Sizes of dry docks:

	Dry dock 1.	*Dry dock* 2.	*Dry dock* 3.
Length overall	112·70	90	193
Effective length	105	73·50	170
Width at gate	14	14	21
Depth at gate	(–1·65)	(–0·55)	(–2·10)

Floating docks	*Dock* 1.	*Dock* 2.
Length overall	170·20	206
Width inside	24·00	40
Can bear	13,000 t.	20,000 t.

AIRPORT: Calais, Marck, 35 km.; Lille Lesquin, 80 km.

TIME: GMT plus 1 hour.

HOLIDAYS: 1st January; Easter; Whitsuntide; 1st May; 14th July, 15th August; 1st November; 11th November; Christmas. Handling operations can be carried out from 6 a.m. to 12.

POLICE/AMBULANCE/FIRE: Police 66.59.01; Ambulance, Firemen 18.

TELEPHONES: In wet dock 6, in the tankers' harbour, at the quay for minerals, at the wharf for cereals, a telephone on board can be obtained and connected to the general system.

SERVICES: No specific port equipment for gas-freeing. Dirty ballast can be received at terminal of Societe Francaise des Petroles B.P. Compass adjustment, radio repairs.

SHORE LEAVE: Crew are allowed ashore.

PORT AUTHORITY: Le Port Autonome de Dunkerque, Terre Plein Guillain, 59 Dunkerque. Tel: 66.58.00. Telex: 81 930.

AGENT: Jolasry (France), 11 Rue des Poilus. Telex 81032. Tel. 66–99–01.

FECAMP: 49.46 N. 00.21 E.

DOCUMENTS:
2 Crew Lists.
2 Custom Lists.
1 Health Form.
Ship's Register.
Cargo Manifest.
Bills of Lading.

PILOTAGE: Pilots informed of arrivals by Agents. Pilots wait at port station two hours before high water each tide. Inform Harbour Master by VHF Channel 16.

ANCHORAGE: Half mile West of jetties.

MAX. SIZE: 100 m. length, 16 m. breadth and 18 ft. draft, entry any tides.

HEALTH: Pratique obtained when Customs Officer boards few minutes after berthing.

RADIO: Boulogne Radio.

TUGS: None.

STEVEDORES: Informed by Agents (available).

RADAR/VHF: No radar. VHF at Harbour Master's Office, Channel 16.

MEDICAL: Notice not required for medical attention. Doctors and hospital always ready. But it is better in case of urgency.

FRESH WATER: Available from shore (pipes each 50 m. on quay). Price per ton 1.50 francs minimum delivery 5 tons.

FUEL: No fuel in port. Available only by lorries for bunkering.

GANGWAY/DECK WATCHMEN: Not required.

OPENING/CLOSING HATCHES: By crew.

CERTIFICATES: In accordance with international regulations:
Load Line.
Radio Equipment.
Safety Equipment.
Deratisation, etc.

CUSTOMS ALLOWANCES: About 200 cigarettes per man; wine/spirits at Customs Officer's discretion.

IDENTIFICATION CARDS: Not required.

CONSULS:

Vice-Consulate of Norway	tel. 0.03.
Vice-Consulate of Denmark	tel. 0.95.

REPAIRS: Possible.

DRY DOCKS: One slipway for vessels of maximum 1,500 tons displacement.

REPATRIATION: Agents carry out these operations.

AIRPORT: Paris is the nearest.
TIME: Local time is GMT plus 1 hour, no alterations during year.
HOLIDAYS: Arrangements for working during holidays can be made if necessary.
POLICE/AMBULANCE/FIRE: Police, tel. 0.17; Ambulance, tel. 9.33; Fire, tel. 0.18.
TELEPHONES: No arrangements for placing telephone on board.
SERVICES: No possibilities for tank cleaning, etc. Compass adjusting available if necessary.
SHORE LEAVE: Always possible for crew members to go ashore.
PORT AUTHORITY: Ingenieur des Ponts et Chaussées, Ponts et Chaussées, Quai Berigny. Tel. 2.02.
AGENT: Andre Marsolet, 13a Quai Berigny. Cables: Marsolet Fecamp. Tel. 003 and 288.

FOS-SUR-MER: 43.24 N. 04.53 E.

DOCUMENTS/PILOTAGE, etc.: Refer to "Port de Bouc".
RESTRICTIONS: Access channel for very large vessels dredged to 21·5 m. over a width of 150 m. Depths of 20 m. available over a width of 250 m.
MAX. SIZE: At petroleum berths: Berth 0, 42 ft. draft; Berth 2, 62 ft. draft; Berth 3, 69 ft. draft. Ore and container berth: Max. length 934 ft., draft 49 ft.
TANKERS: Chicksan loading/discharge arms fitted at all berths. Ballast discharged ashore through pipe-line. Tank cleaning slops or oil residues not accepted through shore line, but can be disposed of by barge from Marseille.
FRESH WATER: Available by pipe-line at all berths.
FUEL: Available by barge only.
DEVELOPMENTS: Oil berth No. 3 can now accept vessels up to 69 ft. draft. In Basin No. 1. Gaz de France is building a terminal for receiving liquid methane from Algeria. Expected to be operational in 1972.
REPAIRS: Ore berth can be used as a repair berth when not required for cargo operations.
AUTHORITY: Port Autonome de Marseille.
AGENT: See "Port de Bouc".

GRANVILLE: 48.50 N. 01.35 W.

DOCUMENTS: See "Calais".
PILOTAGE: Pilotage not compulsory for ships of less than 45 m. length, except for those carrying dangerous cargo. Pilots board from fishing boats carrying regulation marks of a pilot boat, and maintain position at Videcoq buoy when a vessel is expected.

Limits of Granville pilotage are: 1. On entering, towards the West, the line joining "la Pierre d'Herpin", and Chausey lighthouse. To the North, alignment of Chausey lighthouse and "le Pignon". 2. On leaving, alignment of Mont. St. Mochel through Champeaux Point. Ships bound Granville required notify ETA 18 hrs. in advance. Telegraphic address, "Telex 77777 Usaport Granville".

MM. Grebert and Le France. One hour before to one hour after high tide contact with Port Officer (tel. 045 or 667 Granville) can be established by relay through "Marines" Stations. During same hours contact can be made with pilot boat and with Port Office by VHF Channel 12 (port wave band 156·6).
ANCHORAGE: At landfall buoy of Le Videcog.
RESTRICTIONS: Draft restrictions apply at slack water.
SHIPS DIMENSIONS: Ships of 115 m. length, 18 m. beam and a maximum draft of 7 m. can enter the dock during an (approx.) 6 day period twice a month.
HEALTH: Pratique arranged by Customs.
RADIO: Boulogne Radio for ships coming from the North. Brest-Le Conquet Radio for ships coming from the South.
TUGS: Port not equipped with tugs. Pilot boats used as "pushers" for port manoeuvres, or for carrying hawsers to tying-up points.
BERTHING: Dependent nature of cargo and ETA.
STEVEDORES: Work hours 0800/1200, 1400/1800.
HOLIDAYS: See "Calais". Local holiday, Mardi Gras afternoon.
RADAR/VHF: No port radar service. VHF see "Pilotage".
MEDICAL: Hospital available.
TANKERS: Two berths for unloading domestic fuels through 8 in. pipes.
DENSITY: 1025.
WATER: Available.
FUELS: No fuels readily available. 2 days notice required for tank lorry 200 km. distant.
OPENING/CLOSING HATCHES: Carried out by crew.
CUSTOMS ALLOWANCES: Tobacco. 200 cigarettes. Wines and spirits. 1 bottle spirits. No ship's chandler.
CONSULATES: None.
DRY DOCKS/REPAIRS: None.
REPATRIATION: No facilities.
AIRPORT: None.
TIME: Local time GMT plus 1 hour.
POLICE/AMBULANCE/FIRE: Tel. 1116; fire Service 370 Granville.
AUTHORITY: Officer Du Port. Tel. 045.
AGENT: See "Paris".

HONFLEUR; 49.25 N. 00.14 E.

DOCUMENTS: See "Le Havre".
PILOTAGE: Served by Le Havre pilotage (address 9 Chaussee Kennedy, 76 Le Havre). Ships bound for Honfleur are received on the Carosse Roads where Pilots are called by means of following signals: by day, flag "G" of International Code; by night, by Morse signal call with lights. Complementary signals which can be used on arriving in the Roads: by day, Globe or ship's national flag hoisted at masthead; by night, red light at main mast head. At all times – sound signal of five long blasts.

A Pilot is obligatory for every ship of more than 5 net tons. Advice of ETA is to be signalled to pilotage as well as to Agent's and ship's brokers.
RESTRICTIONS: Access to port made through channel 100 metres wide, protected by 2 dykes about 500 m. long, which leads to outer harbour. A tidal port, Honfleur possesses three floating basins:

Dock	*Length*	*Width*	*Sluice width*
West Dock	128 m.	77 m.	10·50 m.
East Dock	295 m.	71 m.	16·50 m.
Carnot Dock	788 m.	108 m.	13·00 m.

East Dock joins outer harbour: ships of more than 70 m. long must anchor in Carnot Dock which spans from East.
MAX. SIZE: Port can receive ships 100 m. long and 15·50 m. wide berthing in East Dock; but with Carnot Dock, only ships less than 12·50 m. wide can enter. Drafts vary according to tides: 6·00 m. with average tide, 4·70 m. in average slack water, and subject to variations because of silting up of harbour which necessitates frequent dredging.
HEALTH: Bill of Health is under the jurisdiction of Customs office of Honfleur. Hospital nearby.
RADIO: Watch and safety frequency: 156 800 Mhz (Channel 16). Disengagement frequency after call on Channel 16: (156 550 Mhz (Channel 11)); 166 600 Mhz (Channel 12).
TUGS: If necessary are provided by "La Societe des Abeilles" of Le Havre.
FRESH WATER: Available. Price is 15 francs per 5 cubic yards. Supplementary charge per ton of 0.75 francs. Supplies arranged through Agent.
FUEL: Supplies arranged through Agent.
AIRPORT: 12 kilometres from port.
AUTHORITY: Directeur du Port.
AGENT: See "Le Havre".

ILE ROUSSE: Corsica 42.39 N. 08.56 E.

DOCUMENTS:
3 Crew Lists.
3 Passenger Lists.
1 Provisions List.
1 Cargo List.
1 List of Articles (new and Customs-barred) in possession each crew member – cameras, binoculars, radios, cigarettes, spirits, etc.
1 Health Declaration.
PILOTAGE: Not compulsory.
ANCHORAGE: Outside port of cruise vessels.
ENTRY TIME RESTRICTIONS: None.
MAX. SIZE: Draft 5 metres; length 160 metres.
RADIO: Within 50 miles call Ajaccio Radio VHF Channel 16. Then connected over Channel 23 to telephone network.
TUGS: None available.
STEVEDORES: 24 hours accurate ETA necessary for ordering gangs. No work on Sundays and official holidays.
CARGO GEAR: Only a few nets and slings available; all other gear must be supplied by ship. Ship's derricks used.
FRESH WATER: Available at very slow pumping rate. Cost 2 frs. per ton.
FUEL: Not available.
REPAIRS/CONSULS: None.
TIME: GMT plus 1 hour.
AGENTS: Britiships, POB 55, Ajaccio. Tel. 21 43 39. Telex 46627 Cables: Britiships Ajaccio.

LA NOUVELLE: 43.01 N. 03.04 E.

DOCUMENTS:
1 Passenger List.
4 Crew Lists.
2 Stores Lists.
1 Cargo Manifest.
Bill of Health.
Safety Certificates.
PILOTAGE: Vessels call Pilot on VHF Channel 3. Three pilot boats available. International Code pilot signals used.
MAX. SIZE: For port entry: length 115 m., beam 15 m., draft 6 m. Tanker sea line: max. draft 18 m.
HEALTH: Pratique is given by Customs officers who board vessel on arrival. In case of suspected disease on board, Master should radio Agents advising details before arrival.
TUGS: Not available. There are several launches to assist in mooring.
BERTHING: Is effected in the order in which ships arrive.
STEVEDORES: Arranged by consignees.
MEDICAL: Doctors available at La Nouvelle. Nearest hospital is at Narbonne, 27 km. away.

TANKERS: One sea line berth at buoys in depth of water greater than 18 m. Four dolphin berths in the oil dock, maximum draft 6 m. One of these berths is used for LPG cargoes. No slop disposal facilities.
DENSITY: 1025.
FRESH WATER: Supplied at all town berths.
FUEL: Available from several suppliers.
FIRE PRECAUTIONS: Usual safety regulations strictly applied. A barrage can be positioned across the channel to contain burning oil.
OPENING/CLOSING HATCHES: Optional, performed by stevedores or crew.
CUSTOMS ALLOWANCES: Each crewman allowed retain only sufficient for his own consumption while in port. It is forbidden to take alcohol ashore.
IDENTIFICATION CARDS: Any man going ashore should carry a passport or identity card.
CONSULS: No local representation.
REPAIRS: Not possible ashore, except very minor ones.
REPATRIATION: No difficulties.
TIME: GMT plus one hour. No changes.
HOLIDAYS: In principal, no work done on legal holidays.
POLICE/FIRE/AMBULANCE: Police, tel. 011; Fire, 017; Ambulance, 011.
TELEPHONES: No connections can be made on board.
SHORE LEAVE: No restrictions.
AUTHORITY: Ponts et Chaussees, Service Maritime. Avenue de la Mer a Port La Nouvelle. Tel. 037.
AGENT: See "Paris".

LA ROCHELLE/LA PALLICE: 46.10 N. 01.14 E.

DOCUMENTS:
Cargo Manifest or Manifest of Ballast.
Certificate of Cargo Space.
Bills of Lading.
Ship's Register.
6 Crew Lists.
3 Passenger Lists.
Health Declaration.
Derat. Certificate or Exemption.
Declaration of Crew personal effects.
PILOTAGE: Access from sea is through Pertuis d'Antioche, the strait between Isle of Ré and Isle of Oleron. Pilotage compulsory for all vessels over 55 metres length. Pilot launch named "Armeria" meets vessels at Chauveau Buoy in position 46° 06′ 5″ N. and 01° 16′ 9″ W.
ANCHORAGE: About 330 yards south of the end of the outer mole in depths of 36 ft. Mud bottom, good holding ground. In Westerly winds may be preferable to shelter nearer Isle of Ré where water depth is 59 ft.
HEALTH: Pratique given by Customs officers who board on arrival. In case suspected disease on board, radio Agent in advance advising details.
RESTRICTIONS: Vessels in excess of 360 ft. length can enter Inner Basin only from 2 hours before to 1 hour after high water. Loaded tankers over 5,000 tons dwt. may enter tidal harbour in daylight hours only.
MAX. SIZE: Outer pier mole, draft 32 ft. Tidal harbour, length 560 ft., draft 29 ft. Wet dock (inner basin), max. beam 69 ft., draft 25 ft. 6 in. neaps, 30 ft. springs.
STEVEDORES: Normal working hours for stevedoring are: 08.00 to 12.00 hrs. and 14.00 to 18.00 hrs. Two hours overtime may be worked from 18.00 to 20,00 hrs. When a quick despatch must be given to a vessel, an 8-hour shift can be arranged, from 05.00 to 13.00 hrs. and 14.00 to 22.00 hrs. during the week, and 05.00 to 13.00 hrs. on Sundays and holidays.
MEDICAL: All facilities available. Advance notice should be given if assistance required on arrival.
TANKERS: Oil berths situated at West side of Outer pier mole, and at North Quay in Tidal Harbour. Vessels under 300 ft. length may berth at East Quay in Tidal Harbour.
FRESH WATER: Available from wharves, cost Fr. 1.61 per ton. No barges.
FUEL: Available by pipe-line at North Quay in Tidal Harbour. Otherwise supplied by tank trucks only.
OPENING/CLOSING HATCHES: Performed by ship's crew.
GANGWAY/DECK WATCHMEN: Available from shore if required.
CUSTOMS ALLOWANCES: 200 cigarettes and bottle wine/spirits per man.
IDENTIFICATION CARDS: Crew men going ashore should carry passports or identity cards.
CONSULS: No local representatives.
REPAIRS: All kinds of deck, hull and engine repairs can be carried out.
DRY DOCKS: Two dry docks in Inner Basin: 577 ft.×72 ft. and 351 ft.×46 ft.
REPATRIATION: Can be arranged without difficulty.
TIME: One hour ahead of GMT. No change.
HOLIDAYS: New Year (1st January), no labour available; Easter Sunday, possibility of labour with overtime; Easter Monday, no labour available; Labour Day (1st May), no labour available; Ascension Day, possibility of labour with overtime; Whit Sunday, possibility of labour with overtime; Whit Monday, no labour available; National Day (14th July), no labour available; Assumption Day (15th August), no labour available; All Saints' Day (1st November), no labour available; Armistice Day ((11th November, possibility of labour with overtime; Christmas Day (25th December), no labour available.
N.B. Every Sunday and day marked "possibility of labour with overtime" can be worked at the rate of 100% extra.
GENERAL: Old harbour at La Rochelle is used only by fishing vessels and pleasure craft.
SHORE LEAVE: Allowed, no restrictions.
AUTHORITY: Ponts et Chaussees Maritimes, La Rochelle.
AGENT: See "Paris".

LE HAVRE: 49.30 N. 00.07 W.

DOCUMENTS: At arrival in-bound bill tendered by Pilot to be filled up and signed by Master specifying ship's data and more especially open spaces occupied (shelter) and dangerous cargo on board. After berthing:
For Custom's Officers
1 Crew List.
1 Crew Declaration List (personal effects, camera, radio set, cigarettes, cigars, tobacco, etc.).
1 Ship's Store List.
1 Passengers Manifest (disembarking).
1 Passengers Manifest (in transit).
For Health Officers
1 Crew List.
1 Health Declaration.
Deratisation Certificate.
1 Manifest Passengers (disembarking).
1 Manifest Passengers (in transit).
Individual international Certificates of Vaccination.
For Custom Broker
1 Crew List.
1 Crew Declaration List (personal effects, camera, radio set, cigarettes, cigars, tobacco, etc.).
1 Ship's Store List.
1 Certificate of open space occupied by cargo.
1 Passengers' Manifest (disembarking).
1 Baggage Manifest (non-accompanied).
Tonnage Certificate.
For Agents
1 Crew List.
2 Passengers' Manifests (disembarking).
2 Passengers' Manifests (in transit).
2 Baggage Manifests (accompanied).
2 Baggage Manifests (unaccompanied).
2 Dangerous Cargo Manifests and usual cargo documents.
For Immigration Office
1 Crew List.
1 Passengers' Manifest (disembarking).
1 Passengers' Manifest (in transit).
PILOTAGE: ETA to be sent to Harbour Master (see Radio). Advisable then to confirm directly either to pilot boat (call sign FNZH) or to Havreport between 24 and 12 hours before arrival (see Radio). Pilot boats have black hull with "Pilote Havre" in white letters on both sides, white funnel with black top stripe, green flag with white anchor on fore-mast. Located off Le Havre channel entrance East of the intermediate landfall buoy (LH 2) except at low tide when pilot boat comes back to harbour for revictualling.
Vessels may anchor near LH 2 South of entry alignment in good weather and further off in bad weather.
Light or sound signal to be made by vessels requiring a pilot· letter G in morse code.
ANCHORAGES: Anchorages forbidden in the channel between both parallels 100 metres South and North of channel and in a zone 1 nautical mile long and 500 metres wide in prolongation of channel.
ENTRY RESTRICTION: Advice given by Havreport upon receipt of vessel's ETA. No time restriction for vessels berthing in tidal docks (Bassin Théophile Ducrocq) with draft around 30 ft. For inside docks, lock (sas Quinette de Rochemont) is open from 2h 20 min before high tide until 30 minutes after. During this period vessels of maximum length 210 metres and max. breadth 26 metres may pass through Otherwise maximum length authorised is reduced to 180 metres. In some circumstances locks are completely closed around low tide.
C.I.M. berth no. 10 may receive tankers up to 250,000 tons DW with draft varying between 63 and 68 ft. depending upon tide. Such vessels enter only by daylight and must arrive at light-vessel at least 3 hours before high water.
MAX. SIZE: Tankers: length 1300 ft., draft approx. 65 ft. subject tide.
HEALTH: Free pratique automatic for vessels coming direct from Continent or Italy and Q flag not to be flown. From other countries including Spain and Portugal usual procedure applies. Free pratique may be obtained by radio message to Sanipor Le Havre specifying name of vessel – where coming from – total number of crew members, number of crew members vaccinated (smallpox, yellow fever, cholera).
Tankers: For tankers it is advisable to ask free pratique by radio in order start operation as soon as vessel berths.
RADIO: Masters of ships are requested to send to Le Havre Harbour Master their expected time of arrival at Le Havre light-vessel.
The message will be sent through radio stations of: Boulogne-radio/FFB (working frequencies 1771 kHz and 2747 kHz) or Brest le-Conquet radio/FFU (1806/2726 kHz).

It will give the date and time GMT of ETA, and the maximum draft. It will be sent about 12 hours before arrival and corrected by another message if necessary. This service is free. Same stations of Boulogne and Brest to be used to contact Agent and in addition Saint Lys/FFL.

Port operation radio service: The Havreportradio station keeps a permanent watch on the the following frequencies: 156.6 MHz (Channel 12); 156.8 MHz (Channel 16); 157.0–161.6 MHz (Channel 20 duplex). This station sends and receives all messages for the port operations control.

Ships call Havreportradio directly on Channels 12 or 20. Ships arriving, leaving or moored on roads *must keep watch on Channel 16.*

Ships with Pilot on board must keep watch on Channels 12 or 20 from pilot on board until arrival at berth, and from departure of berth until disembarking Pilot. Havreportradio/FFY keeps watch on 2.182 kc/s. This frequency will be used only in a radius of 22 miles from Havre light-ship and only when it is not possible to use VHF.

TUGS: Normally join the vessel inside the jetties in outer harbour. Ship's lines or tug's line used at ship's option. Charges are: Frs. 39,90 per tug's line for vessel under 3,000 GRT; Frs. 79,90 per tug's line for vessel above 3,000 GRT.

BERTHING: Agents generally inform Master by radio of berthing prospects, arrival time limits and any special requirements.

BRIDGES: No special restrictions. Opened upon request. Master will be informed as above in case any bridge stopped for repairs.

STEVEDORES: 2 normal shifts (07.00–15.00 and 15.00–23.00) every week-day including Saturday. Night shift in overtime 23.00–07.00. For fruits and reefer cargo and passengers ships possible working 2 hours overtime before morning shift to start at 05.00 subject ordering gang the previous day at 06.00, with 23 hours notice to stevedores. Night gang ordered the same day at 14.00 with nine hours notice to stevedores (same consequently involves 36 and 12 hours notice to Agents for morning and night overtime respectively).

For vessel completing loading/discharging may order 2 hours overtime from 15.00 to 17.00 after morning shift or only 1 hour overtime from 23.00 to 24.00 after afternoon shift. No possibility of dividing the shift of 8 hours. Consequently time lost between completion of work and end of shift is charged to the vessel at the cost of about Frs. 560,00 per hour (depending upon tvpe of cargo).

No work possible on Sunday and legal holidays nor during night between Sunday or holiday and next working day. Necessary to give Agent soonest possible accurate ETA and hatch partition in order to enable his arranging work at the best, keeping in mind that shift cannot be split.

Work done with shore crane. Ship's derricks used only exceptionaly. No hatch tents available from shore.

It is compulsory to put a net under the gangway before starting work, for lack of which stevedores refuse to go on board.

RADAR/VHF: Radar assistance may be obtained by calling Le-Havre-Radar on Channel 16 (156,80 MHz). Then working frequencies are Channels 14 and 22.

MEDICAL: It is not necessary for Agent to receive advance notice of required medical attention except when Master requests a doctor on board. The Master must after berthing inform Agent of number of patients and nature of disease, name of patient, rank, in order agent may arrange corresponding appointment with doctors, dentists, specialists, etc. Hospital facilities available provided admission ordered by local doctor.

Inoculation. Yellow fever – effected only at the hospital once per week on Thursdays 14.00 to 15.00 p.m. Other inoculations may be effected by local doctors (with appointment) but smallpox may also be effected at the Town Hall sanitary office on Tuesday and Saturday from 09.00 to 12.00 a.m.

TANKERS: Berth at C.I.M. piers no. 1 to 10. Diameter or connections at different berths of C.I.M.: No. three, four and five 10 in., six and seven 12 in., eight and ten 16 in.

Tankers calling first time at Le Havre recommended to inform Agents of position of manifold connection. Slop reception facilities available up to 1,000 tons per hour.

DENSITY: In outer port and tidal docks: salt water. In inside docks brackish. Density depending upon season and amount of fresh water brought in by river Seine and Canal de Tancarville.

FRESH WATER: Most berths supply by shore hydrants. Otherwise by barge minimum quantity invoiced then being 50 cbm. Price of cubic metre: Frs 1,66 per shore hydrant; Frs 4,50 by barge. Overtime charged in addition. Late cancellation of barge invoiced at Frs 157,00 per hour lost if quantity ordered above 80 cbm, Frs 41,65 per hour otherwise.

FUEL: All grades available, viscosities from 200 sec. to 3000 sec. Redwood. Minimum 48 hours advance notice required to prepare barges.

FIRE PRECAUTIONS: Dangerous cargo must be declared on "Inbound Bill" and in order not to delay vessel's entry it is highly recommended to inform Agent of quantity and exact nature of dangerous cargo on board 48 hours prior to arrival, thus enabling agent to get in touch with Harbour Master and take necessary steps which may go from a single smoking prohibition up to a fire-picket on the quay during all the call.

Tankers: A "notice to masters of ships loading/unloading hydrocarbons" is handed to Master upon arrival. This notice specifies *inter alia:* repairs, ventilation/cleaning of tanks, handling of goods subject to Harbour Master's authorisation. All naked lights and fires prohibited, boiler furnaces and galley ranges excepted, such exception cancellable on simple order of Harbour Master or Depot Manager.

DEVELOPMENTS: The building of the new lock (length 400 metres, breadth 67 metres, max. draft 22 m.) will be completed end of 1971 and will allow locking up and down vessels of more than 200,000 tons dw, enlarging at the same time the port area and the number of berths available.

The building of a new oil terminal on an artificial island off Cap d'Antifer is also planned but official decision not yet taken though project has government approval. Such terminal would allow receiving tankers of 500,000 tons and more. In case this project not materialised in near future, it is planned to dredge the entrance channel of Le Havre to a depth of 18 metres below the zero of French charts and to build 2 new berths suitable for tankers of 300,000/350,000 tons Dw.

GANGWAY/DECK WATCHMEN: Not compulsory. Sworn watchmen in uniform and equipped with a VHF set may be obtained from the Port Authority at the price of Frs 20,95 per hour for day and night, working days and holidays. Some other companies may also supply watchmen (not sworn) at lower prices around Frs 6,97 per hour.

OPENING/CLOSING HATCHES: May be done by stevedores at the same price as shifting of cargo i.e. between Frs 667,55 and Frs 1.030,70 per hour depending upon the type of cargo and consequent number of men included in the gang.

It is highly recommended to carry out opening by the crew before beginning of shift to avoid both loss of time and expensive charges and also risk of accident to stevedores who are sometimes not well aware of vessel's closing system.

It is emphasised that for reefer cargo stevedores wait for cold exhaust half an hour after opening hatches before getting down in the holds. Consequently it is strongly advised to stop ventilation and start opening hatches with crew about one hour before beginning of shift keeping in mind that for reefer cargo, the morning shift may commence at 05.00.

CERTIFICATES:

Tonnage Certificate.
Safety Construction Certificate.
Loadline Certificate.
Safety Radio Certificate.
Safety Equipment Certificate.
Deratisation Certificate.
Cargo Gear Register.

(Fresh water analysis certificate may also be requested.)

CUSTOM'S ALLOWANCES: 200 cigarettes or 200 grammes tobacco plus 1 bottle spirit (must be mentioned on crew declaration list). Crew members may obtain extra allowance but only after 5–6 days' call.

CARGO GEAR: Cargo handling usually carried out by means of shore cranes. Hatch-tents to be supplied by vessel.

CREW IDENTIFICATION CARDS: Not required. Recommended to have passport or seaman book to go ashore.

CONSULS:

Brasil 42.57.24	Great Britain 42.27.47	Denmark 42.29.49
Colombia 42.57.35	Ecuador 42.48.85	Norway 42.48.65
Dominica 42.58.44	Venezuela 42.23.46	Greece 42.20.83
Guatemala 42.19.65	Haiti 42.43.49	Honduras 48.29.81
Italy 42.91.30	Netherlands 42.85.62	Peru 42.75.75
Portugal 42.74.35	Argentina 42.28.10	Salvador 48.29.81
Sweden 42.23.54	Switzerland 42.27.09	Uruguay 42.66.15
W. Germany 42.05.88	South Africa 42.79.20	

REPAIRS: All repairs possible.

DRY DOCKS: 7 dry docks, the largest one of which (no. 7) is 313×38 metres.

REPATRIATION: Except if airplane chartered by Owners, all crew have to pass through Paris.

AIRPORT: Le Havre airport 7 km. from the centre of the town, with a runway of 1800 metres×40 may receive chartered planes up to 40 tons total weight (50 T. with special authorisation). Regular flights from and to Orly (Paris Airport) twice a day holidays excepted.

TIME: GMT plus 1 hour (permanent).

HOLIDAYS: New Year's day (January 1st); Easter Monday; Labour day (May 1st); Ascension Day; Whit Monday; National Holiday (July 14th); Assumption B.V. Mary (August 15th); All Saint's day (November 1st); Armistice Day (November 11th); Christmas Day (December 25th). No work possible except for passenger ships and tankers the latter being loaded/discharged round the clock every day.

POLICE/FIRE/AMBULANCE: Police 17 or 48.15.20; Fire Brigade 48.05.77 or 18; Ambulance 42.30.68 or 42.46.46; Hospital 42.77.83.

TELEPHONE ON BOARD: Possible at most berths.

SHORE LEAVE: Authorised within port and town area. Foreign seamen wishing to go further and more especially to Paris must obtain police authorisation and consequent pass.

PORT REGULATIONS: Vessels carrying dangerous cargo must when on roads or in the entrance channel, show the red flag by daylight or one red light by night-time. When leaving the port they must keep their Pilot up to the end of the channel.

AGENT: Jolasry (France), 10, Place Léon Meyer, PO Box 846, 76 – Le Havre. Telegraphic address "Jolasry". Tel. 42.18.32 and 42.12.05. Telex 19708.

LORIENT: 47.45 N. 03.21 W.

DOCUMENTS:

Cargo Manifest or Manifest of Ballast.
Certificate of Cargo Space.
Bills of Lading.
Ship's Register.
6 Crew Lists.

3 Passenger Lists.
Health Declaration.
Derat Certificate or Exemption.
Declaration of Crew Personal Effects.

PILOTAGE: Compulsory for all vessels over 60 m. length. Vessels must contact pilot station advising ETA at least 12 hours before arrival by radio to the Agents, Harbourmaster, or the pilot station. On arrival at the outer roads or Groix vessels should call Pilot by visual signals or by radio telephone on 2182 kc/s, or VHF Channel 16. The pilot launch will be standing by from one hour before to one hour after the ETA previously advised by the ship. The Pilot station is manned 24 hours per day. Pilot station telephone number 64.26.78.

ANCHORAGE: The outer roads of the port are open to winds from the South-east to South-west. Vessels waiting to enter the port may anchor in depths of 15–20 m., sand and shell bottom, good holding ground.

Mooring buoys are positioned off Port Tudy on the North coast of Ile de Groix. These buoys are reserved for the use of the French Navy. There are prohibited zones for anchoring due to presence of submarine cables, marked on chart.

Vessels in excess of 500 grt are recommended to take a Pilot for anchoring.

RESTRICTIONS: There are two entry channels to the port. The South channel, depth 4·40 m. is used exclusively by local fishing boats. The West channel is marked by the alignment of Kerbel Light and Lohic Light. The depth in this channel is presently 5·20 m., which is being dredged to a projected depth of 7 m. Both channels are very well marked.

Traffic signals are hoisted at Port Louis Citadel as follows: Red flag or red light – entry prohibited. Green flag or green light – exit prohibited. Red over green flags or lights – port closed.

HEALTH: Pratique given by Customs Officers who board on arrival. If any case of suspected disease on board or any reason why vessel should not receive free pratique, Master should radio Agent before arrival, advising full details.

RADIO: Use local station Radio Conquet or Radio Saint-Nazaire.

TUGS: 8 tugs up to 900 h.p.

BERTHING: *Kergroise quays* 470 m. berthing length can accommodate vessels up to 200 m. length, maximum draft 9·50 m.

TANKERS: The oil jetty is 112 m. long and can accommodate tankers up to 180 m. length, maximum draft 10 m.

FRESH WATER: Can be supplied from the quays at Kergroise and at the Oil Jetty. Rate 10 tons per hour.

REPAIRS: Minor deck and engine repairs can be carried out. Slipways can accommodate 4 fishing boats at the same time. There are three dry docks the largest of which is 186·20 m. long × 26·33 m. wide.

MEDICAL: All facilities available. Local maritime and civil hospitals.

IDENTIFICATION CARDS: Crew men going ashore should carry passport or identity card.

CONSULS:

Belgium and Norway	Tel. 64.13.75
Denmark	,, 64.10.96
Netherlands	,, 64.11.06

TIME: GMT plus 1 hour – no alterations.

HOLIDAYS: New Year (1st January, no labour available); Easter Sunday (possibility of labour with overtime); Easter Monday (no labour available); Labour Day (1st May no labour available); Ascension Day (possibility of labour with overtime); Whit Sunday (possibility of labour with overtime); Whit Monday (no labour available); National Day (14th July no labour available); Assumption Day (15th August no labour available); All Saints' Day (1st December, no labour available); Armistice Day (11th November, possibility of labour with overtime); Christmas Day (25th December, no labour available). N.B. Every Sunday and day marked "possibility of labour with overtime" can be worked at the rate of 100%.

POLICE/FIRE/AMBULANCE: Police Tel. 64.19.16; First Aid 17; Ambulance 64.26.72; Fire 18.

AUTHORITY: Ingenieur des Traveaux Publics de l'Etat, Ports et Chaussées, B.P. 445, Lorient. Tel. 64.11.36.

AGENT: See Paris.

MARSEILLES: 43.18 N. 05.25 E.

DOCUMENTS: Certificate of Open Spaces occupied by cargo in cft. or cbm. or in registered tons if shelterdecker; 3 Crew Lists, 2 Provisions List, 2 Lists Passengers in transit, 2 Lists Passengers disembarking, 1 List ports where cargo loaded for Marseilles with dates, 1 List of Articles new and Customs – barred in possession each crew member – cameras, binoculars, radios, cigarettes, tobacco, etc. If on inspection articles or quantities not in conformity or in excess, Master responsible, articles removed and heavy fine imposed.

PILOTAGE: Boats mostly black, wood hulls, white anchor at bow. Entering by southern entrance, Pilot between "Le Frioul" and "Chateau d'If" island. Max. draft recommended 27 ft. in good weather. Case deeper draft or strong NW wind Pilots prefer enter by North entrance passing through two bridges to reach berth at South – (see "Bridges"). Entering by North entrance Pilot at "Estaque" roads maximum draft 33 ft. Contact Pilot Stn. and Pilot boats VHF Channel 9. Anchoring roads awaiting berth full pilotage fee due on anchoring even if anchored without Pilot. Shifting roads to berth charged at shifting rate – about 40% pilotage rate. Night pilotage charge – approx. 40% extra – applicable from time buoys lit until extinguished next a.m. On sailing 15/30 minutes sufficient notice to order Pilot and tugs.

ANCHORAGE: Estaque Roads – in green section of Mourepiane light.

MAX. SIZE: 39 ft. draft at nothern berths.

HEALTH: Free pratique automatic vessels coming direct from continent or Italy and Q flag not to be flown. From other countries – including Spain and Portugal – usual procedure applies. Unless special arrangement for passenger liners free pratique not given by radio also practice issuing Health or Customs clearance on sailing now discontinued.

RADIO: Within 150 miles Marseilles Radio/FFM – otherwise St. Lys/FFL.

TUGS: Use ships lines; no special rates for contract holders.

BERTHING: When specific side alongside berth required. Agents radio Master prior arrival also advise Pilot. Otherwise side alongside at discretion Master after conferring with Pilot. Depth at piers 22/35 ft. dependent location. Quay height about 7 ft. above sea level. Shore fenders keep vessel about 0·75 metres off quay.

BRIDGES: Turning bridge near southern end of port – Pont d'Arenc – opens on requests. Bridge further North – Pont de la Pinede – opens: 0600 to 2255 twice each hour between five minutes before the hour and five minutes afterwards, and between five minutes before half hour and five minutes afterwards. Open continuously 2305 to 0600.

STEVEDORES: Enable Agent order gangs important obtain in good time accurate ETA from vessel. Latest times to order gangs; normal and deferred shifts 0530 same morning – night shift 1600 same day – Saturday and Sunday, 1600 Friday. Failure give precise ETA may result in ship losing 12/24 hours also cost gang waiting time at over Frs. 350 per gang hour, includes waiting vessel's arrival – free pratique – opening/closing hatches – rain – shifting cargo or dunnage – crane or derrick breakdowns – time lost between finishing and end of shift. Work can be arranged on following official holidays – New Year's Day, Easter and Easter Monday, Whitsun, 14th July, 15th August, 1st November, Christmas Day, 1st May holiday when no work takes place. Stevedoring hours (normal shift) Monday to Friday 0700 to 1130 and 1300 to 1630. One hour overtime 1630 to 1730. For vessels sailing same day one extra hour can be worked until 1830. Extra cost (special shifts) – deferred, Monday to Friday 1300 to 1930, Saturday morning 0630 to 1310, Saturday afternoon 1300 to 1830, Sunday morning, holidays 0630 to 1310 but no overtime. Night 2130 to 0100 and 0130 to 0500. One hour overtime may be worked before 0630 or after 0730. No work allowed Sunday night. All necessary gear supplied by stevedores except rain tents which vessel must supply.

MEDICAL: Yellow fever inoculations only in hospital. Tuesdays and Fridays. Masters to advise by radio prior arrival if medical attendance required aboard.

TANKERS: See Port de Bouc, and Fos-sur-Mer.

DENSITY: About 1028.

FRESH WATER: Delivered by barge minimum quantity invoiced at 50 tons. Preferable order prior arrival to avoid delay delivery. Price Frs. 2.85 per ton. Minimum pumping rate 50 tons/hour.

FUEL: Ordinary fuel, also fuel oil maximum 1000 secs., Diesel and Gas oil. Deliveries by barge only.

FIRE PRECAUTIONS: Special harbour fire-fighting corps, with two fire-fighting Vs. See also "Telephone Numbers".

DEVELOPMENTS: See Fos-sur-Mer.

WATCHMEN: Available but not compulsory.

HATCHES: Crew allowed open and close.

SHIP CERTIFICATES: On first call Registered Tonnage Certificate; thereafter not required unless Gross/Net tonnages changed.

CUSTOMS ALLOWANCES: About 200 cigarettes and limited amount spirits per man.

CARGO GEAR: No additional requirements; all gear supplied by stevedores except rain tents.

IDENTIFICATION CARDS: Not required.

CONSULS: Algeria, Argentina, Austria, Belgium, Bolivia, Brazil, Canada, Columbia, Cyprus, Denmark, Ecuador, Great Britain, Greece, Iceland, Israel, Italy, Lebanon, Madagascar, Mexico, Morocco, Netherlands, Norway, Panama, Peru, Portugal, Spain, Sweden, Switzerland, Tunisia, Turkey, U.A.R., U.S.A., Uruguay, Venezuela, Yugoslavia.

REPAIRS: Most repairs and overhauls possible. Pre-advice recommended.

LARGEST DRYDOCK: Metres 320 × 50.

SERVICES: Tanker gas-freeing station for vessels up to 33 ft. draft.

TELEPHONE NUMBERS: Police 20 07 44; Ambulance 17; Fire Brigade 18; Special Port Fire Brigade 62 37 48 and 62 43 01.

AGENTS: Jolasry (France), 6 Boulevard de Dunkerque. Tel. 20 39 17, Telex. 41821. Cables: Jolasry.

NANTES: including Donges, 47.14 N. 01.34 W.

DOCUMENTS: See St. Nazaire.

PILOTAGE: Compulsory for vessels over 225 ft. length on river Loire. Starts about 4 miles north of lighthouse of Le Pilier, on light-buoy SN 3. Pilot boat on station day and night, if weather conditions permit, west of a line drawn between SN 3 lightbuoy and lightbuoy of "La Couronnee" about 2 miles N.N.E. If Pilot unable to come aboard, he may invite ship to follow his boat until they have reached a better shelter. Ships heading for one of Loire estuary ports should give ETA at least 24 hours ahead to Port Captain of Saint-Nazaire. Approximate time of arrival at SN 3 buoy, the further destination and speed should be given. VHF contact can be made direct with St. Nazaire pilot boat or "Estuaire de la Loire" pilot station.

ANCHORAGE: When pilot service withdrawn, anchor near SN 3 lightbuoy or in "Rade des Charpentiers". In rough sea ships heave

to off harbour. In case of doubt contact pilot boat by VHF or phone. Sometimes Pilot taken aboard on SN 3 is relayed by another who will board near the outer port of Saint-Nazaire to bring ship upstream. It is not allowed to moor before and below quay Emile Cormerais and Cheviré Power Station Embankment (cables).

MAX. SIZE: Nantes: max. length 600 ft., breadth not limited, draft 27 ft.

Donges: max. length 760 ft., breadth 116 ft., draft 39 ft.

RADIO: Stations at: Saint Nazaire; Brest – le Conquet and Bordeaux; Arcachon.

TUGS: Nantes: 3 "Abeille" tugs 500 to 700 cv. Donges and St. Nazaire: Tugs are provided by "Union des Remorqueurs de l'Ocean" at Saint Nazaire; also "Les Abeilles".

BERTHING: Nantes: Vessels may be moored with bow facing up or downstream. During heavy flood periods, however, bow to face upstream. Donges: Mooring of vessels to the docks No. 0, 1, 2, 3 is performed with ships ropes. On docks No. 4 and 5, Port Authority use own steel cables to which ship is fastened in supplement to her own ropes.

BRIDGES: The first bridge on the estuary is upstream of Nantes.

STEVEDORES: Available.

RADAR/VHF: Radar, none. VHF, Donges Port Operations Network – European frequencies.

MEDICAL: Facilities available at any time.

TANKERS: Channel to Donges 39 ft. Draft, berth 0 and 1 less than 18 ft.; berth 2,21 to 24 ft.; berth 3,28 to 31 ft.; berth 4,32 to 39 ft.; berth 5 over 39 ft. Pipes: according to the berths and products, diameters from 100 m/m to over 600 m/m (crude – berths 4 and 5).

FRESH WATER: Available on docks in Donges, Saint-Nazaire and Nantes. Rate is 3,00 francs/ton (first 25 t.) reducing over 25 t.

FUEL: Available in any grade or viscosity. Advance notice of at least 2 days must be given if vessel has to bunker on Saturday or Sunday. Otherwise, immediate delivery.

FIRE PRECAUTIONS: Usual precautions for tankers in neighbourhood of refineries; no fire, no smoking. Ground wire for ship.

DEVELOPMENTS: Between St.-Nazaire and Donges new docks ready Sept. 1971 to receive bulk carriers up to about 100,000 tons. A sixth dock for tankers is also being built and is foreseen to receive 120,000-ton tankers. The access in Donges will be progressively dredged to be able to receive tankers of this size during next 10 years. At Nantes the channel will also gain around 3–5 ft. during next five years, so as to welcome cargo-ships up to 18,000 tons. Installations to receive cereals, bulk cargoes, roll-on-roll-off ships and container-carriers are also foreseen in a near future.

GANGWAY/DECK WATCHMEN: Not necessary.

OPENING/CLOSING HATCHES: Done by crew.

IDENTIFICATION CARDS: Not needed.

CONSULS:

Algeria, tel. 75.50.96
Belgium, 4 bis, Place du Sanitat, tel. 71.57.10
Denmark, 56 Quai de la Fosse, tel. 71.33.35
Germany, tel. 71.93.18
Spain, 2 Place Roger-Salengro, tel. 71.87.33
Finland, 1 Quai de Tourville, tel. 71.23.33
Haiti, 21 Rue Gambetta, tel. 74.35.14
Italy, 11 Rue Contrescarpe, tel. 73.40.52
Holland, 1 Rue Maurice Duval, tel. 71.16.31
Norway, 92 Quai de la Fosse, tel. 71.23.93
Sweden, 11 Rue de la Brasserie, 71.87.31
Switzerland, tel. 71.82.11
United Kingdom, tel. 71.08.50

REPAIRS: Very good facilities exist for all types repair work.

DRY DOCKS: Dry docks at Nantes for vessels under 4,500 tons.

AIRPORT: Good connections with French internal network (Air Inter and also international mainly with stop-over in Paris. Five daily flights to the capital. Direct flights to Bordeaux, Lorient, la Rochelle, Lyons, etc.

TIME: Paris time GMT plus 1 hour; no seasonal alteration.

HOLIDAYS: Most firms close in August. National Days: May 1, July 14, August 15, Nov. 11.

POLICE/AMBULANCE/FIRE: Nantes and St.-Nazaire: Police 17; Ambulance 18; Fire 18.

TELEPHONE ON BOARD: Arrangements are possible.

SHORE LEAVE: No restriction.

PORT AUTHORITY: Port Autonome de Nantes-St.-Nazaire, 2, Place de l'Edit de Nantes à Nantes, BP 1 053. Tel. 71.37.20.

AGENT: See St. Nazaire.

NICE: 43.42 N. 07.17 E.

DOCUMENTS: Master required make declaration of entry at Port Office, Harbour Master's Office, 4 Quai des Docks, where he must present to Authority (Commissariat du Port) Crew List and Passenger List. If coming from foreign port he is also required to furnish a Customs Declaration.

PILOTAGE: Compulsory for Nice-Villefranche Station and applies to ships of more than 50 metres length. Pilot station extends 3 miles from coast between meridians of left bank of Var river (07.12.5 E.) and Cap Ferrat. Request for Pilot made by Regulation Signals day or night or through radio station Grasse on 2321 kc/s. and 2182 kc/s.

ANCHORAGES: Approaches have no practical anchorage zones and it is preferable to proceed Villefranche approaches 1 mile distant which can offer sheltered anchorage for ships of all sizes.

MAX. SIZE: Port accessible to ships of 137 m. length and 6·50 m. draft.

RADIO: Grasse Radio Station. Ships call on 2321 kc/s. and 2182 kc/s. Meterological reports on 2649 kHz broadcast at 0833, 1330, and 1745 hours.

TUGS: None.

BERTHING: Nine berths for merchant vessels. Ocean-going yachts desiring berth before entering docks Admiral Infernet and Lympia must ask Harbour Master's Office about available positions. At night, a notice fixed at entrance to Harbour Master's Office indicates berths to be occupied on following day by steamers and cargo vessels. These berths must not be occupied by ocean-going yachts.

STEVEDORES: Require (if possible) 24 hours notice in advance of arrival.

MEDICAL: No port doctor. In case of emergency tel. no. 18. Ambulance and doctor on call.

FRESH WATER: Available on all quays.

FUEL: Distribution by tank lorries.

FIRE PRECAUTIONS: Town Fire Service, tel. 18 and 85.21.21.

CONSULATES:

Belgium	Peru
Spain	Portugal
Finland	Rumania
United States	Sweden
Greece	Uruguay
Norway	Venezuela
Holland	Yugoslavia

REPAIR YARDS: Minor engine repairs possible at local yards.

AIRPORT: 5 km. from port.

TIME: GMT plus 1 hour.

EMERGENCIES: Ambulance, tel. 18 and 85.21.21; Police, 17.

TELEPHONE ON BOARD: 2 lines on Traverse and Commercial quays can be connected on board on request.

AUTHORITY: 4 Quai des Docks. Tel. 85.39.85.

AGENT: See Paris.

PARIS

AGENTS: Enquiries relating to agency at French ports may be addressed to Jolasry (France) S.A., 14, Avenue de l'Opera, Paris, 1er. Tel. 742.19.10. Telex: 21.999 Paris. Cables: "Jolasry Paris".

PORT DE BOUC, including Port St. Louis du Rhone 43.23 N. 04.48 E., Port de Lavera 43.23 N. 05.00 E., Port de Berre 43.27 N. 05.10 E., Port de la Mede 43.24 N. 05.07 E.

Also see "Fos-sur-Mer".

DOCUMENTS: On arrival:

1 Cargo Manifest or manifest in ballast.
Certificate of open spaces occupied by cargo in cubic feet or cubic metres or in registered form if shelter deck.
Bill of Lading.
Ship's Register (if required).
6 Crew Lists (8 if Spanish or U.S.S.R. ship or ship bound for these countries).
3 Passenger Lists.
Health Declaration.
Deratisation Certificate.
Bunker's Supply (3 forms).
1 Crew Declaration of Personal effects – cameras, binoculars, radios, cigarettes, tobacco, etc. If on inspection articles or quantities not in conformity or in excess, Master held responsible, articles removed and heavy fines imposed.

PILOTAGE: Pilot must be taken to enter Port de Bouc, Fos and Port St. Louis du Rhône. Contact by Marseille Radio, or pilot boat VHF (Channel 16 for calling, Channel 9 for traffic). Pilot boards in the roads between 2 and 2·5 miles S.W. of Bouc Tower or further out if required, for entering Port de Bouc and Fos. Motor launch black hull, white cabin, white anchor on bow, "H" flag. For Port St. Louis Pilot boards 1 mile E.N.E. of the lighthouse on the jetty. River Pilot for ships loading salt in the Rhône River boards at the lock from PSL basin.

ANCHORAGE: It is recommended to ask for Pilot before anchoring in outer Roads to avoid forbidden places for ships bound for Port de Bouc and Fos. At Port St. Louis, anchorage between Port St. Louis and Fos Channel.

RESTRICTIONS: No tide. No entry restrictions for Lavera. Restrictions for transit Caronti Canal to Etang de Berre. For ships bound to Fos or Port St. Louis entrance delayed when large tankers are proceeding in Fos Channel. At Port St. Louis no entrance between 21.00 hours and 05.00 hours except for emergency, although entrance may be effected up to 24.00 hours if ordered before 21.00 hours.

MAX. SIZE:

Sealine outside Lavera, 53 ft. draft.
Lavera, Berth A2, 35 ft. draft; Berths A4, B, C, D and E, 40 ft. draft; Berths F and G, 43 ft. 6 in. draft; Berth H, 36 ft. draft; Coastal K1/K8, 18 ft. draft.
Kuhlmann, 26 ft. draft and length 450 ft.
Caronte, 29 ft. draft.
Croix-Sainte (Verminck), 26 ft. draft.
Canal de Caronte, (for entering Lake of Berre, for Terminals of La Mede and Berre), 26 ft. and 25 ft. 9 in. for tankers over 18,000 tons.
Port St. Louis, 26 ft. draft.

HEALTH: Pratique given by Customs officers who board on arrival. In case of suspected disease on board, notify Agents by radio before arrival.

RADIO: Within 150 miles traffic through Marseille Radio/FFM, otherwise St. Lys (FFL).
Port de Bouc Radio (Harbour Office) VHF used for navigation purposes only – Channel 16 for call, Channel 12 for traffic.
TUGS: Tugs normally join vessels in entrance channel, off Port de Bouc, Fos and Port St. Louis. They use only ship's lines.
BERTHING: No restrictions except that night transit of Caronti Canal to Etang de Berre forbidden to tankers above 6,000 gross tons.
BRIDGES: 1 railway bridge and 1 road bridge across Caronti Canal each having special times for opening. Ships of less than 21 m. height clearance may pass below the railway bridge.
STEVEDORES: To enable Agent order gangs important obtain accurate ETA between 24 hours and 48 hours in advance. Two shifts 05.00 to 13.00 and 13.00 to 21.00 normally 6 days a week. Confirmation to be made at 09.00 for afternoon shift, and 17.00 for next day morning.
Port St. Louis: Shifts are 08.00 to 12.00, 13.00 to 17.30. Saturday afternoon, Sunday and holidays in overtime. Shifts of 06.00 to 12.00, 13.00 to 19.00 count as a day each.
MEDICAL: All hospital and medical facilities. Yellow fever inoculation made by appointed doctors. Masters to advise by radio prior arrival if medical attendance is required on board.
TANKERS: Each of the eight large berths, North and South, A, B, C, D, E, F, G, is fitted with lines for crude oil and all refined products. Pipe-line system leads to distributors (7 for refined products, 2 for crude oil) connected to neighbouring refineries, and to South European pipe-line (crude oil only).
Terminal hose handling: Each berth is fitted with metal gantries hanging up flexible hoses for ship's connection. They are handled with compressed-air winches and ship's boom which should be rigged before arrival.
Flexible hoses diameter: crude oil, four 12-in.; fuel oil (or crude), two 12-in.; white products, one 8-in.; ballast (or crude), one 12-in.; bunkers, one 8-in.; liquefied gas, one 4-in.; special products, one 4-in.
Decanting installation: Tankers may pump out their ballast at all berths – except tank-washing water and slops.
DENSITY: About 1028. Variable in Canal de Caronte and Etang de Berre owing to discharge of hydraulic plant of St. Chamas.
FRESH WATER: Available generally by pipes and hoses at the berths. Water barges available from Marseille.
FUEL: By barges for cargo ships and vessels in the roads. Tankers at Lavera refuel by pipe-line at the berths. All grades available.
FIRE PRECAUTIONS: Oil Harbour is fitted with a system of 203 mm. (8 in.) or 254 mm. (10 in.) sea water pipes at 5 bars permanent pressure. It may be increased by pumping station up to 9 bars, and supply 500 m^3/h. Each wharf has five fire hydrants with first-aid equipment: fire hoses and spray nozzle, foam nozzle with powder cans. If fire breaks out on a ship, the hose handling gantries are protected by a screen of sprayed water. All fire equipment and installations are painted red.
DEVELOPMENTS: Refer to "Fos-sur-Mer".
GANGWAY/DECK WATCHMEN: Available but not essential (220 francs a day).
OPENING/CLOSING HATCHES: Always by crew.
CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes every five days; wine/spirit: limited amount per man.
IDENTIFICATION CARDS: Seamen going ashore should carry passport or identity card.
CONSULS: Norwegian, Swedish, Danish and Spanish consuls at Port de Bouc. Others at Marseille.
REPAIRS: Permission must be granted for oil tankers repairs.
DRY DOCKS: Nearest at Marseille.
REPATRIATION: All facilities for crew change and repatriation by railway or planes.
AIRPORT: Marignane Airport 40 km. and Nice Airport 230 km. (this last for SAS lines). For Port St. Louis add 30 km.
TIME: GMT plus one hour. No changes.
HOLIDAYS: Same as "Marseille".
POLICE/AMBULANCE/FIRE: Police, 06–03–31; Fire, 06–03–12.
TELEPHONE: On application can be connected on board at Lavara and Fos (cost 62 francs plus call fees). Telephone ashore in other places.
SERVICES: All available.
SHORE LEAVE: Allowed.
AUTHORITIES: Port Autonome de Marseille (Harbour Director and Managers). Tel. 20 69 30 and 20 54 60. Capitainerie de Port de Bouc (Harbour Master). Tel. 06 22 26 and 06 27 13. Capitainerie de Port St. Louis (Harbour Master). Tel. 20 (Port Office).

AGENT: Agence Maritime et Fluviale, Maurice Pommé, 20 Cours Landrivon, 13 Port de Bouc. Tel. 06–20–04. Telex: 42–555. Cables: "Pomme".

PORT-VENDRES: 42.31 N. 03.07 E.

DOCUMENTS:
3 Crew Lists.
5 Passenger Lists.
2 Store Lists.
1 Health Maritime Declaration.
4 Cargo Manifests.
2 Bill of Lading.
Ship's Papers: Nationality Act, International Tonnage Certificate.
PILOTAGE: Three long blasts. ETA required for Agent. Pilot usually taken on outside unless in very bad weather.
MAX. SIZE: Maximum length 150 m. maximum draft 25 ft.–26 ft.
HEALTH: Usually Customs give free pratique. In event of suspected disease or fever on board must advise naval doctor.
RADIO: Marseille Radio (or St. Lys Radio).
TUGS: None available.
STEVEDORES: ETA given to Agent in order to arrange gangs.
MEDICAL: Perpignan Hospital (30 km. far).
TANKERS: Berth for wine tankers with pipe-line.
DENSITY: Salt water.
FRESH WATER: Supplied by Chambre de Commerce, Port-Vendres.
FUEL: For small craft only, otherwise delivery by trucks.
GANGWAY/DECK WATCHMEN: Recommended if loading dangerous cargo.
OPENING/CLOSING HATCHES: Usually first opening and last opening per day to be effected by crew (or as per charter party).
CERTIFICATES: Load Line Certificate.
International Tonnage Certificate.
Deratisation Certificate.
CUSTOMS ALLOWANCE: See "Calais".
IDENTIFICATION CARDS: Only seamans book required.
REPAIRS: Minor repairs only.
AIRPORT: Perpignan la Llabanere (30 km.).
TIME: GMT plus 1 hr.
HOLIDAYS: See "Calais".
POLICE/AMBULANCE/FIRE: Tel. 40 or five long blasts.
SERVICES: Radio/radar repairs available.
SHORE LEAVE: Crew members are allowed ashore.
PORT AUTHORITY: Directeur du Port.

AGENT: See Paris.

PROPRIANO: Corsica, 41.40 N. 08.54 E.

DOCUMENTS:
3 Crew Lists.
3 Passenger Lists.
1 Provisions List.
1 Cargo List.
1 List of Articles (new and customs-barred) in possession each crew member – cameras, binoculars, radios, cigarettes, spirits, etc.
1 Health Declaration.
PILOTAGE: Not compulsory.
ANCHORAGE: Outside port for cruise vessels.
MAX. SIZE: Draft 5 metres; length 160 metres.
RADIO: Within 50 miles call Ajaccio Radio VHF Channel 16. Then connected over Channel 23 to telephone network.
TUGS: None available.
STEVEDORES: 24 hours accurate ETA necessary for ordering gangs. No work on Sundays and official holidays.
CARGO GEAR: Only a few nets and slings available; all other gear must be supplied by ship. Ship's derricks used.
FRESH WATER: Available at very slow pumping rate. Cost 2 frs. per ton.
FUEL Available.
REPAIRS/CONSULS: None.
TIME: GMT plus 1 hour.

AGENT: Britiships, POB 55, Ajaccio. Tel. 21 43 39. Telex 46627. Cables: Britiships Ajaccio.

ROUEN: 49.28 N. 01.04 E.

DOCUMENTS:
Cargo Manifest or Manifest of Ballast.
Certificate of Cargo Space.
Bills of Lading.
Ship's Register.
6 Crew Lists.
3 Passenger Lists.
Health Declaration.
Derat Certificate or Exemption.
Declaration of Crew Personal Effects.
PILOTAGE: Vessels proceeding to the ports of Rouen and Honfleur are met by pilot boat on La Carosse Roads (Rade de La Carosse). Pilotage is compulsory between the mouth of the Seine and Rouen for all vessels of 55 metres length and over; each vessel taking a Pilot for the downriver stage between La Carosse Roads and Villequier, or vice-versa, and a Pilot for the upriver stage between Villequier and Rouen, or vice-versa.
The following signals should be made for summoning a pilot on La Carosse Roads: By Day: flag G of the international code of signals. By Night: in morse by signalling lamp. Failing this, the vessel should hoist her national ensign at the foremasthead.
The following additional signals can be made when arriving on La Carosse Roads: By Day: hoisting a ball or the national ensign at the foremasthead. By Night: a red light from the mainmasthead. At Any Time: by the sound signals of 5 prolonged blasts (– – – – –).
Vessels leaving harbour or shifting berth should apply for a Pilot to the Pilotage office, 18 rue Duguay-Trouin, Rouen (tel. 71–68–50).
The Rouen pilot boat keeps a telegraphic and telephonic watch during the following period of all tides: from 1 hour after low water Le Havre until 4½ hours after high water (middle point stay tide). The watch is kept in the following manner: 1. Telegraphy: 50 kHz (600 m.) call sign FORI. 2. Telephony: 2·182 kHz (137·50) m.) frequency modulation (VHF) 156·8 mHz, Channel 16 call sign Pilot Rouen.
Since the pilot boat's watch is not permanent, Masters wishing to enter into direct contact with her are recommended to signal their

position during the high water prior to that by which the vessel expects to enter the roads.
RESTRICTIONS: The height of water above chart datum at Le Havre is broadcast on Channel 11 every 10 minutes by Honfleur VHF port radar station starting 2½ hours before, until 4 hours after the initial point of stay tide.
PORT RADAR: The radar station at the extreme end of the eastern jetty of Honfleur can, on request, inform vessels of their position in the estuary, aiding in particular those vessels unequipped with radar and running into fog. Working hours and R/T frequencies are the same as those indicated above for the transmission of water heights.
ANCHORAGE: In the outer roads at La Carosse.
MAX. SIZE: Vessels over 205 metres length have entered. Draft approximately 2·10 metres more than height of tide at Havre. Maximum about 33 ft.
HEALTH: Pratique given by Customs Officers who board on arrival. If any case of suspected disease on board or any reason why vessel should not receive free pratique, Master should radio Agent before arrival, advising full details.
RADIO: Vessels are obliged to give their ETA and draft at least 5 hours before arrival to Rouen Information Centre via Brest – Le Conquet Radio or Boulogne Radio. Failure to do so may result in a fine. Port operations can be contacted by VHF as follows: below Tancarville, call Le Havre radio on Channels 26 or 23. Above Tancarville, call Rouen radio on Channels 25 or 21. Vessels should keep watch on Channel 16 for information from Havre or Rouen radios, and keep this channel free for incoming calls.
TUGS: Permanently available in the port of Rouen. Tug assistance in the River Seine is available on request.
BERTHING: The main Maritime Port of Rouen extends from the Jeanne d'Arc bridge as far as La Bouille over a distance of 11 miles. Quays and wharves cover the length of both banks of the Seine. There are also five basins in direct connection with the river without the interposition of any locks;

On the Right Bank: St-Gervais docks; on the Left Bank: the Timber dock, the Rouen-Quevilly dock, the Floating Docks tidal basin, and the "Bassin aux hydrocarbures" at Petit-Couronne.

The extent of quayage in the Maritime Port is 32,900 ft., and in the river docks 5,900 ft.

Between the downstream limits of the port of Rouen and the sea are a number of maritime establishments serving local requirements. The most important of these, all of them managed by the Port Authority of Rouen, being the petroleum terminal at Port Jérome.
STEVEDORES: Normal working hours: 07.00–11.00 and 13.00–1700. Overtime possible.
MEDICAL: All facilities available. Vaccination certificates required if vessels coming from a North African port. Yellow fever inoculations required if vessel coming from south of parallel 30° N.
TANKERS: Petit Couronne, Shell, 3 berths for vessels up to 11·00 metres draft.

Port Jerome, Standard Oil, 2 berths for vessels up to 11·00 metres draft.

Honfleur, 1 berth for vessels up to 9·00 metres draft.

Deballasting facilities available at all berths except at Honfleur.
DENSITY: Except at Honfleur, all berths are in fresh water.
FRESH WATER: Supplied by pipeline at all berths.
FUEL: All grades available from berths or by barge.
WATCHMEN: Recommended to employ watchmen on board tankers and vessels handling dangerous cargo.
HATCHES: Opening and closing hatches always performed by ship's crew.
REPAIRS: All deck, engine and radio repairs can be effected.
DRY DOCKS: Three floating docks, the largest of which is 180 m. long, 25 m. wide for vessels up to 14,000 tons.
AIRPORT: Le Havre, Octeville, 80 km. away. Paris, Orly, 120 km. away.
TIME: GMT plus 1 hour all year round.
POLICE/FIRE/AMBULANCE: Police 17; Fire 18; Ambulance 717235.
TELEPHONES Can be connected on board, cost 600 F.
IDENTIFICATION CARDS: Crew men going ashore should carry passport or identity card.
HOLIDAYS: New Year (1st January no labour available); Easter Sunday (possibility of labour with overtime); Easter Monday (no labour available); Labour Day (1st May no labour available); Ascension Day (possibility of labour with overtime); Whit Sunday (possibility of labour with overtime); Whit Monday (no labour available); National Day (14th July, no labour available); Assumption Day (15th August, no labour available); All Saints' Day (1st November, no labour available); Armistice Day (11th November, possibility of labour with overtime); Christmas Day (25th December, no labour available). N.B. Every Sunday and day marked "possibility of labour with overtime" can be worked at the rate of 100%.
AUTHORITY: Port Autonome de Rouen, 52 Quai Gaston Boulet. Tel. 71.74.54.

AGENT: Jolasry (France), 2 rue Dumont-d'Urville, Rouen. Telex 77588. Tel. 70–87–27.

SETE: 43.24 N. 03.42 E.

DOCUMENTS:
Cargo Manifest or Manifest of Ballast.
Certificate of Cargo space.
Bills of Lading.
Ship's Register.
6 Crew Lists.
3 Passenger Lists.
Health Declaration.
Derat Certificate or Exemption.
Declaration of Crew Personal Effects.
PILOTAGE: Request Pilot by international signals (sound, flags, light signals) or telephone through Marseilles Radio or VHF by Sete Radio Channel 25, tel. 74.34.06. Description of pilot boats: cutters with black hull, white band, white anchor on hull at front. Pilot embarks between 1 and 2 miles South of breakwater in good weather. In bad weather he embarks on the shelter of l'Epi Delon. In this case make prior contact by radio or VHF (Marseille or Sete Radio). In bad weather, provide a ladder on each side.
ANCHORAGE: In roads from ½ mile to 1 mile to South of breakwater.
RESTRICTIONS: *Commercial Harbour:* Length 140 m., breadth 20 m. in the Canal Maritime, draught 23 ft.

Length 160 m., breadth 22 m. in the Bassin à Pétroles, draught 28 ft.
MAX. SIZE: Frontignan tanker sea line: 820 ft. length. 41 ft draft. New Dock for ore carriers: 210 metres length. 12 metres draft. Commercial Harbour: up to 9 metres draft.
HEALTH: Pratique given by Customs Officers who board on arrival. If any case of suspected disease on board or any reason why vessel should not receive Free Pratique, Master should radio Agent before arrival, advising full details.
RADIO: Marseille or Sete Radio VHF Channel 25, Port Office Channel 12.
TUGS: Tow line to be furnished by ships. Vessels taken in tow near the breakwaters on the North side.
BERTHING: Commercial Harbour Depth Avant-Port, Nouveau Bassin, Bassin aux Pétroles, Bassin Orsetti 9 m.

Canal Maritime, Bassin du Midi, Canal Latéral, Chenal, Chenal du Bassin de Thau 7,50 m.

New Dock: Berthing for two bulkcarriers of up to 210 metres length, and three bulkcarriers of up to 150 metres length. Depths in approach channel and alongside berths: 12 metres.
TANKERS: Frontignan Sea Line Terminal: one berth for tankers up to 41 ft. draft. Two 12-in. hoses for crude oil discharge. One 8-in. hose for gas oil. Submarine pipeline 28 in. diameter.

Commercial Port: Two berths for tankers up to 31 ft. draft. No slop disposal facilities available.
FRESH WATER: Available on most quays or by lighter of 100 tons capacity. Special tariff for ships F. 3,80 per cubic metre; overtime F. 2,98 hour; special tariff Etang de Thou: F. 5,54 per cubic metre.
FUEL: All qualities available subject to advance notice given.
REPAIRS: Handled by: Scotto et Repetto: 5 slipways for handling and repair, Mechanical workshops, General repairs.

Terrin et Claverie, Mechanical workshop for heavy repairs, and boiler repairs.

Affre, General repairs.
CONSULS:

Denmark	tel. 74.30.20.	Norway	tel. 74.31.83.
Finland	,, 74.25.72.	Portugal	,, 74.28.87.
Netherlands	,, 74.28.87.	Sweden	,, 74.28.87.

Others at Marseille.
WATCHMEN: Service necessary for ships loading or unloading dangerous merchandise. Optional for other ships.
CUSTOMS ALLOWANCES: 40 grammes tobacco per day per man (calculated in accordance with the length of voyage undertaken by the ship). Amount of alcohol fixed by Customs in accordance with the crew, and length of ship's stay in port. It is a matter of tolerance and not of right.
REPATRIATION: Repatriation and crew changes are easily arranged.
IDENTIFICATION CARDS: Crew men going ashore should carry passport or identity card.
TIME: GMT plus 1 hour – no alterations.
HOLIDAYS: New Year (1st January, no labour available); Easter Sunday (possibility of labour with overtime); Easter Monday (no labour available); Labour Day (1st May, no labour available); Ascension Day (possibility of labour with overtime); Whit Sunday (possibility of labour with overtime); Whit Monday (no labour available); National Day (14th July, no labour available); Assumption Day (15th August, no labour available); St. Louis Day (Monday, no labour available); All Saints Day (1st November, no labour available); Armistice Day (11th November, possibility of labour with overtime); Christmas Day (25th December, no labour available).
N.B. Every Sunday and day marked "possibility of labour with overtime" can be worked at the rate of 100%.
AUTHORITY: Comandante du Port de Sete.

AGENT: See Paris.

ST. MALO: 48.39 N. 02.02 W.; ST. SERVAN: 48.38 N. 02.01 W.

DOCUMENTS:
Ship's Register.
Store List in duplicate (ship's stores).
Crew Declaration of Bonded Stores.
Health Declaration.
Manifests and B/Ls.
Crew List (duplicate).
Passenger List (duplicate, if necessary).
PILOTAGE: Pilot cutter is 58 ft. long, black with white stripe, and white anchor at bow, white roof. Equipped with radio-telephone and

VHF (Channel 16) Pilot can be called for with "G" signal (sound or light), ETA to be given to Agents or Harbour Master who will contact pilotage.

Area for waiting Pilot (safe anchorage) around pilot buoy which is situated abt. 1·8 mile N.W. of "Le Grand Jardin" light tower.

ANCHORAGES: Safe anchorage near pilot buoy. For anchorage on Inner Roads, Pilot is recommended.

RESTRICTIONS: 1½ hours before high tide, up to 1½ hours after. Depth available all the time is 20–22 ft. in spring tide.

SIZE: Duguay Trouin and Bouvet Docks: 140 m. long, 16·50 m. breadth. Vauban dock: 140 m. long, 22 m. breadth.

HEALTH: Customs Officers are appointed as Health Officers and deliver pratique. In case of suspect disease, Masters must declare it at once by radio to their Agents who will contact authorities.

RADIO: Vessels coming from West use Brest le Conquet Radio, call letters FFU, Vessels coming from North should go through Boulogne Radio, call FFB.

TUGS: One tug is available at St. Malo. Usually joins vessel at the end of breakwater. Ship's lines are usually used.

BRIDGES: Can be passed during tide vacation, otherwise, notice required to open.

STEVEDORES: In order to have workers ready on arrival, Masters are kindly requested to give as accurate as possible ETA the day before arrival, especially if there are many ships discharging at same time.

RADAR/VHF: No radar service existing. VHF Channel 16 can be used to contact Harbour Master, tugboat or Pilot.

MEDICAL: A little notice is better to obtain an appointment with doctors or dentists. Hospital service is available.

DENSITY: Average density is 1,010.

FRESH WATER: Can be delivered from quay. Price is F.1.59 per ton.

FUEL: Bunkers delivered at St. Malo (with notice varying, depending on the Company (Shell 2 days, Esso 1 week, etc.) come from Donges by road lorries and cost of haulage is supported by the ship (expensive). D.O. can be obtained from local suppliers but out of contract.

FIRE PRECAUTIONS: Usual non-smoking precaution (a watchman is compulsory for tankers).

DEVELOPMENTS: In project: a new quay 225 m. long, with depth available of 25 ft.

GANGWAY/DECK WATCHMEN: Watchmen are not compulsory except for tankers. Cost from 7 p.m. to 7 a.m. about 120 F., all taxes included.

OPENING/CLOSING HATCHES: This work is normally carried out by crew. Stevedores' cranes may help for the beams, but dockers will not touch them.

CERTIFICATES: As per International Conventions, all Safety Certificates, Load line, Radio, etc.

CUSTOMS ALLOWANCES: 200 cigarettes, or 200 grams of tobacco, and 1 bottle of spirit per crew member.

IDENTIFICATION CARDS: Crew members must have an identification card or their sailor's book when going ashore.

CONSULS:

Netherlands,	Consulate,	34.83.21/22.
Denmark,	Vice-Consulate,	34.83.21/22.
Norway,	Vice-Consulate,	34.83.21/22.
Finland,	Vice-Consulate,	34.71.57.

REPAIRS: Deck and engine repairs can be carried out by shipyard or workshops. Electricians are also available. RAMAC Agency can repair radars and radios, also Radio-Ocean agency.

DRY DOCKS: One dry dock. Maximum length admissible 120 m., breadth 16 m. One slipway, 500 tons. Length admissible 45 m., breadth 9 m. With sufficient notice.

REPATRIATION: Can be effected from St. Malo by train up to Paris, and then by plane or train.

AIRPORTS: 8 miles from port. Winter time, 4 services to Jersey (C.I.), with correspondence to England and Wales. Summer time, several times per day to Jersey, London, and on week-ends to Paris.

TIME: Local time is GMT plus one hour. No alterations to clocks.

HOLIDAYS: French legal holidays. Cargo work may be carried out, but arrangements must be made with stevedores.

POLICE/AMBULANCE/FIRE: Police, 34.45.80; Ambulance and Fire, 18.

TELEPHONES: Only in Vauban Dock.

DELAYS: Berthing delay will only be due to tide. For loading or discharging, it depends what kind of cargo is handled.

SERVICES: Compass adjusting, radar or radio adjusting can be carried out.

SHORE LEAVE: Crew members are allowed ashore.

PORT AUTHORITY: Monsieur le Commandant du Port, Terre Plein des Ecluses, 35 Saint Malo/Saint Servan. Tel. 34.43.86. No Telex.

AGENT: See Paris.

ST. NAZAIRE: 47.17 N. 2.12 W.

DOCUMENTS:

Cargo Manifest or Manifest of Ballast.
Certificate of Cargo space.
Bills of lading.
Ship's Register.
6 crew lists.
3 passenger lists.
Health Declaration.
De Rat Certificate or Exemption.
Declaration of crew personal effects.

PILOTAGE: Compulsory for vessels longer than 225 ft. owning radar/VHF. Starts about 4 miles north of lighthouse of Le Pilier, on lightbuoy SN 3. Pilot boat on station day and night, if weather conditions permit, west of a line drawn between SN 3 lightbuoy and lightbuoy of "La Couronnee" about 2 miles N.N.E. If Pilot unable to come aboard he may invite ship to follow his boat until they have reached a better shelter. Ships heading for one of Loire estuary ports should give ETA at least 24 hours ahead to Port Captain of Saint-Nazaire. Approximate time of arrival at SN 3 buoy, the further destination and speed should be given. VHF contact can be made direct with St. Nazaire pilot boat or "Estuaire de la Loire" pilot station.

ANCHORAGE: When pilot service withdrawn, anchor near SN 3 lightbuoy or in 'Rade des Charpentiers". In rough sea ships heave to off-harbour. In case of doubt contact pilot boat by VHF or phone. Sometimes Pilot taken aboard on SN 3 is relayed by another who will board near the outer port of St. Nazaire to bring ship upstream.

MAX. SIZE: Max. length 1,1610 ft., breadth 164 ft., draft 32 ft. Entrance by L. Joubert lock. Two other locks available – length of 173 ft. to 692 ft.

RADIO: Stations at: St. Nazaire; Brest-le Conquet, and Bordeaux-Arcachon.

HEALTH: Pratique given by Customs Officers who board on arrival. If any case of suspected disease on board or any reason why vessel should not receive Free Pratique, Master should radio Agent before arrival, advising full details.

TUGS: Tugs are provided by "Union des Remorqueurs de l'Ocean" at St. Nazaire; also "Les Abeilles".

BERTHING: Tidal basin with 8,680 ft. of public docks.

STEVEDORES: Available.

MEDICAL: Facilities available at any time.

FRESH WATER: Available on docks. Rate is 3.00 francs/ton (first 25 tons) reducing over 25 tons.

FUEL: Available in any grade of viscosity. Advance notice of at least 2 days must be given if vessel has to bunker on Saturday or Sunday. Otherwise, immediate delivery.

FIRE PRECAUTIONS: Usual precautions for tankers in neighbourhood of refineries; no fire, no smoking. Ground wire for ship.

DEVELOPMENTS: Between St. Nazaire and Donges new docks to receive bulk carriers up to about 200,000 tons.

GANGWAY/DECK WATCHMEN: Not necessary.

OPENING/CLOSING HATCHES: Done by crew.

IDENTIFICATION CARDS: Not needed.

CONSULS:

Algeria	tel. 75.50.96
Belgium	,, 71.57.10
Denmark	,, 71.33.35
Finland	,, 71.23.33
German Fed. Republic	,, 71.93.18
Haiti	,, 74.35.14
Holland	,, 71.16.31
Italy	,, 73.40.52
Norway	,, 71.23.93
Spain	,, 71.87.33
Sweden	,, 71.87.31
Switzerland	,, 71.82.11
United Kingdom	,, 71.08.50

REPAIRS: Very good facilities exist for all types repair work.

DRY DOCKS: Shipyards for large vessels at St. Nazaire.

AIRPORT: Nantes: Good connections with French internal network (Air Inter and also international mainly with stop-over in Paris). Five daily flights to the capital. Direct flights to Bordeaux, Lorient, La Rochelle, Lyons, etc., St. Nazaire: Two daily flights to Paris.

TIME: Paris time GMT plus one hour; no seasonal alteration.

HOLIDAYS: New Year (1st January no labour available); Easter Sunday (possibility of labour with overtime); Easter Monday (no labour available); Labour Day (1st May no labour available); Ascension Day (possibility of labour with overtime); Whit Sunday (possibility of labour with overtime); Whit Monday (no labour available); National Day (14th July, no labour available); Assumption Day (15th August, no labour available); All Saints' Day (1st November, no labour available); Armistice Day (11th November, possibility of labour with overtime); Christmas Day (25th December, no labour available). N.B. Every Sunday and day marked "possibility of labour with overtime" can be worked at the rate of 100%.

POLICE/FIRE/AMBULANCE: Police, 17; Fire, 18; Ambulance, 18.

TELEPHONE ON BOARD: Arrangements are possible.

SHORE LEAVE: No restrictions.

PORT AUTHORITY: Port Autonome de Nantes-St. Nazaire, 2 Place de l'Edit de Nantes a Nantes, BP. 1 053. Tel. 71.37.20.

AGENT: Jolasry (France), 44, Boulevard Paul-Leferme, Saint Nazaire. Telex: 71931. Tel. 70–01–18.

TOULON: 43.07 N. 05.55 E.

DOCUMENTS:

Cargo Manifest or Manifest of Ballast.
Certificate of Cargo Space.
Bills of Lading.
Ship's Register.
6 Crew Lists.
3 Passenger Lists.
Health Declaration.
Derat Certificate or Exemption.
Declaration of Crew Personal Effects.

PILOTAGE: Pilot station is situated on President Fournelle Quay, telegraphic address: Capitainerie de Port de Commerce Toulon. Pilotage compulsory for vessels over 150 grt. Pilot boards 100 m. North of the semaphore station at Cap Cépet.

There are three mooring buoys in the Inner Harbour owned by the Navy. The buoys can be utilised by merchant ships on request and are able to accommodate vessels up to 30,000 tons displacement.

RESTRICTIONS: Entry can be made by day and night except for vessels loading with refined petroleum or dangerous cargoes which are not allowed to enter between sunset and sunrise.

MAX. SIZE: The port is approached by a channel 75 m. wide. The docks can accommodate without tug assistance ships up to 160 m. length and 8.80 m. draft.

Renovation and reconstruction work is being carried out, after which passenger vessels of over 300 m. length and cargo vessels of up to 11 m. draft will be accommodated.

HEALTH: Pratique given by Customs Officers who board on arrival. If any case of suspected disease on board or any reason why vessel should not receive free pratique, Master should radio Agent before arrival, advising full details.

TUGS: Naval Tugs. There are many harbour tugs up to 1,000 h.p. and several deep sea tugs up to 2,000 h.p. controlled by the French Navy which may be called on for assistance by the Harbourmaster or pilots.

Commercial Tugs. Two tugs of 180 h.p. owned by the Port Authority are used to assist smaller vessels.

BERTHING: President Fournelle Quay, 380 m. length, depth alongside 9 m. East Quay, 193 m. length, depth alongside 8·50 m.

TANKERS: Tankers discharge at naval installations at Milhand and Lizaret.

Total Terminal. One jetty berth for tankers up to 6 m. draft, and a buoy berth for vessels up to 15,000 tons displacement.

Société de la Raffinerie du Midi. One dolphin berth for white oil cargo only.

STEVEDORES: There is a permanent working force of 40 dockers which can be increased by casual labour to 120 men if required. Shifts are available for 4 hours, 8 hours or 9 hours with possibilities for overtime.

FUEL: Only available by tanker lorries.

REPAIRS: Forges et Chantiers de la Mediterranée, Shipyard specialising in naval construction. Total length of repair quays 835 m. Heavy-lifting facilities available.

All types of repairs can be carried out at the Naval Dockyard.

DRY DOCKS: Several dry docks available in the Naval Dockyard, of which three can accommodate vessels in excess of 250 m. length.

IDENTIFICATION CARDS: Crew men going ashore should carry passport or identity card.

TIME: GMT plus 1 hour – no alterations.

HOLIDAYS: New Year (1st January, no labour available); Easter Sunday (possibility of labour with overtime); Easter Monday (no labour available); Labour Day (1st May, no labour available); Ascension Day (possibility of labour with overtime); Whit Sunday (possibility of labour with overtime); Whit Monday (no labour available); National Day (14th July, no labour available); Assumption Day (15th August, no labour available); All Saints' Day (1st November, no labour available); Armistice Day (11th November, possibility of labour with overtime); Christmas Day (25th December, no labour available). N.B. Every Sunday and day marked "possibility of labour with overtime" can be worked at the rate of 100%.

AUTHORITY: Direction Departmentale de l'Equipment, Etablissement Maritime de Toulon, B.P. 302, Toulon.

AGENT: See Paris.

Gabon

CAPE LOPEZ: 0.38 S. 8.42 E.

DOCUMENTS:
3 Crew Lists.
3 Passenger Lists.
3 Lists of Ports of Call.
2 Manifests of Ships Stores.
Clearance from Previous Port.

PILOTAGE: No official radio station, pilotage not necessary to approach Port Gentil Roads.

For the private tanker ports at Pointe Clairette and Cape Lopez, pilotage is compulsory. The mooring master will board vessel in approximate position 0° 37′ S. 8° 44.5′ E, in a launch carrying proper pilot signals. The mooring master will stay on board throughout the vessel's time in port to assist in mooring, hose handling and loading operations.

ANCHORAGE: The whole of Baie du Prince is a good anchorage, sheltered from winds from S.S.E. through W. to N.W. Depths about 40 metres, hard sand, good holding ground. Two buoys mark the 10 metre line to the South.

It is necessary to guard against violent tornadoes occurring between December and May coming from the East or the North. These tornadoes occur very suddenly and are extremely strong.

MAXIMUM SIZE: S.E.R. Terminal, Pointe Clairette: up to 30,000 tons. Elf-Spafe Terminal, Cape Lopez: up to 66,000 tons.

RESTRICTIONS: Berthing is effected only in daylight hours. Vessels which arrive between 1730 hours and 0600 hours local time should anchor about 800 m. north of Cricri Buoy so as to facilitate moving to the moorings. Unberthing is effected by day or night.

Berthing is not effected in rough weather. At the berth mooring lines must be in good condition and well tended. In case of storm or tornado loading operations must cease and vessel be prepared to leave the berth if so directed by the loading Master.

RADIO: Private radio station of Cape Lopez call sign TRP394; transmitting on 2705 kHz and watching on 2506 kHz during loading operations. Before vessels arrival watch is kept on 2182 kHz.

TUGS: Owned by Elf-Spafe, can be contacted on 2182 kHz. Ship's tow lines not required. 3 tugs are available up to 400 h.p. There is a launch for handling mooring lines.

BERTHING: Both anchors are required for mooring operations. Depth of water in the berth is about 40 metres. Mooring lines will be run to two buoys, one on each quarter, with generally three lines to each buoy. Manilla mooring lines are preferred. Additional moorings required for larger vessels.

Vessel's engines must be ready for immediate operation all the time vessel is at the berth. A small tug will remain standing by.

HOSE HANDLING: Three 8 in. floating hoses are connected on the port side. A derrick of 5 tons SWL should be prepared for lifting hoses. A pilot ladder should be positioned on the port side as soon as mooring is completed. Hoses are handled by ship's personnel.

BALLAST: Vessels must arrive with clean ballast only. There are no facilities for discharging dirty ballast at the terminal. In no circumstances should dirty ballast be pumped overboard.

LOADING: The following signals are used for communication between ship and shore loading installations: Green flag or green light, or 6 short blasts on the whistle signifies "we are ready".

Red flag or red light, or 2 long and 1 short blast on the whistle signifies "slow pumping is necessary". 2 red flags or 2 red lights or 2 short and 1 long blast on the whistle signifies "pumping rate will be increased to maximum".

Waving flags and extinguished lights or 6 long blasts on the whistle signifies "pumping to be stopped".

International code pennant or a white light signifies "we wish to talk". The loading terminal should be given 10 minutes notice of the time when loading is to be completed.

MEDICAL: Doctors and hospital facilities available. All vaccinations can be arranged.

DENSITY: Varies between 1021 and 1025.

FRESH WATER: Can only be provided in case of absolute necessity. Cost for supply by barge is about 700 francs C.F.A. per metric ton plus 95% tax.

FUEL: 1,500 secs. and 3,500 secs. fuel can be supplied by barge subject to 48 hours notice.

CUSTOMS ALLOWANCES: No restrictions for quantities tobacco and spirits held on board the ship. It is prohibited to allow dutiable articles to leave the ship.

CONSULS: France. Tel. 2086.

REPAIRS: There are facilities for hull and engine repairs for barges and river craft. Slipway for vessels up to 300 tons.

AIRPORT: Can be reached in 15 minutes by road. Regular services to Europe.

TIME: GMT plus 1 hour all the year round.

HOLIDAYS: French national holidays are observed and in addition Independence Day (17th August). Holidays do not affect tanker working.

POLICE/FIRE/AMBULANCE: Police tel. 17; Fire tel. 18; Ambulance tel. 23–33.

SHORE LEAVE: Crew members are allowed ashore. There is no regular immigration control but identification papers should be carried.

AUTHORITY: Societe Elf des Petroles d'Afrique Equatoriale Port Gentil.

AGENT: Socopao-Gabon BP 560, Port Gentil. Tel. 2189–2193. Cables "Freight Portgentil".

GAMBA: 02.50 S. 09.59 E.

SEA TERMINAL: SBM.

DOCUMENTS: Last Port Clearance.
2 Lists of last ports (one month).
2 Stores Lists.
4 Crew Lists.
1 Vaccination List.
2 Personal Effects Lists (not compulsory but advisable).

PILOTAGE: Pilot will board incoming vessel 1·5 miles N.W. from sea terminal S.B.M. Pilot boat small tug: GRT 50T, 70 ft. long, 320 h.p. grey hull and white upper works – shows pilot light.

ANCHORAGE: 1·5 miles N.W. from SBM in 60 ft. depth.

RESTRICTIONS: Heavy swell and tornados.

MAX SIZE: Draft only factor, maximum 44 ft.

HEALTH: When advising ETA include in message whether any sickness on board. In case of emergency vessels should call before or after loading at Port-Gentil for medical attendance or for crew changes. For this purpose send separate message to Marine Gamba and to Agency.

RADIO: Establish contact with Gamba Radio (call sign TRP 8) soon as possible. ETA should be sent at least 4 days before arrival in Gamba to Marine Gamba via Gamba Radio. Thereafter keep close contact on telephone with Gamba Radio MF (2182) and VHF Channel 16.

Gamba Radio (TRP 8) Service:

Telegraphy A 1	2 kW
13070 kHz	TFC list at 0900. LSN on 12 mHz band from 0900 to 0930 and on 16 mHz band from 0930 to 1000. Range about 6,000 miles.

6510 kHz	TFC list at 1300. LSN on 6 mHz band from 1300 to 1330 and on 8 mHz band from 1330 to 1400. Range about 1,000 miles.
Telephony A 3	2 kW Watch on 2182 kHz from 0800 to 0900 and from 1400 to 1500. Working frequencies 1877 kHz–2678 kHz. Range about 300 miles depending on atmospherics.
VHF F 3	50 W Watch on Channel 16 – working on Channel 12. H 24. Range about 50 miles.
Marine Gamba Service *VHF F 3*	20 W Watch on Channel 8 (office hours). Range about 35 miles.
Pilot Launch Service *VH F 3*	20 W Watch on Channel 11 (when at sea). Range about 20 miles.

N.B.: All hours in GMT.

TUGS: No tugs available in Gamba and not necessary for berthing. For berthing, one or two pilot boats according to circumstances.

BERTHING: Vessels moor with two 12 in. nylon ropes from SBM secured on board ship by two $2\frac{1}{4}$ in. chain cables plus two $3\frac{1}{4}$ in. wires which provided by terminal. Berthing Master will advise in detail mooring procedure. Two mooring lines at least (nylon if any) are to be available on forecastle head. Depth at berth 59 ft.

HOSES: *Position of Hose Connections:* Amidship 1×12 in. hoses. Hose derrick and 1×12 in. reducers required. Hose connection carried out by ship's personnel with advice from Berthing Master.

Shore Line System: SBM – 1×28 in submarine pipe-line. SBM connected to 1×16 in. floating line reduced to 12 in. for connection to ship's manifold (total length of floating hoses: 660 ft.).

DENSITY: 1025 gr/1.

FRESH WATER/FUEL: None available.

BALLAST: There are no facilities for discharging ballast ashore. Vessels must arrive at the loading terminal with clean ballast only, apart from contents of the slop tank.

DEVELOPMENTS: A radio beacon should now have been installed.

GANGWAY/DECK WATCHMEN: Not required.

CUSTOMS ALLOWANCE: No restrictions on Tobacco/Wine.

IDENTIFICATION CARDS: Not required.

CONSULS: None, French consul in Port Gentil.

REPATRIATION: Facilities available.

AIRPORT: Gamba airport is local airstrip and is connected to Port-Gentil by daily service. Port-Gentil airport is connected to Libreville International airport by daily services. Mail reaches any European country within five days.

TIME: GMT plus 1 hour throughout the year.

HOLIDAYS: None which effect loading.

GENERAL: The use of Channel VHF 9 is forbidden.

SHORE LEAVE: Not allowed.

PORT AUTHORITY: Gamba Harbour Master, Shell Gabon Marine Superintendent, BP. 146 – Port-Gentil (Gabon). Telex Libreville 214.

AGENTS: See Port Gentil.

LIBREVILLE: 00.23 N. 09.26 E.

DOCUMENTS: See Port Gentil.

PILOTAGE: None available.

ANCHORAGES: Bottom of roads in Libreville slopes very gently down towards open sea. The greater the vessel's draft, the further out it must moor. E.g., ship of 7 to 8 metres draft will be moored approx. 1,500 metres from Harbour Pier. Ship 5–6 metres draft will be able to approach the Harbour Pier as near as 5 to 600 metres. For reasons of safety, forbidden to come nearer, particularly during tornado season – February to May and September to December.

RESTRICTIONS: No restriction imposed on entering or leaving the Estuary. Channel marked by 5 buoys provided with radar reflectors and flashing lights. Sixth buoy, called a 'landing buoy' moored in roads, where vessels moor.

HEALTH: If there is sickness on board, Health Service warned by Consignor of vessels. Health Service can go on board to check state of crew's health. Immigration Service can also board to check crew list and condition of passengers, if any.

RADIO: Central Radio Office at Post Office. When ship announces arrival, if in a port near at hand, sends telex; if further away ships consignor sends a telegram via Post Office.

TUGS: Tugs intended only for towing lighters, horse power 150 to 250, unsuitable for any harbour towing.

BERTHING: Only for lighters and small coasters with a draft of less than 2 metres. Crews working unloading or loading of vessels in roads supplied by Consignor of the ship. Harbour Services have no radio apparatus, Shipping companies all have radio-telephone extensions, which allows them to be in permanent contact with vessel moored in roads. Unloading or loading operations of goods carried out by lighters which, towed by small tugs, ensure rotation between vessel in operation and quay. All this equipment belongs to shipping companies dealing with consignment of vessels in the roads. Every vessel arriving in roads must have its consignor.

STEVEDORES: Available.

RADAR/VHF: None available.

MEDICAL: Hospital available, and in case of necessity, patient or patients will be admitted.

FRESH WATER: Water supply real problem, as there is no tanker to transport it. Therefore strongly recommended that any ship touching Douala coming from the North or Pointe-Noire coming from South, should fill up at one of these ports. Water costs 900 Frs. CFA per ton.

FUEL: There are fuel-tankers belonging to shipping companies. The ship-tanker which provisions Libreville 2 or 3 times a week is brought alongside buoys in roads, at 1,650 metres (position: longitude 9° 25′ 71″ East; latitude 0° 23′ 51″ North); fuel is transhipped by sea-line to tank on shore.

FIRE PRECAUTIONS: No special precautions.

GANGWAY/DECK WATCHMEN: Carried out by crew.

OPENING/CLOSING HATCHES: This is done with the tacit agreement of the ship's Officer and the Consignor.

CARGO GEAR: Ship's own gear used.

DEVELOPMENTS: Three berths in 12 metres depth at Owendo, operational end 1971.

IDENTIFICATION CARDS: Required.

CONSULS: None.

REPAIRS: Small repairs possible.

DRY DOCKS: None.

REPATRIATION: No facilities.

AIRPORT: 9 km. from the harbour. Links with French-speaking Africa and France, also Johannesburg.

TIME: G.M.T. plus one hour.

HOLIDAYS: 17th August, Independence of Gabon; 1st May, Labour Day – these are the only holidays in force.

SERVICES: None.

SHORE LEAVE: Allowed.

DELAYS: First come, first served method.

PORT AUTHORITY:

AGENTS: Socopao-Gabon, B.P.4, Libreville. Tel. 2140, 2751. Telex: 212. Cables: "Freight Libreville.

PORT GENTIL: 00.43 S. 08.48 E.

On the coast of Lopez Island.

APPROACHES: Buoyed channel, lit at night. Minimum depth 15 metres.

DOCUMENTS:

Cargo Manifest.
Shore List.
Crew's Personal Effects List.
Crew List.
List of Ports of Call (not compulsory).
Health Certificate.
Ship's Official Papers.

PILOTAGE: No Pilot necessary. However Port Authority will arrange Pilot if given 12 h. notice. Pilot boat is a tug. Pilot taken on board at bank buoy.

ROADS/ANCHORAGES: Ships having commercial operations carry them out at anchorage on a line with anchorage buoys (reserved for lighters and tugs) 1 mile S.E. of the Mole in depths 10 to 20 metres. 1,500 acres (approx.) of safe shipping anchorage.

Anchorage for several ships of deep draft well sheltered from predominantly S.W. winds during months June, July, August and September. During season of tornadoes (January to end April) which blow from N.E. a fairly heavy sea quickly rises and vessels should anchor at least 600 metres from land.

Maximum rise of tide 2 m. 2; average 1 m. 70; minimum 0 m. 40.

RADIO: Libreville radio. R/T 2182 kc/s. – Harbour Master.

TUGS: Not required.

BERTHING: No berths. Loading and discharge at anchorage carried out by lighters and flat-bottomed boats. Boat Quay (Mole) has length of mooring quays (suitable only for flat-bottomed lighters and tugs) of 200 metres and depths of 2·50 metres at low tides. Total Mole area approx. 5 acres, comprises Customs Zone with warehouses, offices, wharves, etc.

MEDICAL: For attendance call Harbour Master R/T 2182 kc/s. Smallpox and yellow fever inoculations required.

TANKERS: To N.E. of Mole is petrol pipe-line unloading point for small tankers, tying up on buoys, maximum length 70 metres, 5 metres draft. Princes Bay, loading point for unrefined petrol by sea-line is available to North of Prince's Bay (see "Cape Lopez").

FRESH WATER: Delivery by lighters, capacity 200 tons. Loading time 2 hours. Price 150 C.F.A. per cubic metre (approx).

FUEL: Three days notice required. Fuel oil viscosity 1,500 and 3,500 seconds Redwood available. Delivery by 200-ton tankers, every 5 hours.

WATCHMEN: Not necessary.

HATCHES: Opened and closed by crew.

CUSTOMS ALLOWANCES: No limitations on tobacco, wine or spirits.

CONSULS:

Switzerland		Tel. 20–19
Holland	BP. 792	,, 28–09
France	BP. 511	,, 20.86
Sweden	BP. 518	,, 21.71.

REPAIRS/DRY DOCKS: Not available.

REPATRIATION: Obtainable on medical grounds. No facilities for crew changes.

AIRPORT: 4 kilometres distant. Regular services.

TIME: GMT plus 1 hour. No alterations.

HOLIDAYS: No work on Independence Day 17th August.

SHORE LEAVE: Permitted.

AUTHORITY: Capitanerie du Port, B.P. 43. Tel. 25–63.

AGENT: Socopao–Gabon, B.P. 560. Tel. 2189–2193. Telex 8223. Cables "Freight".

Gambia

BATHURST: 13.27 N. 16.34 W.

DOCUMENTS:
7 Crew Lists.
7 Passenger Lists.
7 Ports of Call Lists.
Health Documents.
Deratisation (or Exemption) Certificate.
Yellow Fever Innoculation Certificates.
Smallpox Vaccination Certificates, all valid.
Customs Crew Declaration.
2 signed copies of Manifest.
Bills of Lading (may be sent in advance of vessel).

PILOTAGE: Radio ETA and draft to "Harbour Master Bathurst" 48 hours before arrival and confirm 12 hours before. Vessels arriving Monday should radio ETA preferably not later than Saturday morning.

Pilot station sited in Marine Office has VHF station, calling Channel 16 (156·80). Working Channels 12 (156·60) and 14 (156·70). Continuous listening watch kept 0800–1500 hours Monday–Friday. 0800–1300 hours on Saturday. Listening watch on weekends if vessels are expected. Reception generally good within 100 sea-miles radius. Pilot boat has grey hull and buff superstructures and exhibits usual signals.

Pilotage from any point on Fairway by request, but compulsory from No. 5 Buoy inwards.

ANCHORAGES: Good and spacious anchorages to East and South eastward of Government Wharf in depths of 8 to 15 fathoms.

RESTRICTIONS: Vessels may enter and proceed to anchorage at all times and states tides. Minimum depth in sea approach channel is 28 ft. LWOS.

MAX. SIZE: Maximum length 600 ft., draft 27 ft. (for Government Wharf), 21 ft. (for Admiralty Wharf.) For vessels only anchoring length unlimited.

HEALTH: Vessels exhibit the appropriate International Code signals. Health Officer usually boards vessels at Harbour Anchorage or alongside between 0800 and 1700 hours all week, at all times in cases of urgency or emergency.

RADIO: Bathurst Radio Station, call sign "VSH".

TUGS: One tug of 325 h.p. Normally used as pilot boat. No tug for vessel movements.

BERTHING: For vessels over 400 ft. in length one or two coils of synthetic or natural fibre mooring ropes (not metallic) at each end for lines leading to beach. Government Wharf working length 294 ft. with mooring dolphin 100 ft. in line with and to seaward from North end of wharf.

Admiralty Wharf: See "Tankers". Normally, except for vessels loading groundnut oil at Government Wharf; no berthing during hours of darkness.

STEVEDORES: Normally 48 hours notice addressed to Agent. If arriving Monday, preferable Agent notified requirements latest Friday. Normal working hours 0800–1900 hours.

MEDICAL: Emergencies and cases requiring hospitalisation attended to at all times. As much advance notice and information as possible. Other cases attended to as convenient to ships after arrival. Inoculation and vaccination yellow fever, smallpox given on request.

TANKERS: See also "Developments" below. Tankers (discharging only) berth on Admiralty Wharf. Maximum permissible draft 21 ft. Discharge of residue and bilge prohibited. Ballasting by permission of Director of Marine.

DENSITY: Normally Salt at Bathurst, reduced to about 1,020 oz. per cu. ft. during River Gambia flood-water period: August–February.

FRESH WATER: Running water available at both Government and Admiralty Wharves from hydrant. Notice of requirements is to be sent with ETA. No water barge. Price 17s. 6d. per 1,000 gallons.

FUEL: No bunkering facilities.

FIRE PRECAUTIONS: For tankers and vessels carrying explosives, fire brigade will be in attendance.

DEVELOPMENT: Extension of Government Wharf to the Southwards (upriver) to provide second berth and associated facilities envisaged. Rebuilding (concrete) of Admiralty Wharf and deepening it to 30 ft. imminent.

GANGWAY/DECK WATCHMEN: Recommended – arrange with Agent.

OPENING/CLOSING HATCHES: Usually done by stevedores.

CUSTOMS ALLOWANCES: Allowance of spirits/wine and cigarettes/tobacco cut of bond, as per Master request.

CARGO GEAR: In accordance with U.K. Factories' Act. Ship's lifting gear used for loading and discharging.

IDENTIFICATION CARDS: Needed.

CONSULS: Belgium, Denmark, France, Lebanon, Norway, Spain, Sweden, U.S.A. has resident Chargé d'affaires and U.K. has High Commissioner. Senegal has resident Ambassador.

REPAIRS: Minor hull, deck and engine repairs and welding undertaken by Government-owned Marine Dockyard.

DRY DOCKS: Government marine slipway attached to dockyard. Vessels and craft of 700 tons deadweight handled.

REPATRIATION: Facilities exist.

AIRPORT: Airport 14 miles from Bathurst. Regular service.

TIME: Greenwich Mean Time kept throughout year.

HOLIDAYS: New Year's Day (1st January); Independence Day (18th February); Good Friday; Easter Monday; Commonwealth Day/Queen's Birthday (8th June); Christmas Day; Boxing Day; Islamic festivals of Eid el Fitr (Ramadan) and Eid el-Kabir. No cargo work on Islamic holidays and Christmas Day.

POLICE/AMBULANCE/FIRE: Police, 222; Ambulance, 310 or 312; Fire, 666.

TELEPHONE: Telephones installed on board at ship's/Agent's request. Charges: £3 for installation. Trunk and international calls by arrangement.

GENERAL: Government operates 3 lighters each of 9,900 cubic ft. capacity, two of which are powered. Lighters may be hired for discharging ship at anchor and transhipments upriver. A private company operates a large fleet of lighters, mainly for transporting ground nuts river ports to Bathurst. Ships stores: fresh vegetables, greens, fresh fish, fresh beef, fruits (in season) and bonded stores, are available.

SHORE LEAVE: No restrictions on normal shore leave.

PORT AUTHORITY: Gambia Marine Department, Bathurst, The Gambia. Tel. Bathurst 266. Central Telex at GPO Bathurst.

Germany, Democratic Republic of

ROSTOCK: 54.05 N. 12.08 E.

DOCUMENTS:
Health Declaration.
6 Crew Lists.
2 Passenger Lists.
2 Money Lists.
Stores List.
Cargo documents.
Ship's Certificates.

PILOTAGE: Compulsory. Pilot boards at Warnemunde light buoy. International code signals used.

ANCHORAGE: In Warnemunde Roads, off port entrance, in depths of 38 ft.

RESTRICTIONS: Entrance channel from Warnemunde light buoy to Overseas Port at mouth of River Warnow, depth 30 ft. LW.

MAX. SIZE: For Overseas Port: Vessels up to 28 ft. draft. For City Docks: 140 m. length 21 ft. draft.

HEALTH: Pratique given on arrival. In case suspected disease or fever on board, radio details to Agent before arrival.

TUGS: Available. Use of at least one tug is compulsory for vessels berthing and unberthing.

BERTHING: *Overseas Port:* Situated in Lower Warnow River about 3·8 miles from Warnemunde sea buoy.

Pier No. 1: 6 berths General goods depth 30 ft.
,, 2: 7 berths ,, ,, ,, 30 ft.
,, 3: 4 berths Bulk cargoes ,, 30 ft.
Oil Pier: 2 tanker berths ,, 30 ft.

City Docks: In Warnow River, about 6 miles from sea. Total quay length 1600 m. depths alongside 21 ft. and 18 ft. Grain elevators shooting capacity 42 t.p.h., suction capacity 33 t.p.h.

Warnemunde: Port planned for passenger service. Quay length 250 m. Depth alongside 30 ft.

MEDICAL: Doctors, hospitals available. Advance notice to Agent required if medical assistance necessary.

FRESH WATER: Available ex-shore hydrants or water-boat.

FUEL: Available all grades fuel and gas oil. Vessels calling for bunkers only pay no harbour dues, and other fees are reduced.

REPAIRS: All repairs possible. Floating crane available. Neptun Shipyard and other repair shops situated at City Docks. Warnow Shipyard and floating dock situated in Overseas Port.

REPATRIATION: Can be arranged if identification papers in order.

TIME: GMT plus 1 hour. No alterations during the year.

HOLIDAYS: New Year (1st January); Good Friday; Easter Sunday; 1st May; Whit Sunday; Whit Monday; 7th October; Christmas Day; 26th December.

SHORE LEAVE: Crew members permitted ashore.

AUTHORITY: Director, Veb Deutsche Schiffsmaklerei, Rostok.

STRALSUND: 54.19 N. 13.06 E.

DOCUMENTS: Health Declaration.
6 Crew Lists.
2 Passenger Lists.
2 Money Lists.
Stores List.
Cargo Documents.
Ship's Certificates.

PILOTAGE: Compulsory. Normally available in daylight hours only. Vessels approaching from West take pilot at Buoy C. Vessels approaching from the East take a Pilot at Thiessow.

ANCHORAGE: In the roads clear of the fairway, depths 26 to 30 ft.

RESTRICTIONS: Northern entrance between breakwaters is 13 ft. depth used by smaller vessels only. Eastern entrance, depth 16 ft. 6 in. MLW.

HEALTH: Pratique given on arrival. In case suspected disease or fever on board radio details to Agent before arrival.

TUGS: Available and compulsory for vessels berthing and unberthing.

MAX. SIZE: Vessels up to 16 ft. draft.

BERTHING: Depth alongside quays up to 17 ft. maximum.

FRESH WATER: Available from shore hydrants or by water-boat.

FUEL: All grades fuel and gas oil available. Vessels calling for

bunkers only pay no harbour dues and are allowed a reduction on pilotage and clearance fees.
MEDICAL: Doctors, hospitals available. Advance notice to Agent required if medical assistance necessary.
TIME: GMT plus 1 hour. No alterations during the year.
HOLIDAYS: New Year (1st January); Good Friday; Easter Sunday; 1st May; Whit Sunday; Whit Monday; 7th October; Christmas Day; 28th December.
SHORE LEAVE: Crew members permitted ashore.
AUTHORITY: Director, Veb Deutsche Schiffsmaklerei, Rostok.

WISMAR: 53.54 N. 11.27 E.

DOCUMENTS:
Health Declaration.
6 Crew Lists.
2 Passenger Lists.
2 Money Lists.
Stores List.
Cargo Documents.
Ship's Certificates.
PILOTAGE: Compulsory from outer roads to harbour quays. Pilot boards at Wismar sea buoy. International code signals used.
ANCHORAGE: In outer roads between Hannibal Shoal and Poel Island in depths of up to 40 ft. Protected anchorage in inner roads, depths up to 30 ft.
RESTRICTIONS: Entrance to the port is through a buoyed channel 14 miles long, depth 29 ft. LW. Vessels over 5,000 dwt enter in daylight only, turning basin 250 metres diameter.
HEALTH: Pratique given on arrival. In case suspected disease or fever on board radio details to Agent before arrival.
MAX. SIZE: Length up to 200 metres. Maximum draft 27 ft.
TUGS: Available and compulsory for berthing and unberthing.
BERTHING:

Overseas Dock:	Length of quays 500 m.		
	Grain quay	27 ft.	alongside
	General Cargo Quay	27 ft.	,,
Werfthafen:	Oil Quay	27 ft.	,,
Old Dock:	Timber Quay	24 ft.	,,
	Grain Quay	18 ft.	,,
Kalihafen:	Potash Quay	27 ft.	,,
	General Quay	16 ft.	,,

FRESH WATER: Available from shore hydrants at all berths or by water boat.
FUEL: All grades fuel and gas oil obtainable. Vessels calling for bunkers only pay no harbour dues, and are allowed a reduction in pilotage and clearance fees.
REPAIRS: All repairs can be effected at Mathias-Thesen Shipyard. Floating crane available, capacity up to 100 tons.
MEDICAL: Doctors, hospitals available. Advance notice to Agent required if medical assistance necessary.
TIME: GMT plus 1 hour. No alterations during the year.
HOLIDAYS: New Year (1st January); Good Friday; Easter Sunday; 1st May; Whit Sunday; Whit Monday; 7th October; Christmas Day; 28th December.
SHORE LEAVE: Crew members permitted ashore.
AUTHORITY: Director, Veb Deutsche Schiffsmaklerei, Rostok.

Germany, Federal Republic of

BREMEN (including Bremerhaven, Nordenham, Einswarden, Brake, Farge – all "Weserports"): 53.06 N. 08.46 E.

DOCUMENTS:
6 Crew Lists.
6 Passenger Lists.
3 Provision and Store List incl. fuel oil.
3 Dangerous Cargo List.
Health Certificate (forms obtainable from Pilots).
Ships' Register.
No Customs Papers if vessel laying in Freeports at Bremen or Bremerhaven.
DEEP SEA PILOTAGE: See Dover and/or Brixham.
PILOTAGE: Latest 12 hours prior arrival Weser Lightvessel cable "Lotsenbruderschaft Weserzwei Bremerhaven" via Norddeich Radio, giving ETA, name, gross tons, place where Pilot required, day (2 figures) and time (4 figures) where Pilot to be discharged, fresh-water draft in metres (4 figures). (For example: ETA Loyalty 4867 Weserpilot 08 1730 Bremen 0530.) Pilot not compulsory but as part of pilotage to be paid in any case all vessels use Pilots. Signal Flag G, Flash G. Pilotage district divided 2 areas: Weser Lightvessel to Bremerhaven and Bremerhaven to Bremen. Change of Pilots Bremerhaven Roads. Pilot station near Weser Lightvessel 53° 51′ 39″ N. 07° 53′ 15″ E., black-painted m.v., black-topped funnel, white letters 'Lotse' on hull. Radio call 2182 or 2614 DAN Norddeich Radio. In rough weather pilot boat inside near Rotesand Lighthouse/buoy G. DAN or VHF, Channel 16. If bound Bremerhaven harbour Pilot necessary. Call sign for harbour Pilot Bremerhaven flags PT and below a pennant also sound signal three long five short. During night three long and five short flashes together with same sound signals. *To Bremen Ports.* For River Pilot boarding Bremerhaven national pilot flag or flag "G". Sound and flash signals three long and three short. *To the Niedersachsen Harbours* (Nordenham, Brake, etc.): Signal PT also sound signals three long and two short, at night three long and two short flashes also same sound signals. River Pilots from Bremerhaven also act as harbour pilots to all ports after Bremerhaven.
VHF Stations: Helgoland; Channel 16 and 27
Norddeich; Channel 16, 25, 28
Elbe-Weser; Channel 1, 16, 23, 26
Weser pilot boat; Channel 16
Brake; Channel 5
Bremen; Channel 3, 12, 14
Bremerhaven; Channel 12, 14, 16
ANCHORAGES: 1. About 1 miles South-west of North Weser Lightvessel 53° 51′ 39″ N. 07° 53′ 15″ E. 2. Near Hoheweg Lighthouse between buoys N+M, N+O. Depth about 12 m. 3. Bremerhaven Northroads 53° 36′ 10″ N. 08° 29′ 55″ E. about 12 m. Blexen Roads (South Roads) about 10 m. Vessels with explosive cargo anchor North Roads Bremerhaven anchorage per Pilot instruction.
RESTRICTIONS: No restrictions night entry Bremerhaven, Bremen and Weserports for vessels up to 195 m. length and 27 ft. draft. If more, Pilots deciding night entry or not.
MAX. SIZE: Bremerhaven 265 m. 41 ft. fresh-water, Einswarden 250 m. 36 ft. 6 in. fw., Nordenham 250 m. 35 ft. fw., Brake 200 m. 34 ft. fw., Bremen 200 m. 30 ft. 6 in. fw. If bound Bremen and Brake and longer, special permission Port Authorities necessary and draft to be reduced. Up to 27 ft. fw. proceeding any time Bremerhaven, up to 21 ft. fw. any time Bremen. If draft above, Pilots deciding to proceed according tide.
RADIO: Cable Agents via Norddeich Radio/DAN, ETA, draft and cash requirements.
TUGS: If bound Bremerhaven or Nordenham Einswarden normally join vessel Bremerhaven-Blexen Roads. If Brake at Brake Roads and one tug joins vessels of about 4,000 GRT or more when passing Vegesack, further tugs required join near Bremen Industriehafen. Vessel's lines usually used. Tug's lines only case need and without charge.
BERTHING: No specific requirements. See Size. Vessels proceeding berth with suitable tide.
STEVEDORES: Ordered by Agents; no ETA advice to stevedores necessary.
RADAR/VHF: Stations from Weser Lightvessel to Bremerhaven. Radar Service between Bremerhaven and Bremen is planned. Radar station has day and night service. If no fog, every odd hour Radar station gives by VHF, or pilot walky-talky, report of visability, defective buoys, anchoring ships, obstructions to navigation and special occurrences.
MEDICAL: Hospital facilities all Weserports. No vaccination normally required.
TANKERS: Mobiloil Einswarden: discharging lines crude oil 12 in, fuel oil 10 in., diesel 8 in., Max. draft about 36 ft. 6 in. Esso Bremerhaven Columbus-Kaje: max. draft about 36 ft., Shell Nordenham: max. about 34 ft., Army Farge: max. about 32 ft.
DENSITY: Bremerhaven and Nordenham/Einswarden brackish allowance 5 in. Brake–Farge–Bremen fresh water.
FRESH WATER: Available all Weserports by pipe or barge.
FUEL: All grades available.
FIRE PRECAUTIONS: No smoking on deck. Tankers smoking only saloon or messroom.
DEVELOPMENTS: New Container Berth Bremerhaven. Further basins in Bremen Neustädter Hafen end 1970. Efforts increase draft 0·5 m.
WATCHMEN: Unnecessary except vessels with dangerous cargo.
OPENING/CLOSING HATCHES: Normally by crew with assistance stevedores.
CUSTOMS ALLOWANCE: Outside freeports: 200 cigarettes for 3 days or 50 gr. tobacco and one open bottle of spirits. After 3 days further same quantities. Wine free. Freeports only at Bremen Europa and Ueberseehafen and at Bremerhaven Kaiserhafen and Columbus-Kaje.
CARGO GEAR: No additional requirements. Preventers necessary.
INDENTIFICATION CARDS: Not required.
CONSULATES: At Bremen only.
REPAIRS: All repairs possible.
DRY DOCKS: 4 dry docks Bremerhaven, largest max. 75,000 tons. 2 dry docks Vegesack, max. about 16,000 tons. 3 dry docks Bremen, max. about 16,000 tons.
REPATRIATION: Any time.
AIRPORT: About 4 miles from Bremen. Regular airlines.
HOLIDAYS: (see Hamburg).
TELEPHONE: Accidents, Police, help 110; Fire, First Aid 112; Foreign calls 0010.
Pilot station Bremerhaven, Sea pilots 4 22 20; River pilots 4 22 89; Pilot station Bremen 38 52 08 or 38 13 26.
Port Administration, Bremerhaven 48 12 12; Bremen 38 46 13.
Waterways Police and Pass Control Bremerhaven 4 24 23; Bremen 38 32 68.
Port Medical Service, Bremen 38 34 16; Brake 686.
AGENTS: Chartering, Clearance and Liner Agents, Batavier Shipping Agency & Transport Co. Ltd. Tel. 31 49 10. Telex 02 44704. Cables "Batavier". Tel. after office 38 23 96; 49 41 34.

BRUNSBÜTTEL: 53.43 N. 09.09 E.

DOCUMENTS:
Health Certificate forms obtainable from river pilot.
3 Crew lists.

3 Personal Effects Lists.
3 Stores Lists.
Bill of Lading.
Ship's Register.

For ships entering locks of Brunsbüttelkoog for transit traffic through Kiel Canal, only ship's register required.

PILOTAGE: Canal Pilots compulsory. Vessels with more than 25,000 GRT must take two river Elbe Pilots. Vessels requiring Elbe Pilot must order same at least 12 hours prior to arrival at Elbe I light vessel by cable to "Elblotse Brunsbüttelkoog" via Norddeich Radio (DAN) giving name of vessel, gross tons, ETA, date 2 figures, time 4 figures, draft. (For example: Tibetan 35824 ETA Elbe I 05 0430 36 ft. 6 in.) Vessels requiring Canal or Harbour Pilot at Brunsbüttelkoog must order Pilot at least 6 hours prior arrival Brunsbüttelkoog roads by cable to "Kanallotse Brunsbüttelkoog" via Norddeich Radio (DAN) (for example: Brigitte 1249 ETA Brunsbüttelkoog 29 18.00 3·5 metres).

ANCHORAGES: In vicinity of light vessel Elbe (54°00′ N. 08° 10′ E.); Neuwerk Roads (53° 58′ N. 08° 30′ E.); Freiburg Roads (53° 50′, 7″ N. 09° 20′ E.). Ships bound for Canal may use Canal roads with sufficient depths for ships using Canal.

RESTRICTIONS: No restrictions imposed on night entry. If draft above 31 ft. 2 in. (fresh water) vessels will be piloted to Brunsbüttelkoog with flood-tide.

MAX. SIZE:

Elbe Harbour: Maximum draft 41 ft. 6 in. salt water ships to 100,000 dwt.

Oil Harbour: Maximum draft 34 ft. 2 in. fresh-water ships to 30,000 dwt.

Ostermoor: Maximum draft 31 ft. 2 in. fresh-water ships to 30,000 dwt.

Ships passing Canal: Maximum draft 31 ft. 2 in. fresh-water. Dimension of locks: length 315 metres, beam 40 metres.

HEALTH: Pratique automatic for vessels entering harbour for loading or discharging, and ships passing through Canal if required Health Certificate form does not show any infectious diseases.

RADIO: Cable Agents stating ETA, draft and requirements via Norddeich Radio (DAN).

TUGS: Six tugs available at Brunsbüttelkoog. Vessel's lines used. Tugs normally join vessels bound for the Elbe Harbour on river in vicinity of Canal locks.

For ships entering locks from river Elbe 1 tug compulsory if tonnage exceeding 10,000 GRT. Tugs assisting ships entering locks join vessels on canal-roads.

BERTHING: No restrictions imposed. Ships lying at terminals situated at canal bank in inner-harbour should take into consideration that vessels must moor safely, as suction of passing ships may cause breaking of lines.

BRIDGES: Ships transitting canal must have bridge clearance of 40 metres. Otherwise no impediments.

STEVEDORES: Ordered by Agents, no ETA to stevedores necessary.

RADAR/VHF: River Radar Service from Elbe 1 to Hamburg, but no special Port Radar Service for Brunsbüttelkoog. Radar Service can be contacted by VHF Channels 5 or 20.

River and Canal Pilots listen on Channels 9 and 13. Ships transitting canal directed by VHF Channels 2 or 3.

MEDICAL: Port Medical Service by Harbour Doctors. Day and night service. Inoculations have to be ordered 24 hours prior arrival. Hospital available at Brunsbüttelkoog.

TANKERS: Elbe Terminal outside locks for discharging crude oil. One 30 in. pipeline to DEA tank-storage. 4 hoses, each 12 in. available. Oil Harbour and Ostermoor inside locks. In Oil Harbour 4 jetties available with 6 in., 8 in., and 10 in. hoses for handling crude oil, diesel oil, gas oil, gasoline, tuluol, xylol and lub oils. No slop-facilities available. Ostermoor 3 jetties available. One for discharging crude oil.

DENSITY: Brackish at Elbe Harbour and inside locks. Average density 3% NaCL.

FRESH WATER: Most berths supply by shore installations, otherwise barge. Approximate costs per ton from shore DM 2.00 by barge 2·80 DM; Elbe Harbour DM 3·10. In locks DM 2·20.

FUEL: All grades, Elbe and Oil Harbour by barge. Ostermoor by shore-line from Mobil Oil. Bunkerstations of Pam, BP, Shell (diesel and gas oil only), situated at Brunsbüttelkoog Inner harbour. No advance notice required.

FIRE PRECAUTIONS: No specific precautions except in Oil Harbour where anchors may not be used. Fire safety-lines must be ready fore and aft.

GANGWAY/DECK WATCHMEN: Services of watchmen not necessary but available day and night if required.

OPENING/CLOSING HATCHES: Normally carried out by crew.

CERTIFICATES: Ships entering canal and using terminals mentioned under "Max. Size" must have international ship's register. All other certificates should be valid but are normally not used.

CUSTOMS ALLOWANCES: Tobacco, each crew member 80 cigarettes or 20 cigars or 50 grams of tobacco. Surplus will be sealed up by customs. Wine and/or Spirits 1 bottle of spirits and 1 bottle of wine permitted for each crew member. Beer unlimited. Ships transitting canal are not affected.

IDENTIFICATION CARDS: Normally not needed. If necessary in special cases identification Cards will be issued by Immigration.

CONSULS: All consulates available at Hamburg. Swedish Vice-Consul at Brunsbüttelkoog.

REPAIRS: Only minor repairs can be effected. Big yards and dry docks available at Hamburg.

REPATRIATION: Crew changes can be arranged in connection with local immigration Office.

AIRPORT: Nearest Airport Hamburg. 90 km. away.

TIME: GMT plus 1 hour. Permanent.

HOLIDAYS: Cargo work can be arranged on every day.

POLICE/AMBULANCE/FIRE: Police 110; Waterway Police 256; Immigration 522; Customs 441; Hospital 422; Fire 112.

TELEPHONES: No facilities for placing telephone on board.

AUTHORITY: Kanalamt Kiel-Holtenau. Neue Schleuse Brunsbüttelkoog.

CUXHAVEN: 53.52 N. 08.42 E.

DOCUMENTS:
Stores List.
Crew List.
Customs Manifest.
De-rat. Certificate.
Amerikahafen is a Customs free port.

PILOTAGE: Pilot station situated in Old Harbour (Alten Hafen). To obtain Pilot call "Cuxhaven Post", VHF Channel 12. Pilot signal is flag "G" of International Code, or sound signal – 2 long and 2 short blasts.

ANCHORAGE: Available in Cuxhaven Outer Roads, 12 m. depth of water, and Inner Roads (Medem Reede) in 6 m. depth of water.

RESTRICTIONS: Vessels can enter by day or night. No tidal restrictions.

MAX. SIZE: Vessels up to 350 m. length, unlimited beam, draft up to 18 m.

HEALTH: Quarantine clearance effected at Cuxhaven. Only vessels with suspected infectious disease on board are detained.

RADIO: For ETA, etc., use Nordeich Radio, call sign DAN. Closer to port Elbe–Weser Radio can be contacted by VHF Channel 16.

TUGS: Tugs available and used depending on ship size and weather conditions. Cost of tugs is Hamburg Tariff plus 20%.

BERTHING: No restrictions at any time.

PORT RADAR: Available, can be contacted through VHF Channel 21, call radar station, Cuxhaven.

MEDICAL: Doctors and hospitals obtainable day and night.

FRESH WATER: Available from shore pipe-line up to 50 tons per hour. Costs vary according to quantity required from DM. 2.10 to 1.40 per ton. For fishing boats DM. 0.74 per ton. Small quantities up to 15 tons may be obtained in Roads from bunker barge. There are no water barges.

FUEL: Bunker and gas oil available. Small quantities, up to 150 tons, may be obtained anytime. Otherwise according to conditions of supplying oil company.

FIRE PRECAUTIONS: No special restrictions. Ships with explosive cargo and liquid cargoes of danger class K1 and K2 not allowed in Cuxhaven Harbour.

DEVELOPMENTS: A harbour for overseas ferries up to 150 m. length with roll-on roll-off and container equipment was scheduled for completion 1970.

GANGWAY/DECK WATCHMEN: Not obligatory, at Master's discretion.

OPEN/CLOSE HATCHES: Normally performed by crew. Stevedores must be paid if required to do this work.

CUSTOMS ALLOWANCES: 40 cigarettes, 1 bottle spirits and 2 bottles wine.

IDENTIFICATION CARDS: If no passport, shore pass required.

CONSULS:
Iceland, tel. 36036/37.
Sweden, tel. 36011/12.
Others at Hamburg/Bremen.

REPAIRS: All deck and engine repairs possible.

DRY DOCKS: No dry docks, only a slipway for vessels up to 75 m. long and 13 m. beam.

REPATRIATION: All facilities available.

AIRPORT: Hamburg–Fuhlsbuttel, 130 km. away; Bremen, 110 km. away.

TIME: GMT plus 1 hour. Permanent.

HOLIDAYS: New Year's Day, Good Friday, Easter Sunday, Easter Monday, 1st May, Ascension Day, Whit Sunday, Whit Monday, 17th June, Atonement Day, Christmas Day, Boxing Day. Loading/unloading can be arranged on these holidays.

POLICE/FIRE/AMBULANCE: Police, tel. 110; Harbour Police, tel. 22072; Ambulance, tel. 23125; Fire, tel. 112.

TELEPHONES: At Steubenhoft and in the ferry harbour, telephones can be put on board.

SERVICES: Compass adjusting and radio overhaul.

SHORE LEAVE: Allowed.

AUTHORITY: Niedersachsisches Hafenampt Cuxhaven, 219 Cuxhaven, Neufelder Strasse, Postfach 526. Tel. 21021–24.

AGENT: See "Hamburg".

ECKERNFÖRDE: 54.29 N. 09.51 E.

DOCUMENTS:
Stores List.
Customs Documents.
Cargo Documents.
Crew List.

PILOTAGE: No pilot station. No tide. In East winds, water level can increase to 1·50 m. above normal.

ANCHORAGE: Good anchorage in the Roads between N.W. to N.W. by W. bearing from the port, distance 1 to 1½ miles. Depths 18–21 m. Anchorage not allowed in harbour area.

CLEARANCE: Customs clearance at any time subject prior notice given. If suspected diseases on board inform Health Authorities.
MAX. SIZE: In outer harbour, up to 5 m. draft; in inner harbour, up to 3 m. draft.
RADIO: Radio Kiel, call sign DAO, tel. 39011.
TUGS: No tugs.
BRIDGES: Outer and Inner Harbours separated by bascule bridge, opening to 12 m. width.
MEDICAL: Doctors and hospitals available.
FRESH WATER: Available.
FUEL: Diesel oil available. No coal.
WATCHMEN: Not available.
OPENING/CLOSING HATCHES: By ship's crew.
IDENTIFICATION CARDS: Required, if no passport.
REPAIRS: Available for fishing boats or coasters. Slipway for vessels up to 200 tons.
TIME: GMT plus one hour. Permanent.
HOLIDAYS: Work allowed on Sundays and official holidays subject to Harbour Master's permission.
POLICE/FIRE/AMBULANCE: Police, tel. 110; Hospital, tel. 741; Fire, tel. 2842 or 2414.
TELEPHONES: Public telephones in harbour area. No installation on board.
SERVICES: Other services available from Kiel.
SHORE LEAVE: Permitted.
AUTHORITY: Stadtische Betriebe Eckernförde G.M.B.H., 233 Eckernförde, Bornbrook 1, Postfach 1440, tel. 04351–621.

EMDEN: 53.23 N. 07.13 E.

DOCUMENTS: Health Certificate: form obtainable from River Pilot and to be completed before arrival Emden locks, where it is collected by Port Health Authorities. Crew Lists. Ship's Register. Slop-chest List.
PILOTAGE: Latest 12 hours prior arrival Ems Pilot vessel cables 'Emslotse Emden' indicating name, ETA, destination, draft. Contact pilot vessel on VHF Channel 16.
Pilot vessel located 53° 37′ N. 06° 24′ E. (near Wester Ems light buoy).
ANCHORAGE: Vessels may anchor in vicinity of pilot vessel 9½ fathoms depth. Sandy bottom.
RESTRICTIONS: Vessels drawing in excess of 25 ft. salt water have to wait for high tide to proceed to Emden proper. Tide rise about 10 ft.
MAX. SIZE: Draft presently restricted to 35 ft. salt water due to depth in river. Length and beam restrictions imposed by locks at Emden proper: 250 m. (820 ft. 3 in.) length, and 33 m. (108 ft. 3 in.) width. Vessels exceeding these dimensions require prior permission.
Vessels drawing up to 42 ft. salt water can be lightened in river inside Isle of Borkum, by floating cranes until appropriate draft achieved.
HEALTH: Pratique granted immediately on arrival at locks by Doctor or Health official.
RADIO: Cables should be despatched via Norddeich Radio (DAN).
TUGS: Sufficient tugs available, stationed at Emden locks, ranging from 790 to 3900 n.p.
BERTHING: No specific berthing requirements.
STEVEDORES: Since main commodities consist of bulk cargoes, such as iron-ore, coal, coke, bauxite, no specific requirements.
RADAR: No radar service existing. Expected operational end 1971.
MEDICAL: Advance notice only required in urgent cases; hospital available.
TANKERS: Slops may only be discharged at Tank Cleaning Installation of Rheinstahl Nordseewerke G.m.b.H.
DENSITY: Average density in Port 1005–1010.
FRESH WATER: Available, supplied by barge.
FUEL: All grades available.
GANGWAY/DECK WATCHMEN: Neither compulsory nor necessary.
OPENING/CLOSING HATCHES: To be performed by crew.
CUSTOMS ALLOWANCES: In Freeport no restrictions, otherwise 100 cigarettes or 20 cigars or 100 gram tobacco and one bottle of spirits per man.
IDENTIFICATION CARDS: Not required.
CONSULS: Swedish Consul, tel. 2 19 04, Dutch Consul, tel. 2 14 04.
REPAIRS: All kinds of repairs possible.
DRY DOCKS: Schulte & Bruns (floating dock) length 302 ft., width 52 ft. 6 in., lifting capacity 1,300 tons.
Rheinstahl Nordseewerke G.m.b.H. (floating dock) length 426 ft., width 51 ft. 8 in., lifting capacity 3,500 tons. (Floating dock) length 579 ft., width 88 ft. 7 in., lifting capacity 11,300 tons. (Dry dock) length 715 ft., width 97 ft. 8 in.
C. Cassens Schiffswerft (floating dock) length 220 ft. width 41 ft. lifting capacity 1,000 tons. (Floating dock) length 308 ft. width 52 ft. 5 in., lifting capacity 1,780 tons
AIRPORT: Nearest airports Bremen and Hamburg, about 2–3 hours drive from Emden. World-wide connections. Flight Emden to Bremen or Hamburg possible by air-taxi.
TIME: GMT plus 1 hour. Permanent.
HOLIDAYS: New Year's Day; Good Friday; Easter Monday; Labour Day (May 1st); Ascension Day; Whit Monday (June 17th); Prayer Day; Christmas Day; Second Christmas Day (December 26th) No work on New Year's Day, Easter Sunday, Whit Sunday, May 1st and Christmas Day.
POLICE/AMBULANCE/FIRE: Police 110; Ambulance 23 311; Fire 112.
TELEPHONES: Telephones can be placed on board if vessel berthed Northquay, Southquay or Rheinstahl Nordseewerke shipyard.
AGENTS: Fritzen Schiffsagentur und Bereederungs-GmbH, Neptunhaus, PO Box 109, Emden. Tel 04921 20011 (also after office hours). Telex 027821. Cables "Fritzenagent".

FLENSBURG: 54.48 N. 09.26 E.

DOCUMENTS: Usual for port entrance, including:
Stores List.
2 Crew Lists.
2 Passenger Lists.
Customs Manifests.
Bills of Lading.
PILOTAGE: Pilot station address: Schiffbrucke 26, tel. 2.51.50. At least 5 hours before arriving off Buoy 7 in approaches contact pilot station through Kiel Radio or Agents. Pilot boards at Kalkgrund beacon near Buoy 7. Pilot will board in all weathers if possible, otherwise pilot boat will lead vessel to position where Pilot can board. Advance notice necessary to enable pilot boat reach boarding station. Not necessary to anchor. Pilot boat is a former large fishing vessel with "Pilot" written on both sides. Boat will show lights prescribed by International Regulations.
ANCHORAGE: Just outside harbour entrance, North-east of Mittelgrund and West of Kielseng leading lights. Depth of water about 9 m.
RESTRICTIONS: No abnormal restrictions. No tide.
MAX. SIZE: Vessels up to 21 ft. 6 in. draft can enter without hindrance. Beam and length unlimited. Tankers: only small tankers up to 1,000 GRT with fuel oil cargo. No petroleum installations.
HEALTH: Inform Pilot if any suspected diseases on board. He will make necessary arrangements.
RADIO: Kiel Radio, call sign DAO, tel. 39011.
TUGS: Harbour tugs not available. If required, Flensburger Schiffsbau Gesellschaft can supply a tug provided at least 3 hours notice given.
BERTHING: No particular entrance time. Pilot will have berthing instructions.
STEVEDORES: Agents make all arrangements. Unloading rates depend on type of cargo. Bulk cargoes up to 120 tons per hour.
MEDICAL: Four hospitals, qualified doctors available to visit. Inoculation Certificates not required.
FRESH WATER: Available from shore hydrants at 20 tons per hour. Cost DM. 2.50 per ton (approx.).
FUEL: Diesel available in any quantity. Fuel oil subject to 5 hours advance notice.
GANGWAY/DECK WATCHMEN: No watchman service available. By harbour regulations at least one officer and seaman to be on board at all times.
OPENING/CLOSING HATCHES: Normally by crew. Stevedores will perform this for additional payment.
CUSTOMS ALLOWANCES: 40 cigarettes, and 1 bottle wine/spirits per man, per day for three days. Then further allowance considered.
IDENTIFICATION CARDS: Not required.
CONSULS:
Denmark, Nordergraben 19.
Sweden, Munketoft 12.
Others at Hamburg.
REPAIRS: All repairs possible.
DRY DOCK: One, for vessels up to 1,500 tons.
REPATRIATION: Possible without difficulties.
AIRPORT: Nearest at Hamburg. 170 km. distant, 2½ hours by train.
TIME: GMT plus 1 hour. Permanent.
HOLIDAYS: No work on official holidays.
POLICE/FIRE/AMBULANCE: Police, tel. 841–290; Fire/Ambulance, tel. 122.
TELEPHONES: No installation on board ships.
SERVICES: No tank cleaning or slop disposal services. Compass adjusting can be arranged.
SHORE LEAVE: Allowed.
AUTHORITY: Hafenamt Flensburg, Schiffbrucke 12, tel. 87301. No Telex.

HAMBURG: 53.33 N. 09.58 E. (including Altona, Harburg and Wilhelmsburg).

DOCUMENTS: Health Certificate – forms obtainable from River Pilot, Crew List, Passenger List, Dangerous Cargo List, Ships Register.
DEEP SEA PILOTAGE: See Dover and/or Brixham.
PILOTAGE: Latest 12 hours prior arrival off Pilot Vs. Elbe 1 cable "Elblotse Brunsbuttelkoog" Via Norddeichradio, giving ETA, Name vessel, Gross Tons, Date – 2 figures, Time – 4 figures, where Pilot required, where Pilot to be discharged, Draft in metres – 4 figures, for example: ETA Empress 7870 07 0130 Elbe 1 Hamburg 0630. Pilot Non-compulsory but advisable use Pilots in approaches and port. River Pilotage is charged; Harbour Pilots free of charge. Pilotage district divided 2 areas: (1) Elbe 1 to Brunsbuttelkoog. (2) Brunsbuttelkoog to Hamburg; change of Pilots takes place Brunsbuttelkoog.
PILOT-STATION: At Lt. Vs. Elbe 1; White painted two-masted Vs. with black topped yellow funnel and "Elbe" in black letters on hull. Radio – call: DBBW; DBCQ; DBBY or DAAO. Flag, Sound, and Morse Signal: G. In bad weather pilot boat shifts to East of Lt. Vs. Elbe 2 – if Pilot not immediately available vessel can anchor near Elbe 1.

ANCHORAGES: Elbe 1 54° 00′ N.; 08° 10′ 7″ E., Neuwerk Roads 53° 58′ N.; 08° 30′ E. Freiburg Roads 53° 50′ 7″ N.; 09° 20′ E. Deep depths Neuwerk Roads and Freiburg Roads 13 metres.
RESTRICTIONS: No restrictions night entry. If draft above 30 ft. will be piloted Hamburg with tide order reach Hamburg Plt. Stn. "Finkenwerder" one hour prior high tide.
MAX. SIZE: Draft up to 37ft. fresh water.
HEALTH: See "Documents".
RADIO: Cable Agents giving ETA, Draft and Cash Required via Norddeichradio/DAN.
TUGS: Normally join in-coming Vs. off harbour Plt. Stn. "Finkenwerder". Vs. lines usually used. Charges for tug lines about D.30 per line, also according size Vs.
STEVEDORES: Ordered by Agents, no ETA to stevedores necessary.
RADAR: Chain Stations from Neuwerk to port area.
TANKERS: Discharge Lines 4 in., 6 in., 8 in. and 12 in.
DENSITY: Brackish in port area – allow 6 to 7 in.
FRESH WATER: Most berths supply by shore installations otherwise barge. Approximate cost per ton shore DM. 1.60, barge DM 3.50.
FUEL: All grades available.
FIRE PRECAUTIONS: Tankers discharging, smoking allowed only Officers in saloon. Crew in Messroom.
DEVELOPMENTS: Permanent effort keep port open all sizes. Depth continuously adapted to development in sizes of Vs. Circumstances may, at times, cause delays deep drafted vessels.
WATCHMEN: Available for Gangway, checking hawsers, bridge, etc.
OPENING/CLOSING HATCHES: On liners normally by crew with assistance stevedores, otherwise according Charter Party.
CUSTOMS ALLOWANCE: No restrictions in the Freeport. If outside Freeport each crew-member 100 cigarettes or 20 cigars or 100 grams tobacco, and 1 bottle spirits.
CONSULS: Argentina 34 20 51; Austria 44 27 48; Belgium 41 71 75; Brazil 44 06 51; Canada 35 18 05; Chile 45 75 85; Denmark 45 36 52; France 45 54 51; Great Britain 33 33 07; Greece 250 66 66; Holland 34 12 77; India 33 44 88; Indonesia 44 55 51; Iran 48 30 55; Italy 44 49 02; Japan 44 13 96; Liberia 24 45 74; Mexico 44 87 74; Norway 34 34 55; Panama 34 02 18; Philippines 48 89 05; Portugal 34 34 78; Spain 44 36 20; Sweden 44 84 53; Switzerland 44 06 46; South Africa 44 95 53; Thailand 32 71 27; Turkey 22 22 59; U.S.A. 44 10 61.
REPAIRS: All repairs possible.
DRYDOCKS: Blohm & Voss. Tel. 3061, 11 Docks from 6,000 to 250,000 DWT; Howaldtswerke. Tel. 84 11 01, 7 Docks from 1,700 to 47,000 DWT; Deutsche Werft A.G. Tel. 78 15 01, 6 Docks from 1,700 to 30,000 DWT; Norderwerft Koser u. Meyer. Tel. 31 14 71, 1 Dock 2,400 DWT and Slipway up to 60 metres length.
TIME: GMT plus one hour.
HOLIDAYS: New Year's Day, Good Friday, Easter Monday, Labour Day (May 1st), Ascension Day, Whitmonday, Day of German Hurt (June 17th), Prayer Day, Christmas Day, Second Christmas Day (December 26th). No work on New Year's Day, Easter Sunday, Whitsunday, May 1st and Christmas Day.
TELEPHONE NUMBERS: Accidents, Police, Help 110; Fire, First Aid 112; Foreign calls 0010; Radio Taxi 44 11 81; 44 10 11; Port Pilot Station 84 16 80; River Elbe Pilots 31 04 81 or 31 07 81; Board of Trade 44 19 51; Freeport Administration 32 10 21; Waterways Police 32 28 81; Passport Control 31 47 98; Port Medical Service 32 10 21.
HARBOURS/DRAFTS:

	Approx. max. draft (subject wind direction)	*1 hour before/ 1 hour after H.W.*	*At any time*
Petroleum-Hafen	32 ft.	31 ft up to	28 ft.
Waltershofer Hafen	35	32	29
Griesenwerder Hafen	34	31	28
Kohlenschiff Hafen	33	30	27
Kuhwerder Hafen	34	30	27
Obere Hafen	32	30	27
Rethe Gaswerk	36	34	31
Rethe Kattwyk	37	34	31
Rethe Neuhofer Hafen	37	34	31
Rethe Hansa Matex	32	31	28
Rethe Speicher	34	30	27
Schluisgrove	32	30	27
Harburg 4	33	30	27
Harburg 3	33	30	27
Harburg 2	35	30	27
Harburg 1	31	27	24

Kohlfleet Hafen up to 28 ft. only at ebb tide
above 28 ft 1–15 minutes before high tide at buoy N.37.
Bubendeyufer at high tide at harbour pilot station
Athabaska Ufer at high tide at harbour pilot station

AGENTS: Chartering, Tramp & Liner Agents, Wm. H. Muller & Co., Schiffahrts Agentur G.m.b.H., Neuer Jungfernstieg 6A, 2 Hamburg 36. Tel. 34 17 56. Telex: 02 13448. Cables: Batavier. Code: New Boe. Bankers: Deutsche Bank A.G. Hamburg.

HOLTENAU, Kiel Canal: 54.22 N. 10.09 E.

For entrance from Baltic, refer to "Kiel".
For entrance from Elbe, refer to "Brunsbüttel".

KIEL: 54.19 N. 10.10 E.

DOCUMENTS:
Stores List.
Bills of Lading.
Manifest.
Crew List.
Health Declaration.
De-rat. Certificate.
If loading/unloading cargo, following also required:
Ship's Stores List.
Crew Possessions List.
Cargo Manifest.
Bills of Lading.
Customs Declaration.
Local Agents will advise Master on board regarding these Clearance Documents.
PILOTAGE: Not compulsory for Kiel Harbour. For Kiel Canal, vessels over 50 GRT must take a Pilot, and vessels over 2,500 GRT must employ a steersman. Pilot station, tel. 31135. ETA required in advance. Pilot boat can be found near Kiel Lighthouse and also off the entrance to Kiel Canal. Pilot boats are yellow with "Lotse" painted on both sides. Signal for Pilot is flag "G" over numeral pennant 1. Pilots for Kiel Harbour also available and recommended if port is not familiar.
ANCHORAGE: Safe anchorages at Kanalreede in 13 m. depth, and at Heikendorferbucht in 11 m. depth.
RESTRICTIONS: Non gas-free tankers must give advance notice of arrival and will require chemist's certificate before entering harbour area.
Speed limit 10 knots South of line Bulk/Ehrenmal Laboe.
MAX. SIZE: For Nordhafen and ships passing Canal, 315 m. length, 40 m. beam, 9·50 m. draft; fresh water. Depth at harbour quays: Binnenhafen, 8 m.; Scheerhafen, 10·50 m. A bulk carrier of 35,000 dwt., draft 35 ft. has discharged at Scheerhafen.
HEALTH: If suspected infectious disease on board, inform harbour authorities by radio in advance.
RADIO: Kiel Radio, call sign DAO. Tel. 39011.
TUGS: If required tugs normally join vessel just off berth. Can be ordered by Kiel Radio or through Agents.
BERTHING: No particular restrictions except for vessels in distress, or carrying explosives or tankers not gas-free. In these cases special permission of Harbour Authorities required for berthing.
MEDICAL: Doctors, hospitals, ambulances available. Advance notice to Agents recommended if medical assistance required. Vessels coming from European ports need De-rat. Cert. Vessels from other ports need in addition International Vaccination Certificates.
TANKERS: Unloading/Loading/Bunkering berths operated by private companies; slop discharge facilities available.
FRESH WATER: Available at all quays.
FUEL: All grades available. Preferable to order in advance through Agents.
FIRE PRECAUTIONS: Tankers should be prepared to leave port at any time. To be berthed with bow heading seaward. A valid Gas-free Certificate given by chemist in Kiel district is required before entering harbour area.
GANGWAY/DECK WATCHMEN: Not required.
OPEN/CLOSE HATCHES: Normally by ship's crew. Can be arranged by stevedores if required.
CUSTOMS ALLOWANCES: 20 cigarettes per man per day. No alcohol.
IDENTIFICATION CARDS: Not required.
CONSULS:

Belgium	tel. 72579	Norway	tel. 71631
Chile	,, 54457	Panama	,, 51291
Denmark	,, 48066	Sweden	,, 42561
Liberia	,, 41588		

REPAIRS: All types of repairs possible.
DRY DOCKS: *Floating Docks.* No. 1, 1,500 tons; No. 2, 22,500 tons; No. 3, 3,500 tons; No. 4, 6,000 tons; No. 20, 1,700 tons. *Dry Docks.* No. 5, 749 ft. long, 95 ft. wide; No. 6, 661 ft. long, 95 ft. wide; No. 7, 1,018 ft. long, 164 ft. wide; No. 8, 951 ft. long, 144 ft. wide.
REPATRIATION: No restrictions. Can also be arranged in the locks of Kiel Canal by local Agents. Valid passports required.
AIRPORT: At Kiel, local flights to Hamburg. Nearest international airport at Hamburg, about 100 km. away.
TIME: GMT plus one hour. Permanent.
HOLIDAYS: New Year's Day, Good Friday, Easter (two days), Ascension Day, Whitsun (two days), 17th June, Atonement Day, Christmas (two days). Work can be arranged on above holidays except Good Friday and Christmas Eve.
POLICE/FIRE/AMBULANCE: Police, tel. 110, alternatively 51171; Ambulance, tel. 44112, alternatively 61036; Fire, tel. 112.
TELEPHONES: Installed on wharves and Oslo quay (ferries to Scandinavia). Public phones near quays.
SERVICES: All services available.
SHORE LEAVE: Allowed.
AUTHORITY: Hafenkapitan, Hafenamt der Stadt Kiel, tel. 5942024; Hafen unt Verkehrsbetriebe der Stadt Kiel, tel. 5942011/2.

KIEL CANAL:

For entrance from Baltic, refer to "Kiel".
For entrance from Elbe, refer to "Brunsbüttel".

LUBECK (including Travemunde): 53.52 N. 10.40 E.

DOCUMENTS:
2 Crew Lists.
1 Health Declaration.
2 Cargo Manifests.
2 Stores Lists.
1 Ship's Particulars form.
Crew Manifest.
Bills of Lading.
Customs Declaration.
De-rat. Certificate.

PILOTAGE: Compulsory for vessels over 200 GRT. Pilot station situated at Travemunde, near foot of Nordermole. Pilots board vessels in anchorage area. International signals used by pilots and by vessels requiring a Pilot. Contact by VHF channel 20.

RESTRICTIONS: Channel from Lubeck "A" buoy to Stadthafen is well lit and navigable by vessels fitted with radar in all weathers.

Depths: from "A" buoy to Travemunde (Nordermole), 10·5 m.; from Nordermole to Siechenbucht, 10·0 m.; channel to NWK power station, 9·5 m.; channel to Stadthafen being deepened from 8·5 to 9·5 m. The river Trave narrows from 130 m. at seaward end to 90 m. at Stadthafen.

MAX. SIZE: Dependent on berth depth and approaches. Vessels up to 14,000 dwt. can reach Stadthafen. Also see "Restrictions".

HEALTH: Radio pratique possible. Pilot will ask Master to complete Health Declaration.

RADIO: Lubeck Radio, VHF Channel 27. Harbour Radio service used by pilots, tugs, and other vessels.

TUGS: Available and compulsory for vessels navigating river above Herrenbrucke: up to 2,500 GRT, one tug required; over 2,500 GRT or 6·0 m. draft, two tugs required.

BRIDGE: Herrenbrucke is 60 m. wide and 22 m. above water level. Can be opened for vessels requiring higher clearance.

MEDICAL: All facilities available. Hospital near docks at Travemunde, and at Lubeck.

BERTHING:

Travemunde: Passenger ferry harbour. North side river berths I and II, 10·0 m. depth; Kaiserbrucke, 100 m. length, 10·0 m. depth; Ostpreussen, 190 m. length, 10·0 m. depth; Prival (South side), 180 m. length, 7·0 m. depth.

Industriehafen: depth alongside, 7·8 m.

N.W.K. Power Station: depth alongside, 9·5 m.

Stadthafen: 27 km. from sea. Total length of quays 7·6 km. The harbour is being deepened from 8·5 m. to 9·5 m.

Elbe Lubeck Canal: navigable by barges up to 1,000 tons.

FRESH WATER: Available by barge at any location.

FUEL: All grades of bunker oil and coal available.

CONSULS:
Denmark, Norway, Austria, Sweden.

REPAIRS: Several shipyards available for deck and engine repairs.

DRY DOCKS: Floating docks for vessels up to 7,500 tons.

REPATRIATION: All facilities available.

TIME: GMT plus one hour.

HOLIDAYS: 1st January, Good Friday, Easter Sunday, Easter Monday, 1st May, Ascension Day, Whit Sunday, Whit Monday, 17th June, Atonement Day, Christmas Day, Boxing Day.

POLICE: Lubeck River Police, tel. 3 34 40; Travemunde River Police, tel. 5025.

TELEPHONES: Ship telephone connections at all main wharves.

SHORE LEAVE: Allowed.

AUTHORITY: Port Capt. Lubeck, Untertrave 16. Tel. 71531.

STADERSAND: 53.37 N. 09.32 E.

Oil Terminal in Elbe River operated by Hamburger Mineralolwerke.

DOCUMENTS:
3 Crew Lists.
3 Personal Effects Lists.
3 Stores Lists.
Cargo Documents.
Ship's Register.

PILOTAGE: As for Hamburg.

RESTRICTIONS: Draft calculated by adding 31 ft. to height of tide and allowing 3 ft. keel clearance.

MAX. SIZE: Length up to 600 ft.

RADIO: Norddeich Radio call sign DAN.

HEALTH: Health Certificate brought on board by River Pilot for Master to complete.

TUGS: Available. Meets vessel off the berth.

BERTHING: One tanker berth at T-head jetty.

DENSITY: Brackish.

FRESH WATER: Available at berth.

FUEL: Only obtainable by barge.

CUSTOMS ALLOWANCES: 100 cigarettes and 1 bottle wine/spirits per man.

CONSULS AND GENERAL INFORMATION: Refer to "Hamburg".

AGENT: See "Hamburg".

WILHELMSHAVEN: 53.31 N. 08.10 E.

DOCUMENTS:

Oil Port
6 Crew Lists.
1 Health Declaration.
De-rat. Exemption.

Harbour Docks
2 Crew Lists.
1 Health Declaration.
2 Cargo Manifests.
2 Stores Lists.
1 Ship's Particulars form.

PILOTAGE: Jade pilot boats are two-masted and have yellow funnels with black tops; the black hull has white inscription "Lotse" on both sides. By day flag "H" of international code is flown; by night, the lights prescribed by international regulations.

Pilot vessel stationed at mouth of Weser. To call Pilot for Jade, in addition to International Code signals the signal "J" is hoisted by day or flashed by Morse lamp at night. The same signal can be made on whistle in bad visibility. In bad weather pilot vessel may retire to Roten Sand (Weser River).

ETA required 24 hours prior arrival at pilot station. Pilot vessel transmits and receives on VHF Channel 16.

ANCHORAGES: Sea anchorage West of Weser Lightship. Quarantine anchorage, and tanker lightening at Schillig Roads. Inner Jade tanker anchorages marked on charts.

RESTRICTIONS: No entry restrictions; the lock opening times for No. 4 dock are announced in daily maritime bulletins.

MAX SIZE: Max. draft for tankers, 56 ft. No length limit. Vessels over 70,000 dwt. berth at piers I and II at the end of flood tide, other tankers at any time. At pier III, tankers larger than 30,000 dwt. berth on the flood tide.

Dock No. 4, dimensions of lock: 390 m. long, 57 m. wide and depth of 11·47 m. MLW. However, only smaller vessels use dock harbour as bollards for mooring larger ships not yet available.

HEALTH: Radio pratique possible. Sea Pilot will hand Health Declaration to Master. If one of the questions is answered "Yes", Pilot will advise port Health Officer. A valid de-rat. exemption must be produced.

RADIO: Norddeich Radio, call sign DAN.

TUGS: Tugs meet tankers at anchorage near Buoy R. Only tug lines used, charge inclusive.

BRIDGES: Three swing bridges affect entering dock harbour; these are opened to coincide with lock opening times.

STEVEDORES: 24 hours notice required. Bulk cargo discharge rate about 150 tons per hour.

MEDICAL: All medical facilities available.

FRESH WATER: Available by pipe-line.

FUEL: All grades available. Two days notice required.

DEVELOPMENTS: Dredging continues. A water depth of 19·70 m. MLWS is intended.

GANGWAY/DECK WATCHMEN: Shore watchman recommended to attend telephone.

OPENING/CLOSING HATCHES: Usually by ship's crew.

CUSTOMS ALLOWANCES: Oil port is Customs free port. In dock harbour each man allowed 5 cigars or 40 cigarettes, or 50 grams tobacco and 50 pieces of cigarette paper; one unopened bottle wine/spirits.

IDENTIFICATION CARDS: Required in oil port.

CONSULS: Denmark tel. 26026. Sweden tel. 26266.

REPAIRS: All deck and engine repairs possible.

DRY DOCKS: Floating docks for vessels of 8,000 and 1,000 tons respecitvely. One small dry dock 50 m. by 10 m. by 2·8 m.

REPATRIATION: All facilities available.

AIRPORT: Nearest international airport at Bremen, distance 102 km.

TIME: GMT plus one hour. Permanent.

HOLIDAYS: Not observed in oil port. 1st January, Good Friday, Easter Sunday, Easter Monday, 1st May, Ascension Day, Whit Sunday, Whit Monday, 17th June, Atonement Day, Christmas Day, Boxing Day. Work may be arranged on Easter Monday, Ascension Day, Whit Monday and Boxing Day.

POLICE/AMBULANCE/FIRE: Oil Port: Police 61254; Fire/ Ambulance 621. Dock Harbour: Police 26101; Fire/Ambulance 26121.

TELEPHONES: May be placed on board all tankers in oil port. At some locations in dock harbour, installation by Post Office, who require two days notice.

SERVICES: All services available including tank-cleaning, diving, compass adjusting, etc.

SHORE LEAVE: Allowed.

PORT AUTHORITY: Wasser und Schiffahrtsamt Wilhelmshaven, Hafenverwaltung Wilhelmshaven, Mozartstr. 32. Tel. 26311.

Ghana

TAKORADI: 04.53 N. 01.45 W.

DOCUMENTS:
2 Stores Lists.
2 Lists Crew Personal Effects.
1 Bill of Health.
6 Crew Lists with dates smallpox and yellow fever inoculations.
6 Passenger Lists or "Negative".
6 Vessel's Itinerary Lists.
1 Freighted Cargo Manifest.
1 Unfreighted Cargo Manifest.
1 set Bills of Lading.
Clearance from Last port.

PILOTAGE: Compulsory for berthing alongside. Pilot boards at port limits. International code signals used.

ANCHORAGE: Vessels may anchor outside the harbour without Pilot. Depth at moorings 22 ft. to 35 ft.

RESTRICTIONS: Depth at harbour entrance 35 ft. MLW.
MAX SIZE: Up to 28 ft. draft for berthing alongside. Up to 33 ft. at buoys.
TUGS: Sufficient tugs available for berthing/unberthing.
HEALTH: All crew require valid certificates of vaccination against smallpox and yellow fever, which are inspected on arrival when vessel boarded by Port Health Inspector. In case of suspected disease or fever on board, Agent should be notified details in advance by radio.
BERTHING: Additional coir springs from shore required at all berths. Main Wharf: Berths for six ships in depths of 28 ft. to 30 ft. Manganese Wharf: One berth, 28 ft. alongside. Coal Wharf: For coasting vessels up to 14 ft. draft.
TANKERS: Oil tankers moor on the North side of Lee breakwater.
FRESH WATER: Good quality water available at all berths and from two 200-ton water barges.
FUEL: Diesel oil and fuel available at four main wharf berths and at the oil berth.
REPAIRS: Minor repairs can be effected, slipway for vessels up to 500 tons. Small drydock for vessels up to 100 ft. length.
AIRPORT: Situated 2 miles from the port.
TIME: GMT, no alterations during the year.
AUTHORITY: Ghana Railway and Ports Administration, PO Box 251, Takoradi.

AGENT: Alraine (Ghana) Ltd., PO Box 336, Takoradi. Tel. 35.31. Cables "Freight Takoradi".

TEMA: 05.38 N. 00.01 E.

DOCUMENTS: Arrival
2 copies List of Stores.
2 copies Crew Declaration Forms.
1 Bill of Health.
6 Crew Lists with vaccinations lists for smallpox and yellow fever.
6 copies of Passenger List (or "nil" pass. list).
Valid certificates for smallpox and yellow fever vaccinations.
6 lists of Ports of Call.
1 Freighted Cargo Manifest.
1 Unfreighted Cargo Manifest.
1 B/L's set.
Port clearance from Last Port.
Departure – Port clearance visaed by customs.
PILOTAGE: For Main Harbour pilotage compulsory for all vessels of more than 100 net tonnage, when arriving or leaving harbour, or shifting berth, but for both Fishing Harbours obtainable on request.
Time of pilotage as follows: for Main Harbour:
(*a*) dry cargo vessels: arrivals 0600–1800 (on special request to 2000 hrs.) departure 0600–2100 hrs.
(*b*) tankers: arrivals – daylight only; sailings – 0600 to 2200 hrs.
(*c*) Valco-carriers: all handling, during daylight only.
For Fishing Harbours: during daylight only.
Vessels arriving or wishing to enter harbour must await Pilot between E. and S.W. off Fairway light-buoy, up to 1½ miles distance. Ships embarked by Pilots from 0600, according to time of arrival Quarantine Anchorage.
ANCHORAGES: Good anchorage, ¾ to 2 miles from E.N.E. to S.W. off main entrance with depth 30 to 60 ft., with good holding ground. Eastern area of anchorage is more comfortable, without additional swell reflected from main breakwater.
TIDES: Maximal tides rise 6 ft. 2 in., minimal tides rise 3 ft.
PREVAILING WINDS: Light to fresh breeze from W. and S.W. during all year, except December to February when N.E. Harmathan is dominating with poor visibility. Dangerous winds are tornados from East, May to July, but occasionally isolated tornados are to be expected from January to December. There is a swell in harbour, especially after tornados, when lying alongside the berths.
HARBOUR: Harbour (still under development) consists of three basins:
(*a*) The large basin of Main Harbour, formed by Main Breakwater 6,250 ft. long, and Lee Breakwater 3,650 ft. long.
(*b*) Outer Fishing Harbour, East of Lee Breakwater.
(*c*) Inner Fishing Harbour on Northern side of former one.
Entrance to Main Harbour 600 ft. wide and together with the approaches has minimal depth of 35 ft. (Admiralty Chart Datum to which all depths refer). Ships entering Harbour 2–3 cables before entrance roll heavily, up to 4–8° during some seasons. Ship's deeper than 30 ft. enter only during high tide with maximum possible draft limit 33 ft. during neap tide. Bottom of harbour consists of sand and mud, with frequent hard rocky ground. Depth increases in direction of Main Breakwater. Two pairs of mooring buoys in depth of 34–36 ft. Inside harbour, alongside Lee Breakwater is an Oil-wharf for tankers with depth of 34 ft.
TUGS: Use of one tug compulsory for all ships over 2,000 GRT and 2 tugs over 5,000 GRT (but at pilot's option), and 2 tugs compulsory for tankers and Valco-carriers. At least two steam tugs, about 800 h.p. each available between 0600 and 2100, otherwise one tug. Tug's wires to be used.
BERTHING: Alongside the berths, the draft limits are as follows:

Berth No. 1	29′ 0″	Berth No. 8	24′ 6″
Berth No. 2	28′ 0″	Berth No. 9	24′ 0″
Berth No. 3	27′ 0″	Berth No. 10	24′ 0″
Berth No. 4	23′ 6″	Berth No. 11	25′ 0″
Berth No. 5	24′ 6″	Berth No. 12	24′ 0″
Berth No. 6	24′ 6″	Oil Wharf	32′ 0″
Berth No. 7	25′ 0″	Valco-berth	31′ 6″

Berths No. 6 and 7 for loading cocoa-beans equipped with four high-speed conveyers, transporting bags directly to ship's hold, from 4 cocoa sheds (totalling 2,400,000 cubic ft.) situated at Westerly corner of harbour.
Usually ships moor starboard side to berths No. 1, 2, 6–9 and port-side to berths No. 3, 4, 5, 10–12.
STEVEDORES: Available. Dry cargo is handled from 0730 to 1200 and from 1400 to 1700 on normal working hours, and overtime after 1700 to 2000 (for finishing ships 2030) and on Saturdays p.m., Sundays and holidays. Oil-Wharf and Valco-Berth are working around the clock.
TANKERS: Tankers always moored starboard side to dolphins, and ropes to breakwater and bow-buoys. Crude oil pumped to refinery, by ships pumps, a distance of 18,000 ft.
North of Oil Wharf about 2 cables on same breakwater is Valco Berth for discharging of bulk materials for "Valco" aluminium smelter (mostly alumina). Narrow channel 250 ft. wide leads to berth with depth 33 ft. 6 in.
FRESH WATER: Water pipes alongside all wharves, and under state's sanitary control. Rate of supply 50 tons/hr.
FUEL: Fuel and diesel-oils available by tanker-trucks only. No coal-bunkers available.
REPAIRS: Good marine-workshop.
DRY DOCKS: Dry dock 350 ft. long, 44 ft. wide on the gate, and with depth of 16 ft. 9 in. Also there is one slip with capacity 160 tons, and one 20 tons. Diving pontoon fully equipped, and with 3 divers and crane 10 tons. Graving dock 910 ft. long with necessary facilities is completed.
GENERAL: Recommended to send ETA message at least 24 hours in advance. Essential that ETA message reaches Agent's office before 1500 week-days or before 1000 during week-ends, because of booking of gangs. Ships from Abidjan should also send 48 hours ETA message.

AGENT: Alraine (Ghana) Ltd., PO Box 587, Tema. Tel. 23.71, 26.79. Cables "Freight Tema".

Gibraltar

GIBRALTAR: 36.08 N. 05.22 W.

DOCUMENTS:
3 Crew Lists.
3 Passenger Lists.
Ship's Register.
International Maritime Declaration of Health.
PILOTAGE: Pilotage only compulsory inside harbour and when berthing alongside shore berths, but advisable have Pilot for anchoring in bay. Notice of arrival through Agents 24 hours in advance giving maximum draft. Ship's approach off Detached Mole flying letter "G". Pilot (available day and night) boards vessel when entering Bay. In bad weather Pilots prefer board off Northern entrance of North Mole. Pilot boat painted black and flies International Pilot flag. To call Pilot sound and fly flag "G".
ANCHORAGES: In open bay, good safe anchorage, depths vary from 5 to 40 fathoms. Vessels normally anchor in area West and North of North Mole.
MAX. SIZE: If anchoring in bay, any size. Maximum draft alongside 31 ft.
HEALTH: Vessels boarded at bay entrance by Port Authorities and if everything found satisfactory pratique granted immediately. Masters should advise Agents by radio before arrival of any illness on board so that Port Doctor may board vessel with Port Authorities.
RADIO: "Gibraltarradio", call sign ZDK.
TUGS: When required for berthing alongside, tugs meet vessels off Mole. Ship's ropes used.
BERTHING: As berths alongside limited to 31 ft. Masters requested when giving ETA to advise ship's draft.
STEVEDORES: Agents automatically advise stevedoring company on receipt of ETA from ship.
RADAR/VHF: No port radar service. Communicate with Port Authorities by VHF, international calling Channel 16 or 12 (24 hour service).
MEDICAL: Masters should advise Agents when giving ETA if medical attention is required on board. Adequate hospital treatment available.
TANKERS: Maximum draft at discharging berths 31 ft. Diameter of discharging lines 14 in. fuel oil, 10 in. diesel oil and gas oil.
DENSITY: 1025.
FRESH WATER: Available at Mole from pipe lines, delivery rate 60/80 tons hourly, cost 5/7d. ton. Water can also be delivered at anchorage from barge, delivery rate 40/50 tons hourly, cost 13/- ton plus £7-10-0 for towages of barge.
FUEL: Fuel available any time day or night. All grades available.
GANGWAY/DECK WATCHMAN: Not necessary.
OPENING/CLOSING HATCHES: Normally effected by stevedores.
SHIP'S CERTIFICATES:
Ship's Register.
Load Line Certificate.
Deratisation Certificate.
Ship's Articles.
CUSTOMS ALLOWANCES: No restriction whilst on board. Crew members may bring ashore small quantity for their immediate personal use.

IDENTIFICATION CARDS: Not required.
CONSULS:

Belgium	Tel.	3288	Netherlands	Tel.	5968
Denmark	,,	2151	Norway	,,	4352
France	,,	4830	Portugal	,,	5330
Greece	,,	2956	Sweden	,,	2151
Italy	,,	3053	Venezuela	,,	3509
Israel	,,	5955	Finland	,,	3113
Liberia	,,	4312			

REPAIRS: Deck and engine repairs possible.
DRY DOCKS: Four dry docks (Admiralty) available subject Naval requirements. Largest 871 ft.×125 ft., smallest 260 ft.×46 ft.
REPATRIATION: Facilities exist for repatriating crew members.
AIRPORT: Daily regular flights to London. Distance to airport about half mile.
TIME: Summer Time is kept all the year round, that is GMT plus 1 hour.
HOLIDAYS: New Year's Day; Good Friday; Easter Monday; Commonwealth Day (24th May); Spring Bank Holiday; Summer Bank Holiday; Queen's Birthday; Christmas Day; Boxing Day. Cargo work can be effected at overtime rates on these holidays except on Good Friday and Christmas Day when no cargo work is carried out. Bunkering is effected on any of these holidays without any extra charge except on Good Friday and Christmas Day when a surcharge is made.
POLICE/AMBULANCE/FIRE: Police and Ambulance 3434; Fire 2000.
TELEPHONES: No arrangements exist for placing telephones on board at normal berths. Telephones can be placed on vessels under repair at the Detached Mole, through Admiralty Telephone Exchange, cost about £10.
GENERAL: Advisable that vessels calling for bunkers and only stopping in port for few hours should radio their requirements prior to arrival to ensure avoiding delay.
AGENT: Lambert Brothers (Gibraltar) Ltd., 2/4 Irish Place. Tel. address "Lambert-Gibraltar". Tel. 4373, 3288; after office hours: 5665. Telex 222. Ship's Agents, Insurance Agents, Travel Agents.

Greece

AGHIOS NIKOLAOS (St. Nikolo–St. Nicholas) POROS BAY, Crete: 35.13 N. 25.43 E.

DOCUMENTS:
4 Crew Lists.
2 Passenger Lists.
1 Cargo Manifest.
1 Spares List.
1 Stores List.
1 list Crew Personal Effects.
Maritime Health Declaration.
1 Provisions List.
PILOTAGE: Not compulsory. No pilot station. Private Pilot (G. Mamidakis Co., tel. 593) who can be used if needed. Area of Pilot's boarding is N.E. or S.E. of Aghioi Pandes Islet, depending weather conditions. Anchorage waiting place in same area. Call Pilot with signal "G".
ANCHORAGES: (*a*) Harbour of St. Nicholas and/or cove of St. Nicholas. Depth 5/17 metres. (*b*) Poros Bay depth 27–35 metres, (*c*) N.E. and S.E. of Aghioi Pandes Islet depths 9–30 metres, and 15–40 metres respectively.
RESTRICTIONS: Care to be taken off N. entrance to port owing to rocky shoals, depth 5 metres. Entrance from the S.W. is free of obstructions.
MAX. SIZE: Vessels of up to 100 m. length and 11 metres draft can enter the port. At oil bunkering installation outside the port, vessels of any size can be accommodated.
HEALTH: If from another Greek port free pratique is automatic and access to and from vessel granted on permission of Port Authorities. Port doctor visits all other vessels.
RADIO: No local radio station. Cables to Agent or port authority through Athinai Radio.
TUGS: None.
BERTHING: Berthing position designated by port authority.
STEVEDORES: 23 permanent port stevedores available, but further 20 men can be engaged. Cargo worked by vessel's own gear.
MEDICAL: No advance notice of medical attendance required. Medical attention by town doctors available. Government hospital with all facilities.
TANKERS: No tanker berths. Vessels moor to buoys. Oil line 6 in. dia.
DENSITY: 1025.
FRESH WATER: At new pier three hydrants, hose dia. 25 in. for supplying water. At the bunkering installation at Katsini Bay there is water storage tank capacity 500 cu. m. for supply to deep-sea vessels. Loading rate about 49 tons per hour. Delivery by flexible hose connection from the mooring buoys. Cost 20 drachmas per ton (approx.).
FUEL: Unlimited supply of bunker fuel available.
DEVELOPMENTS: During next five years (*a*) deepening of Port Basin, (*b*) Provision of one shore crane, (*c*) construction of breakwater – length 200 m.
HATCHES: Opened/closed by stevedores.
CUSTOMS ALLOWANCES: 2 packets cigarettes per crew member per day.
CARGO GEAR: No shore facilities. All cargo worked with ship's own gear.
SHORE LEAVE: Permitted. Port Authorities issue necessary passes.
CONSULS: None.
REPAIRS: Only minor repairs.
REPATRIATION: Crew replacement and repatriation available.
AIRPORT: At Iraklion distance 66 km. Two or three flights per day to Athens.
TIME: GMT plus 2 hours, permanent.
HOLIDAYS: In addition to standard Greek holidays, local holidays are Ascension Day (date not fixed), and St. Nicholas day (6th December).
POLICE/AMBULANCE/FIRE: St. Nicholas Police tel. 3–38; Ambulance (Lassithion), tel. 2–94.
TELEPHONES: Facilities available for telephone connection to vessels at oil bunkering station without charge.
SERVICES: Tank cleaning, and hold cleaning.
SHORE LEAVE: Permitted with Port Authority pass.
REGULATIONS: (*a*) Vessels are not allowed to approach Aghioi Pandes (goat reserve). (*b*) No refuse or other waste matter of any description allowed to be thrown overboard from the vessel. (*c*) No visitors permitted without Port Authority permission.
AUTHORITY: Port Authority of Aghios Nikolaos, Crete. Tel. 3–12 and 6–12.

ALEXANDROUPOLIS: 40.51 N. 25.54 E.

DOCUMENTS:
Port Authority
2 Crew Lists.
1 Passenger List (if any).
If from abroad Maritime Declaration of Health. If Greek flag, articles and log book, and declaration of foreign exchange.
Customs:
3 Lists of Stores and Provisions.
1 Crew List.
Master's personal declaration that all stores not held in bond will remain on board.
PILOTAGE: No pilot service. If Master requires pilotage assistance an experienced local boatman is available, but Agent must be advised of ETA in advance order arrange for this pilot to await vessel about 1 mile outside port.
ANCHORAGES: Depth inside port 6·5 metres, mud bottom. Depth increases outside port to about 10 metres at distance of one nautical mile.
Area around port subject to strong South-east/South-west winds especially during winter. During strong winds vessels can seek shelter off Samothraki Island. In strong winds port is considered safe but because of occasional large waves loading is stopped. Winds from other directions do not effect port work.
MAX. SIZE: Vessels with draft not exceeding 6·5 metres can enter safely.
HEALTH: Vessels from foreign countries can enter harbour and obtain free pratique during the period from sunrise until 2200 hours. Vessels having suspected contagious disease on board should remain outside harbour until visit of medical officer, and await further instructions.
TUGS: None.
BERTHING: At least 24 hours notice of ETA to be passed to Agent in order to obtain allocation of berth from Port Authority.
STEVEDORES: Prior notice to be passed to Agent order arrange gangs. Rate of cargo working: General cargo about 70 tons per gang every 8 hours. Bagged cargo about 120 tons per gang every 8 hours. Coal about 80 tons per gang every 8 hours. Timber about 120 cu. metres per gang every 8 hours. Vessels must use own gear for loading/discharging.
MEDICAL: No advance notice required. One Government General Hospital, two clinics. Doctors' services readily available.
TANKERS: No facilities.
FRESH WATER: Hydrants on West side of breakwater. Delivery rate about 5 tons per hour (each), but delivery rate reduced when two or more hydrants in use. Cost about 10 drachmas per cu. metre.
FUEL: No bunker C fuel available. Supplies of diesel oil available from barge of 300 tons capacity.
FIRE PRECAUTIONS: No port fire brigade. In emergency fire brigades must be called from Alexandroupolis.
DEVELOPMENTS: (*a*) Main Pier, length 171 metres.
(*b*) Wharf, length 281 metres, extending on East side of main pier.
(*c*) Study in progress to increase depth of port area to 10 metres and to dredge entrance channel to a length of 2·5 kilometres.
(*d*) Study in progress to extend Western breakwater 204 metres in direction S.E./E.
WATCHMEN: Not available, and if required must be supplied by vessel.
HATCHES: Opened and closed by crew.
CUSTOMS ALLOWANCES: One packet of cigarettes allowed out of bond for each crew member, for each day in port. Wine/beer no restrictions. Spirits, Master allowed one bottle.
CARGO GEAR: Load/discharge by ship's own gear.
IDENTIFICATION CARDS: Shore pass issued against crew list and seamen's book. Passes obtainable from Port Authorities.
CONSUL: Consul-Agent of France. Tel. 7–20.
REPAIRS: Only minor repairs available.
REPATRIATION: Facilities for crew changes and repatriation.
AIRPORT: 5 km. distant. Daily flights to Athens.

TIME: GMT plus 2 hours. Permanent.
HOLIDAYS: 1st January; 6th January; Whit Monday; 25th March; Good Friday; Easter Monday; 14th May (local); 21st May (St. Constantine); 15th August; 28th October; 6th December; 25th December; 26th December, and all Sundays. Cargo work can be arranged on these days, subject to payment of additional charges.
POLICE/AMBULANCE/FIRE: Police station, tel. 3–52; Security police, 80–20; Ambulance 4–71; Fire 2–22.
TELEPHONES: No facilities for telephones on board.
SHORE LEAVE: Permitted.
AUTHORITY: Port Authority of Alexandroupolis, King Alexander and M. Botsari. Tel. 4–68.

ARGOSTOLI, Cephalonia: 38.12 N. 20.29 E.

DOCUMENTS:
3 Crew Lists.
3 Passenger Lists.
Customs Clearance.
2 copies Cargo Manifests.
Bills of Lading.
Ship's Stores List.
List of Crew's Personal Effects.
Ship's Papers.
PILOTAGE: No pilot station.
ANCHORAGE: Vessels anchor in Argostoli roads, depth in the harbour is 19 ft.
MAX. SIZE: Up to 19 ft. draft.
HEALTH: Free pratique given by Port Health doctor on arrival, who will also deal with any sick cases.
RADIO: Patras Radio.
TUGS: None available.
MEDICAL: Advance notice not required except in urgent cases. For vessels arriving from foreign countries crew require vaccination certificates.
TANKERS: Discharge at DEH Terminal.
FRESH WATER: Can be supplied from the pier using ship's hoses cost 15 dr. per ton.
FUEL: Not available.
OPENING/CLOSING HATCHES: Performed by ship's crew.
CUSTOMS ALLOWANCE: 200 cigarettes allowed for each crew member.
CONSULS: No local representation.
REPAIRS: Only minor machinery repairs can be carried out.
REPATRIATION: No facilities.
TIME: GMT plus 2 hours all the year round.
HOLIDAYS: Local holidays are 21st May, 16th August and 20th October, in addition to national holidays. Work may be arranged at double rates.
POLICE/FIRE/AMBULANCE: Police tel. 2–20; Ambulance 5–15; Fire – no organised fire service.
TELEPHONES: Can be connected on board vessels without charge.
SHORE LEAVE: Allowed.
AUTHORITY: Cephalonia Harbour Office. Tel. 2–24.

CHALKIS: 38.27 N. 23.36 E.

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
2 Cargo Manifests.
2 Stores and Spares Lists.
2 Crew Personal Effects Lists.
Health Certificate.
PILOTAGE: Application for Pilot to be made by radio through Agent to Chalkis Port Authority. ETA required at least 4 hours before arrival.

Call Pilot by international code signals or whistle signal "G". Pilot boards from grey motor-boat about 10 metres length in a position about 1 to 1½ miles North of light buoys of the Northern Port.

The pilotage area extends from 1 mile north of red and green light buoys North of Evripos Bridge, and to the South of Euboea, 2½ miles from Bourtzi Point.

If vessel coming from South, Pilot boards 1 ½ to 1½ miles South of Bourtzi Point.

The anchorage for vessels coming from the North of Euboea and awaiting Pilot is at the centre of the Euboean coast off lighthouse Kakokefali, North of the two light buoys and outside the bearing 020/200° which is the axis of vessels passing in and out of Evripos Strait.

Safe anchorage for vessels coming from South of Euboea and awaiting Pilot is 1 nautical mile South of Bourtzi Point.
ANCHORAGES: A. In the basin of South Port clear of vessels passing in the Straits. Depths over 21 ft.

B. In North Port between the light buoys and Kakokefalis lighthouse and outside the axis of course 020/200°. In depths of 10–15 fathoms.

C. Anchorage mentioned in "Pilotage" above, depths of 10 fathoms.
RESTRICTIONS: Entry restricted only by depth. Maximum draft 21 ft. For vessels intending to pass Evripos Strait having draft 21 ft., passage possible only at slack tide or with following tide. Full details in Evripos Straits Operations Regulations.

There is also a restriction in Steno Straits where there is an overhead cable 38 metres above sea-level.
MAX. SIZE: Maximum draft 21 ft. for vessels entering port. For vessels navigating Evripos Strait maximum length 110 metres breadth 20 metres and subject to local regulations.
HEALTH: Pratique not required if coming from another Greek port. Otherwise international pratique regulations are applied.
RADIO: No local radio, all messages should be passed through Athinairadio.
TUGS: One tug available, joins vessel off the berth. Ship's tow lines used. Tug is compulsory for vessels over 1,000 GRT. Tug used only for berthing and unberthing.
BERTHING: Berthing in both the North Port and the South Port can only be effected at slack water subject to available tide.
BRIDGES: Passage above Evripos Bridge can only be effected at slack water or with following tide.
STEVEDORES: Loading, discharging, carried out with ships gear. Notice must be given by Agent to stevedores not less than 6 hours before vessels arrival.

Cargo working rates: General cargo 80–100 tons every 8 hours. Bagged cargo 100–150 tons every 8 hours. Timber 70 cu. m–90 cu. m. every 8 hours.
MEDICAL: Agent should be advised beforehand if medical assistance required on arrival. Clinic facilities available. Vaccination certificates required.
DENSITY: Average 1025.
FRESH WATER: Drinking water can only be supplied in small quantities by tanker lorry.
FUEL: Can be supplied in small quantities by tanker lorry.
DEVELOPMENT: A pier 240 metres is under construction at Vourkos in the South Port; depth alongside 26 ft.
WATCHMEN: Not required.
HATCHES: Opening and closing hatches can be effected by ships crew or by workers if requested.
CUSTOMS ALLOWANCES: Crew members each allowed one packet of cigarettes per day. Only the master is allowed one or two bottles of alcohol while vessel in port.
IDENTIFICATION CARDS: Shore passes are issued by port authorities.
CONSUL: France, tel. 2574.
REPAIRS: Only minor repairs can be effected by technicians from Piraeus.
REPATRIATION: No difficulties as there are excellent communications with Piraeus.
AIRPORT: Nearest is Athens International Airport.
TIME: GMT plus 2 hours all the year round.
HOLIDAYS: 1st January; 6th January; 25th March; 21st April; Good Friday; Easter Monday; Easter Sunday; 21st May; 15th August; 28th October; 6th December; 25th and 26th December. Local holiday 26th July.
POLICE/FIRE/AMBULANCE: Port police, tel. 2580; Fire 3333; Ambulance 2282.
TELEPHONES: Cannot be connected on board.
SHORE LEAVE: Allowed.
DELAYS: Only waiting for suitable tides.
AUTHORITY: Chalkis Port Authority, tel. 2580 or 2236.

CORFU (Kerkyra): 39.37 N. 19.56 E. (including Kalifoka and Kefalomandouko)

DOCUMENTS:
3 Crew Lists.
3 Passenger Lists.
Maritime Declaration of Health.
3 Stores Lists.
3 Spares Lists.
PILOTAGE: At least 24 hours before arrival ETA should be passed to Port Authority on 2182 kc/s, answering on 2830 kc/s. Vessels requiring Pilot during daytime should hoist letter "G" of international code, and sound letter "G" in the morse code on ships whistle at intervals. Whistle signal may also be used at night. Vessels should await Pilot in position 39° 38′ N., 19° 57′ E. nearest to the coast of Ptychia Island (Vido) and Corfu, depending on weather conditions.
ANCHORAGE: Safe anchorages in the area between Ptychia Island and coasts of Corfu, depth about 30 metres. During strong North-west winds there is safe anchorage in the roadstead at Goritsa Bay or at Kastrades at a distance of ½ mile from the shore where depth in excess of 20 metres.
RESTRICTIONS: Only during unfavourable weather conditions or lack of berthing space.
MAX. SIZE: Draft 7·5 metres.
HEALTH: Port Health Officer boards vessel on arrival and examines health declaration. In cases of suspected disease or fever on board the health officer will examine entire crew and passengers.
RADIO: Radio Kerkyra. 2182 and 2830 kc/s.
TUGS: None.
BERTHING: Vessels should prepare fenders prior going alongside berth.
STEVEDORES: At least 24 hours advance notice of ETA required order arrange gangs. There are three silos for the discharge of bulk grain at Kalifoka (Mandoukion). Discharge rate about 60 tons per hour.
MEDICAL: Agent should be advised in advance of any medical requirements. Medical clinics available.
DENSITY: 1025. Max. height of tide 0·6 metre.
FRESH WATER: Available through 2 in. hoses. Cost 17 drachmas per ton (approx.).
FUEL: For yachts in the new harbour there is a diesel-oil tank.

capacity 3 tons. At Kefalomandouko there is a permanently anchored oil barge capacity 24 tons. There are plans to provide permanent shore facilities.
FIRE PRECAUTIONS: Loading/discharging of inflammable liquids and explosives generally forbidden at night. The anchorage for vessels carrying inflammable liquids or explosives is between Lazaretos Islet and N.W. of breakwater point.
DEVELOPMENTS: (*a*) Dredging of new harbour to accommodate vessels of 10 m. draft. (*b*) Extension of the quay wall to 160 m. length. (*c*) Construction of Kefalomandouko breakwater, part of which will be used in berthing large passenger vessels.
WATCHMEN: Not required.
HATCHES: Opened and closed by stevedores. Hold cleaning available at the cost of 40 drachmas per person per day.
CUSTOMS ALLOWANCES: Crew of Greek vessels are not allowed more than immediate requirements out of bond. Seamen signing off and passengers leaving the vessel are allowed 200 cigarettes.
IDENTIFICATION CARDS: Required.
CONSULS:
U.K.: G. K. Forte, 27 Mavili St. Tel. 8055.
France: Stef. Gerakaris, 3 Skenektatous St. Tel. 9816.
Denmark: M. A. Damaskinos, 22 Arseniou. Tel. 9730.
Norway: K. Kondis, 2 Denzelot St. Tel. 9667.
W. Germany: St. Nikokavouras, 19 Kapodistriou St. Tel. 9656.
Sweden: S. A. Bogdanos, 7 Douzelot St. Tel. 9469 (appointed for Finland).
Italy: M. Logini, Kanoni Street. Tel. 2351.
Belgium: M. A. Androutselis, 11 Kapodistriou St. Tel. 9988.
Netherlands: M. W. N. Servargoys, 5 Apolodorou St.
REPAIRS: Facilities for minor repairs only.
DRY DOCK: Largest dry dock 40 m. length 8m. depth.
REPATRIATION: Facilities for crew changes and repatriation available.
AIRPORT: 2 km. from port. During winter one flight daily to Athens. During summer frequent daily flights to Athens.
TIME: GMT plus 2 hours permanent.
HOLIDAYS: Local holidays are 21st May, 11th August and 12th December. In addition Corfu observes standard Greek holidays.
POLICE/AMBULANCE/FIRE: Police, tel. 92–54; Ambulance, tel. 99–04; Fire, tel. 92–55.
TELEPHONES: No facilities for placing on board.
GENERAL: Prevailing wind is from the N.W. Anchorage in the new harbour unsatisfactory due to mud bottom.
SHORE LEAVE: Allowed.
PORT REGULATIONS: Forbidden to approach Lazaretos Islet.
AUTHORITY: Port Authority of Corfu, Mitropoleos Square. Tel. 95–13.

ELEUSIS, (including Skaramanga): 38.02 N. 23.33 E.

DOCUMENTS:
4 Crew Lists.
4 Passenger Lists.
Bill of Lading.
2 Lists of Stores and Provisions.
PILOTAGE: Piraeus pilot station regulations are operative.
ANCHORAGE: Port offers safe anchorage. Bottom mud and sand.
RESTRICTIONS: After sunset and for vessels intending to enter Eleusis port through Salamis channel, it is imperative to give 6 hours notice of expected time of arrival to Port Authorities of Eleusis, in order to obtain special permission from the naval yard of Salamis.
MAX. SIZE: No limitations to length and breadth at the installations or at the main port. Maximum permissible draft of vessel entering Eleusis Bay is 36 ft. Max. draft at berths is 33 ft. Also see "Tankers".
HEALTH: For vessels arriving from other Greek ports, pratique is automatic. Vessels arriving from foreign ports boarded by Health Officer who grants free pratique.
RADIO: Athinai, 2182 kc/s.
TUGS: Join vessel outside Piraeus Harbour and formalities much same as Piraeus.
STEVEDORES: No special advance notice required to arrange gangs. No shore cargo equipment and vessel works cargo with own gear. Bulk cargo discharged at the rate of 8 tons per hour per gang; bag cargo 14 tons per hour/per gang, and timber 10 cubic metres per hour/per gang.
MEDICAL: Advance notice not required. Two clinics in town of Eleusis if required.
TANKERS: Operating companies supply reducing pieces. No facilities for residue discharge. (*a*) Esso Pappas: length 160 metres; breadth 30 metres; depth at pier 30 ft. (*b*) Greek Refineries: length 93 metres; breadth 12.70 metres; depth 7 metres. (*c*) Texaco: length 80 metres; breadth 6 metres; draft 4.50 metres. (*d*) Mamidakis: length 40 metres; breadth 5 metres; draft 27 ft.
FRESH WATER: Barge delivery available. Cost: 25 drachmas per cubic metre (approx.).
FUEL: Available at tanker installations subject advance notice.
FIRE PRECAUTIONS: The usual precautions applicable to oil installations. During operations of white liquid (petrol, spirits, etc.) regulations require a tug to be standing by.
DEVELOPMENTS: Extension of existing quay walls to 540 metres. Additional berth length 175 metres and depth alongside 25 ft., recently completed.
HATCHES: Usually opened and closed by crew and subject additional payment by stevedores.
CUSTOMS ALLOWANCES: 200 cigarettes and one bottle wine/spirits allowed per crew member out of bond.
CONSULS: None.
REPAIRS: All grades of repairs can be carried out at Eleusis shipyard, and also at Skaramanga (see "Dry Docks").
DRY DOCKS: Skaramanga shipyard situated on the coast between the Port of Piraeus and Eleusis Bay. Shipyard is 8 miles by road from Athens and 7 miles from Piraeus; driving time 25 and 20 minutes respectively.
Mailing address: Hellenic Shipyards Co., PO Box, 480, Athens, Greece. Cables: Shipyard, Athens. Telex: 215293 HSYS GR, 215396 HSYS GR, 215567 HSYS GR. Telephones 8073.471, 8073.351, 8073.610. Office hours at Skaramanga: 0815 to 1715 (weekdays), 0815 to 1345 (Saturdays).
Floating Docks

Main Particulars	*Dock No. 1*	*Dock No. 2*	*Dock No. 3*
Lifting capacity	30,000 tons	22,000 tons	25,500 tons
Docking ,, (dwt.)	**72,000 ,,**	**37,000 ,,**	**60,000 ,,**
Length overall	826 ft.	673 ft.	760 ft.
Length on keel blocks	760 ,,	605 ,,	693 ,,
Breadth inside banks	121 ,,	105 ,,	111 ,,
Breadth outside banks	147 ,,	129 ,,	136 ,,
Ht. of WL above keel blocks	28 ,,	28 ,,	28 ,,
Pumping time	120 min.	80 min.	100 min.

Skaramanga Yard's three floating docks have been designed in such a way as to eliminate delays of any kind in the raising of large vessels and to ensure that the work is carried out in minimum time and with the least possible inconvenience to the crew living on board.
The basic equipment of the docks is the following: Two 5-ton cranes, two fire extinguishing pumps 120 m^3/h at 90 m. WC, DC current supply to ships 1200 A 220 V, AC current supply to ships 600 A 440 V 60 cycles, multipoint welding rectifier 2500 A, two oil pumps for supply of fuel oil from the dock to the vessel 60 m^3/h at 50 m., two compressors 17 m^3/min. at 7 atü, emergency diesel generator set 200 KVA, foam fire extinguishing system, steam boiler and water distilling plants.
New Graving Dock
The Graving Dock is 327 m. (1,100 ft.) long, 53.6 m. (176 ft.) wide and 9.25 m. (30ft.) deep at the entrance. It can take ships in the 240,000 ton range.
Ships are manoeuvred at the dock entrance with the assistance of two 5-ton capstans situated on each side of the entrance gate. They are then shifted inside the dock by two 15-ton auto-tensioning winches and hauling-in trolleys (mules) running on tracks on each side along the dock subway.
The dock floor is fitted with specially designed keel blocks for easy fitting and removal and with electricity operated side blocks.
The Graving Dock is served by two 100-ton cranes, one 50-ton crane and a small 5-ton crane.
TUGS: A fleet of five powerful tugs is on hand at Skaramanga Yard to assist docking and undocking operations of all vessels calling at the yard.
AIRPORT: Athens Airport. Regular international flights.
HOLIDAYS: Cargo operations can be effected during usual Greek holidays, following submission of application to Harbour Workers' Union and subject cost increase of 75% above normal.
POLICE/FIRE/AMBULANCE: Eleusis Police Station, tel: 6674; Ambulance, tel. 6501; Piraeus Fire Brigade, tel. 0199.
AUTHORITY: Eleusis Port Authority.

IRAKLION (Heraklion), Crete: 35.20 N. 25.10 E.

DOCUMENTS:
4 Cargo Manifests.
4 Crew Lists.
4 Passenger Lists.
Declaration of Crew's Personal Effects.
List of Stores and Provisions.
Maritime Declaration of Health.
Vaccination Certificates.
PILOTAGE: Pilotage area extends 1 mile from N. breakwater. Advance notice of ETA should be passed to Agents order arrange Pilot. Contact may be made with pilot station on VHF Channel 12; also when within distance of 3–12 miles and subject prior agreement of calling time communication can be effected by radio-telephone via Radio Iraklion – pilot station telephone 6133. International pilotage signals apply. Pilot boat is wooden boat 6 metre length, hull colour grey, with white deckhouse, carrying black board with word "Pilot" in white letters. In bad weather vessels should proceed close to entrance of port for Pilots boarding.
ANCHORAGE: Anchorage East of port entrance is forbidden owing to numerous underwater cables. In good weather conditions anchorage to be found ¾ mile Northwards of N. breakwater with Enetic Castle bearing 180°. In bad weather conditions, best anchorage is at a distance of about 5 nautical miles to the W. of the North breakwater and at a distance of 3 miles from the coast (Ellinoperamaton Haven); depth of water requires a big scope of anchor chain.
MAX. SIZE: Max. length 250 metres, draft 29 ft. Usual rise and fall of tide 1 ft. but increasing with South winds and decreasing with North winds.
HEALTH: International regulations apply for obtaining free pratique. In the event of suspected disease vessel will remain under quarantine until cleared. Pratique is automatic if arriving from another Greek port.
RADIO: Radio Iraklion – SUH 2182 kc/s.

TUGS: Two port authority tugs 240 h.p. and 90 h.p. When tugs required they await vessel at port entrance. Ship's lines used.
BERTHING: Pilot will advise Master of berthing position.
STEVEDORES: Port authority owns three cranes but they are seldom used. Cargo operations usually conducted by use of ship's own gear. Discharge rates per gang in 8 hours: bulk cargo 100 tons, bagged cargo 140 tons, liquid cargo subject ship's equipment – transportation by barges, timber 100 cu. metres.
MEDICAL: Advance notice should be passed to Agents if requiring medical attention. Clinics and medical treatment available.
TANKERS: Only very small tankers discharge in Iraklion Port and Ellinoperamaton Haven. At Iraklion, tankers discharging liquid fuel are required to berth at East breakwater (fuel pier). Attendance of fire brigade and one tug standing by is compulsory.
DENSITY: 1020.
FRESH WATER: Available ex-berth or ex-barge. Rate of delivery ex-berth about 500 tons per 24 hours. Cost, ex-berth 16 drachmas per ton (approx.) ex-barge 25 drachmas per ton (approx.).
DEVELOPMENTS: Increase of harbour basin area expected to be completed end 1971. Also additional lengthening of quay walls.
HATCHES: Opened and closed by crew.
CUSTOMS: 2 packets of cigarettes per day per crew member allowed out of bond, and one 500 gr. bottle wine/spirits for whole time of vessels stay in port.
IDENTIFICATION CARDS: Shore passes issued by port authorities.
CONSULS:

Finland	tel. 4860 and 3860	Sweden	tel. 2476 and 5859
Norway	,, 2667	Denmark	,, 2253
Netherlands	,, 2615	France	,, 2347
Belgium	,, 2520 and 2296	Germany	,, 2266 and 5400

REPAIRS: Minor repairs available by machine shops in town of Iraklion. No facilities for deck repairs.
AIRPORT: Distance 5 km/s. Two flights daily during winter to Athens, and four flights daily in summer.
TIME: GMT plus 2 hours, permanent.
HOLIDAYS: Usual Greek holidays plus local holidays of 25th August and 11th November. Cargo work can be arranged on holidays subject additional costs.
POLICE/AMBULANCE/FIRE: Police, tel. 2241, 2430, 2316; Ambulance, tel. 2894, 2638; Fire, tel. 3555, 2333.
AUTHORITY: Central Port Authority of Iraklion, Port of Iraklion. Tel. 2002, 2529. Telex 021–123.

ISTHMIA, Corinth Canal (incl. Sousakion): 37.55 N. 23.00 E.

DOCUMENTS:
Port Authorities
Crew List.
Passenger List.
Ship's Certificates.
Health Certificate.
Certificate of Anchorage Dues.
Customs
Customs papers and declarations.
Cargo Papers.
List of Stores and Provisions.
List of Crew's Personal Effects.
PILOTAGE: There are eight pilots for the Corinth Canal. Telegraphic address of canal pilot station is "Nadkorinthou Korinthos", tel. 452 Corinth. Masters of vessels exceeding 800 gr. tons must give at least four hours notice of ETA order avoid delay. Signal to call pilot is two blasts on ship's whistle. Pilot boats await at entrances of the canal.
ANCHORAGES: Open anchorage in Isthmia Bay.
RESTRICTIONS: Corinth Canal closed every Sunday from 0600 to 1800 hours in order for maintenance work to be effected.
MAX. SIZE: For transitting Canal max. breadth 58 ft. max. draft 22 ft. No limitation on length of vessels.
HEALTH: Pratique effected by health department of the Port Authority assisted by temporarily engaged doctor. In cases of suspected contagious disease vessel will be held under quarantine and if necessary fumigation will be conducted at Piraeus.
TUGS: Join vessel 2 miles outside Canal entrance at Isthmia and Possidonia. Ship's lines always used.
BERTHING: In Sousakion at private factory pier. No berths at Isthmia.
MEDICAL: Agent should be advised in advance of number of crew needing medical assistance, also information of any vaccination required.
FRESH WATER: Not available either at Sousakion or in the Canal.
CUSTOMS ALLOWANCES: Each crew member allowed 200 cigarettes out of bond and one bottle wine/spirits.
CARGO GEAR: Loading/discharging by ship's gear.
AIRPORT: 100 km. distance.
TIME: GMT plus 2 hours, permanent.
POLICE/FIRE/AMBULANCE: Police, tel. 2129.
DELAYS: Possible delay up to 1½ hours in transitting canal if another vessel already transitting canal from opposite direction.
AUTHORITY: Sub-Port Authority of Isthmia, Isthmia, Corinth. Tel. 2129.

ITEA: 38.26 N. 22.25 E.

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
Cargo Manifest.
Bills of Lading.
List of Ship's Stores and Spares.
Health Declaration.
Ship's Certificates.
PILOTAGE: Vessel should advise ETA at least 24 hours before arrival through the telegraphic office of Itea. Pilots are called by international code flag "G" or sound signal 2 long and one short blast.
Pilot boards 1 mile South-east jetty lighthouse. Pilot boat painted black with white deckhouse, the word "Pilot" is painted in white letters on both sides. On the bow is painted "PY21".
In bad weather vessel should enter harbour without Pilot and anchor using both anchors.
ANCHORAGE: Available inside the harbour and in Aggolis Gulf. Safe anchorage in the vicinity of the jetty head in depths of 8–10 metres.
RESTRICTIONS: Vessel may enter harbour day or night. Harbour anchorage suitable for vessels up to 60 ft. draft.
HEALTH: Pratique is given on arrival by the port medical officer.
TUGS: None available.
STEVEDORES: Gangs should be ordered in advance by Agents on basis of Masters ETA. Loading and discharging is effected by ship's gear.
MEDICAL: 24 hours notice preferred if any medical requirements. Hospital facilities available. Vaccination can be arranged within 24 hours.
DENSITY: 1025.
FRESH WATER: Not available.
FUEL: Not available.
DEVELOPMENTS: Extension and widening of the existing breakwater and the construction of a second breakwater.
HATCHES: Hatches are opened and closed by ship's crew.
CUSTOMS ALLOWANCES: 200 cigarettes and one opened bottle of alcohol is allowed each man.
IDENTIFICATION CARDS: Needed for crew men going ashore.
CONSULS: No local representation.
REPAIRS: No facilities for repairs.
REPATRIATION: Can be arranged.
TIME: GMT plus 2 hours all through the year.
HOLIDAYS: Cargo work can be effected on all holidays on payment of overtime.
POLICE: Tel. 222.
AUTHORITY: Sub-Port Authority of ITEA. Tel. 319.

KALAMATA: 37.02 N. 22.07 E.

DOCUMENTS:
5 Crew Lists (Greek flag vessels).
3 Crew Lists (foreign flag vessels).
2 Passenger Lists.
Customs documents.
Bill of Health.
Bill of Lading.
All ship's papers.
PILOTAGE: Notice of ETA required 48 hours before arrival. No VHF. Call Pilot by international code signals on arrival. Pilot boards by motor boat about half-a-mile from the breakwater red light, weather permitting.
ANCHORAGE: Vessels waiting Pilot may anchor half-a-mile east of the breakwater red light.
MAX. SIZE: Vessels up to 28 ft. draft may enter harbour. For berthing alongside the West Mole maximum length 180 metres draft 25 ft. 6 in.
HEALTH: Port Health doctor boards vessel on arrival or alongside the berth. Master required to produce Fumigation Certificate and Declaration of Health. Health visit not necessary for vessels coming from a Greek port.
RADIO: Athens Radio, call sign SVA.
TUGS: No tugs available.
BERTHING: Agents require details of vessel's draft in advance to get berthing permission from Harbour Authorities. West Mole, length 430 m.
STEVEDORES: Number of gangs required to be advised Agent in good time.
MEDICAL: Doctors and medical assistance available.
FRESH WATER: Can be supplied from the berth at about 15 tons per hour.
FUEL: Can only be supplied by road tankers – subject to advance notice.
DEVELOPMENTS: New berths under construction to accommodate vessels up to 30 ft. draft.
WATCHMEN: If required watchmen available from shore. Cost 100–150 drs. per day.
HATCHES: Can be opened and closed either by crew or by stevedores subject to regulation payments for this work.
CUSTOMS ALLOWANCES: 200 cigarettes and one bottle of spirits per man.
CONSULS:

Sweden	tel. 24–79
Netherlands	,, 22–61
Norway	,, 32–15

REPAIRS: Minor repairs can be effected in shore machine shops. No dry docks.
REPATRIATION: Can be arranged.

AIRPORT: Situated 15 km away. Flights to Athens three times a week.
TIME: GMT plus 2 hours all the year round.
HOLIDAYS: Additional local holidays are Ascension Day and St. Dionysios' Day.
POLICE/FIRE/AMBULANCE: Police telephone 26–22; Fire telephone 23–00; Ambulance telephone 35–61.
SHORE LEAVE: Allowed. Shore passes issued by harbour authorities.
AUTHORITY: Kalamata Harbour Office. Tel. 22–18.

KALI LIMENES, Crete: 34.56 N. 24.50 E.

DOCUMENTS: Vessels may arrive for bunkering without obtaining free pratique. However, if pratique is effected, vessels should have ship's papers ready for inspection, also 4 Crew Lists, 4 Passenger Lists, Cargo Manifest and a List of Stores and Provisions.
PILOTAGE: One private Pilot employed by the bunkering company SEKA who undertakes pilotage for vessels calling for bunkers. Pilot boat is a small boat equipped with signal lamp. Pilot boards about 5 miles East of Aghios Pavlos (St. Paul) Islet. Vessels awaiting Pilot may anchor 15 miles East of Aghios Pavlos Islet.
ANCHORAGES: (See "Pilotage".) Vessels may anchor in area between Aghios Pavlos Islet and Mavronissi, which is a safe anchorage.
MAX. SIZE: Vessels in ballast of up to 80,000 tons dwt. and maximum draft 14 metres can enter port.
HEALTH: Vessels arriving from foreign ports wishing to obtain free pratique should cable Agents to arrange for boarding of Health Inspector. Free pratique automatic if arriving from another Greek port.
TUGS: There is one tug, but it is seldom used.
MEDICAL: Agent should be advised well in advance if medical assistance required. There are no hospitals or other local facilities and doctor has to be called from nearest town.
TANKERS: Three berths N. of Aghios Pavlos Islet, max. draft 14 metres.
FRESH WATER: Unlimited supplies available. Cost 8 drachmas per ton (approx).
FUEL: Unlimited supplies available subject adequat e advanced notice.
FIRE PRECAUTIONS: Portable foam-fire extinguishers.
CUSTOMS ALLOWANCES: 200 cigarettes permitted to each crew member to be held out of bond, and one bottle of wine/spirits.
CONSULS: None.
REPAIRS: None.
AIRPORT: At Iraklion, 75 km. distant.
TIME: GMT plus 2 hours, permanent.
SHORE LEAVE: Permitted if free pratique requested and granted.
AUTHORITY: Port Authority Station, telephone 5 Kali Limenes of Iraklion.

KATAKOLON: 37.39 N. 21.20 E.

DOCUMENTS:
Maritime Health Declaration.
Usual Ship's Certificates.
2 Crew Lists.
2 Passenger Lists.
2 Lists of Stores and Provisions.
2 Lists of Crew's Personal Effects.
PILOTAGE: Not compulsory. Port has one private Pilot whom vessel may use provided sufficient advance notice passed through Agent.
ANCHORAGES: Vessels can anchor at a distance of 2 cables from the head of the breakwater (bearing 300°). Safe anchorage for vessels of up to 30 ft. draft between positions 37.40 N. 21.19 E. and 37.40 N. 21.20 E.
MAX. SIZE: Maximum safe draft 23 ft. Depth inside port 8 metres. Length of pier 204 metres.
STEVEDORES: No advance notice required. No shore facilities. Vessels load/discharge with own gear.
MEDICAL: No medical assistance in Katakolon, but facilities exist at the town of Pyrgos 13 km/s distant.
FUEL: Not available ex-berth, but can be delivered by tank truck from Patras or Kalamate.
FRESH WATER: Available. Capacity 20 cu. metres per hour.
HATCHES: Usually opened and closed by crew but this work can be carried out by stevedores subject consent of Port Authority. Cost as agreed between Master and stevedores.
IDENTIFICATION CARDS: Passes issued by Port Authority.
CONSULS: None.
REPAIRS: Not available in Katakolon. Small quantities of engine spares available in Pyrgos.
AIRPORT: Andravis Airport 26 km/s distant. Flights to Athens twice weekly.
TIME: GMT plus 2 hours, permanent.
HOLIDAYS: Usual Greek holidays plus local holidays of 6th December and 17th December.
POLICE/AMBULANCE/FIRE: Police and Immigration, tel. 2; Fire brigade (Pyrgos), tel. 2633; Ambulance (Pyrgos), tel. 2344.
TELEPHONES: No facilities for placing on board.
SHORE LEAVE: Permitted.
AUTHORITY: Port Authority of Katakolon. Tel. 6.

KAVALLA: 40.55 N. 24.25 E.

DOCUMENTS:
5 Crew Lists.
2 Lists of Foreign Exchange.
4 Passenger Lists.
2 Cargo Manifests.
2 Lists of Crew Personal Effects.
Copies of Bills of Lading and usual Ship's Certificates.
PILOTAGE: 24 hours notice of ETA to be passed to Agents or direct to Port Authorities. Vessels requiring Pilot should indicate with light and sound signals code letter "G" on arrival 5 miles from Kavalla lighthouse. Pilot boat is a tug 9 metres length. Pilot usually boards about ½ mile from breakwater light. In event bad weather, Pilot does not board, and vessel may take refuge North-west of Cape Prinos at the head of Thasos Island. If strong North and South-west winds prevailing, vessels recommended take refuge Eleftheron Bay. Vessels awaiting a Pilot may anchor ½ mile South of Kavalla lighthouse.
ANCHORAGE: One-half to 2 miles South of Kavalla lighthouse, depth 30 to 40 metres. Bottom sand and mud.
MAX. SIZE: Max length 150 metres with proportionate breadth. Max. draft 27 ft. Tide ±2 ft.
HEALTH: Doctor boards vessel with Port Officer. Maritime Declaration of Health and Deratisation Certificate required. In case suspected disease or fever on board, Master should radio Port Authorities in advance. Pratique is automatic if arriving from another Greek port.
RADIO: No local radio station. Cables may be routed through Athinai Radio.
MEDICAL: Advance notice of medical requirements necessary. General hospital in Kavalla and numerous private clinics.
DENSITY: 1025.
FRESH WATER: Available at berth.
FUEL: None.
HATCHES: Opened and closed by crew.
CARGO GEAR: Vessel should have cargo gear ready on arrival in order to avoid delay.
CONSULS:

France tel. 3163	Netherlands tel. 3265
Finland ,, 3467	Sweden ,, 3669

REPAIRS: Minor repairs available.
AIRPORT: Distance 7 km/s. One flight daily to Athens.
TIME: GMT plus 2 hours, permanent.
HOLIDAYS: Standard Greek holidays. Local holiday 29th June.
POLICE/AMBULANCE/FIRE: Police, tel. 3291; Fire, tel. 1999.
AUTHORITY: Kavalla Port Authority. Tel. 3628.

LAURIUM (Lavrion): 37.42 N. 24.04 E.

DOCUMENTS: Maritime Declaration of Health with Crew's Vaccination Cards.
Cargo Manifests.
4 Crew Lists.
PILOTAGE: Address of pilot station: Sub-Port Authority of Lavrion. Pilot boat is a motor-boat, length 6 metres with white hull, flying code letter "H". Vessels requiring Pilot should flash or sound letter "G". Pilot boards about ½ mile from wreck-marking buoy. In event of bad weather, boarding position is inside the buoy. Vessels awaiting Pilot should anchor East or West of wreck-marker buoy depending vessel's size.
ANCHORAGE: See "Pilotage."
MAX. SIZE: Max. length about 130 metres, max. draft 21 ft.
HEALTH: Health Officer and Port Officer board vessel on arrival. Maritime Declaration of Health should be submitted to Health Officer who examines any sick crew. Free pratique is not automatic.
STEVEDORES: Advance notice required in order to arrange gangs. No shore cargo equipment, and cargo operations effected by ship's gear.
MEDICAL: Medical assistance available.
TANKERS: Discharge of liquid fuel at moorings in bay.
FRESH WATER: Can be supplied to vessels alongside berth from tanker trucks. Cost 200 drachmas per truck (approx.).
FUEL: Only small quantities available as existing fuel tank only 10 tons capacity. Can be supplied by tank trucks from Piraeus.
DEVELOPMENTS: Widening of pier.
HATCHES: Opened and closed by crew.
CUSTOMS ALLOWANCES: 200 cigarettes per crew member allowed out of bond.
REPAIRS: Minor repairs only.
AIRPORT: Athens Airport, distance 45 km/s.
TIME: GMT plus 2 hours.
POLICE/AMBULANCE/FIRE: Police, tel. 5218; Ambulance, tel. 5340; Fire, tel. 5249.
AUTHORITY: Sub-Port Authority of Lavrion. Tel. 5249.

MEGARA: 38.00 N. 23.20 E.

Pier owned by Hellenic Refinery. Berth depth 42 ft. 6 in. at S.W. end, 44 ft. at N.E. end. 46–50 ft. available one metre from the berth. With suitable fendering berth can accommodate vessels up to 85,000 tons dwt. 3 tugs required for berthing/unberthing. Tide about 1 ft.± depending wind direction.
(Also see Piraeus)

MITYLENE, (incl. Geras Bay and Pamfyllon): 39.06 N. 26.35 E.

DOCUMENTS:
4 Crew Lists.
2 Cargo Manifests.
2 Passenger Lists.
2 Stores Lists.

PILOTAGE: No official Pilot, but if required the services of two experienced Mercantile Marine officers having knowledge of the port may be used.

ANCHORAGE: Before town of Mitylene, in depths of about 18 metres, extreme East of Kastro Peninsula or Fokiotrypa light, bearing due North.

MAX. SIZE: Length 120 metres, draft 17 ft.

HEALTH: On arrival from foreign port, Port Officer, Customs Officer and Medical Officer board vessel for pratique. Pratique automatic if arriving from another Greek port.

BERTHING: At least 24 hours notice of ETA required for berthing allocation.

STEVEDORES: At least 8 hours notice of number of stevedores required to be given.

MEDICAL: In event of illness on board, Master should cable details prior arrival. Medical clinics available.

TANKERS: Geras Bay (Mamidakis) and Pamfyllon (Purfina).

FRESH WATER: Available. Supply rate 40/50 tons per vessel every 24 hours. Cost 14 drachmas per ton (approx.).

FUEL: Available at Purfina and Mamidakis installations. Supplies to Mitylene port by tanker trucks only, and advance notice required.

DEVELOPMENTS: Deepening of outer harbour to depths of 10 metres, following which it is planned to construct a quay wall to the outer harbour.

HATCHES: Opened and closed by crew.

CUSTOMS ALLOWANCES: 200 cigarettes allowed per crew member out of bond.

CONSULS:

Turkey	tel. 2297	Belgium	tel. 2314
Sweden	,, 8727	France	,, 8495
Netherlands	,, 8760		

REPAIRS: Two local machine shops undertake very minor repairs.

AIRPORT: 8 km/s from the port. Daily flight to Athens.

TIME: GMT plus 2 hours, permanent.

HOLIDAYS: In addition to usual Greek holidays, local holiday on 6th December. Cargo work can be arranged subject additional charge.

POLICE/AMBULANCE/FIRE: Police, tel. 2021 and 2030; Fire Brigade, tel. 8618 and 2050; Hospital, tel. 8412.

AUTHORITY: Mitylene Port Authority, Tel. 8647 and 8827.

MYKONOS: 37.27 N. 25.20 E.

Vessels in excess of 22,000 tons dwt. have been accommodated. Loading of Barytes ore at rates up to 5,000 tons per day. In winter when North winds prevail conditions are satisfactory for loading: however, loading position considered unsafe when South-west or West winds prevailing. When sufficient cargo is available vessels can load in 2 days.

PATRAS (including Rio): 38.14 N. 21.45 E.

DOCUMENTS: Port Authorities: 2 Crew Lists, Customs: Declaration of Cargo and Passengers.

PILOTAGE: Advance notice of ETA to be passed to Agents who arrange Pilot. Vessels without Agents should advise authority of ETA through Radio Patrai, or on arrival outside harbour make International Code sounds and signals for vessels requiring a Pilot. Pilotboat is small boat carrying pilot flag. Pilot usually boards less than 1 mile outside harbour entrance.

ANCHORAGES: Port is not a natural harbour and does not offer safe anchorage when winds from West and South-west. Depending weather conditions vessels can be protected at the Nafpaktos–Psathopyrgos and Deke (Aghios Vassilios) Bays.

RESTRICTIONS: Port entrance has depth of 34 ft. At main harbour vessels having draft in excess of 28 ft. cannot berth. There are two light buoys (green and red) in position of the intended line of extension to Northern part of breakwater (extension of 250 metres) where work is in progress. Buoys are about 500 metres from permanent lights marking North entrance to the harbour, and indicate shallow water.

MAX. SIZE: Vessels of less than 28 ft. draft. No restrictions on length or breadth. Height of tide, maximum 0.35 metres, does not effect size of vessel.

HEALTH: Pratique in accordance with International Regulations.

RADIO: Radio Patrai, SVP.

TUGS: Join vessel at entrance to harbour. Ship's lines used.

BERTHING: In accordance with allocation given by Port Authority.

STEVEDORES: Advance notice of ETA required in order to arrange berth and order number of gangs to commence work immediately. General cargo rate about 80–100 tons per hour/gang, and bulk cargoes 75–90 tons. Seven shore cranes, capacity up to 25 tons available.

TANKERS: No facilities at Patras, but Texaco-Restis berth at Rio for vessels up to 18 ft. and 2,500 tons alongside. No residue discharge facilities.

FRESH WATER: Supply line connected to all berths. Cost 15 drachmas per ton (approx.).

FUEL: Deliveries by tank trucks at Patras. Available at Texaco-Restis berth at Rio.

FIRE PRECAUTIONS: Vessels refuelling or discharging explosives or inflammable materials must apply to Port Fire Brigade to stand by.

DEVELOPMENTS: (*a*) Extension of breakwater by 250 metres: (*b*) construction of quay between Custom's House and fish steps.

WATCHMEN: Advisable to employ night-watchmen on large vessels. Cost 170 drachmas (approx.) per night.

HATCHES: Usually opened and closed by crew.

CUSTOMS ALLOWANCES: 200 cigarettes and 1 bottle wine/spirits allowed out of bond for each crew member.

IDENTIFICATION CARDS: Crew are supplied with passes by Port Authority.

CONSULS:

Belgium	tel. 77–060	Sweden	tel. 73–232
Germany	,, 76–297	Finland	,, 73–232
Denmark	,, 77–552	France	,, 73–330
Italy	,, 74–225	Switzerland	,, 74–061
Netherlands	,, 77–640		

REPAIRS: Very minor repairs only.

REPATRIATION: All facilities for crew changes and repatriation.

AIRPORT: None.

TIME: GMT plus 2 hours. Permanent.

HOLIDAYS: In addition to general Greek holidays and Sundays, local holidays are 8th September, 30th January. Work can be arranged on these days subject to payment of additional charges.

POLICE/AMBULANCE/FIRE: Port Police, tel. 77–622; Patras Police Station, tel. 77–261; Ambulance, tel. 74–444; Fire Brigade, tel. 77–561.

TELEPHONES: No facilities for connecting on board.

SHORE LEAVE: Permitted.

AUTHORITY: Central Port Authority of Patras, Aghiou Andreou 61. Tel. Port Captain, 77–150; Deputy Port Captain, 77–123; Pilot Station, 72–896.

PIRAEUS: 37.56 N. 23.40 E.

Incl. AGHIOS GEORGIOS 37.57 N. 23.36 E.; KERATINIS; DRAPETZONA 37.56.30 N. 23.37 E.; and PERAMA 37.58 N. 23.35 E.)

DOCUMENTS: All usual certificates including Registry, Measurement, Inspection, Load-line, Fumigation, Passenger Safety, Cargo Gear, and Radio.
5 Crew Lists.
2 Vaccination Certificates.
Cargo Manifest.
List of Provisions and Stores.
List of Spares.
Maritime Declaration of Health.
Crew Passports, or Seamen's Books.
Passenger Passports.

PILOTAGE: Cable Agent well in advance advising ETA. Agent informs pilot office of vessel's arrival time.

Pilots can be contacted on VHF Channel 16 for calling, channels 7 and 12 for communication. Pilot boat is a wooden vessel about 10 metres length with black-painted hull, word "Pilot" painted in white.

Vessels requiring Pilot should signal letter "G" by morse light or by ships whistle. Pilot boards vessel about 1½ miles off entrance to harbour, except when very strong South winds prevailing, which case vessel advised by VHF or by signal light that conditions impossible for Pilot boarding, and whether vessel permitted enter harbour at Master's risk.

If awaiting Pilot, anchorage is possible inside pilotage area of Piraeus – Aghios Kosmos – Piraeus Anchorage – Perama Anchorage – Megara Anchorage (Pachi).

ANCHORAGES: As above. Depths between 9 and 35 fathoms.

RESTRICTIONS: No restriction for Aghios Georgios Harbour or Drapetzona excepting draft. Harbours open throughout 24 hours for entry and departure subject prevailing weather conditions. No tidal restrictions.

MAX. SIZE: (also see "Tankers") Aghios Georgios max. draft 32 ft. Drapetzona max. draft 25 ft. Piraeus max. draft 32 ft. 6 in.

RADIO: Athinai Radio – SVA.

TUGS: Usually join vessel outside harbour, always using ship's line.

BERTHING: Agent must advise Piraeus Harbour Authorities in order to secure berth allocation.

STEVEDORES: Agent must submit letter of application to Piraeus Port Authorities for number of gangs required also time required to commence cargo work. Discharge usually effected with ship's own gear.

MEDICAL: All medical and hospital facilities available. No advance notice required except in special cases.

TANKERS: Discharging effected at private installations.

Shell	max. draft 32 ft.	Petrolles	max. draft 29 ft.
B.P.	,, ,, 36 ft.	Purfina	,, ,, 28 ft.
Elvyn	,, ,, 26 ft.	Mobil	,, ,, 48 ft.

D.E.H. max. draft 36 ft. (outside steam generator factory, no facilities for going alongside).

DENSITY: 1025.

FRESH WATER: Available alongside berths at 18.75 (approx.) drachmas per cubic meter. For vessels at anchor, water can be delivered by barges belonging to Piraeus Harbour authority at 50% additional cost.

FUEL: All grades available. Advance notice of requirements to be sent to Agent order complete Customs requirements.
WATCHMEN: Required, cost about 120–200 drachmas per day.
HATCHES: Opened and closed by stevedores.
CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes per crew member allowed out of bond. Wine/spirits, one bottle.
CARGO GEAR: Before commencement of loading or discharge, cargo gear is examined by Piraeus Harbour Authorities.
IDENTIFICATION CARDS: Passes required for seamen going ashore.
CONSULS:

United Kingdom	Tel. 478–345	Netherland	Tel. 474–435
Italy	,, 470–290	Sweden	,, 471–294
Norway	,, 470–682	Finland	,, 424–222

Other countries maintain Consulates resident in Athens.
REPAIRS: Facilities available for all kinds of deck and engine repairs.
DRY DOCKS: Two floating docks at Perama. (*a*) Length 202 metres depth 40 metres, capacity 15,000 tons. (*b*) Length 113·6 metres, depth 27·4 metres, capacity 3,000 tons. Also see Skaramanga and Syros.
REPATRIATION: All facilities for crew changes and repatriation.
AIRPORT: Athens Airport 10 km. distant from main harbour. Regular international flights.
TIME: GMT plus 2 hours. Permanent.
HOLIDAYS: In addition to Sundays, local holidays are: 1st January; Epiphany; Whit Monday; 25th March; Good Friday; Easter Monday; 1st May; King's Name Day; Holy Trinity; 15th August; 28th October; 25th December; Christmas Monday.
Cargo work can be arranged on these days subject extra payment of 75%.
POLICE/AMBULANCE/FIRE: In emergency telephone Harbour office 188 or 451–311. Subsidiary Harbour Department tel. 462–876. Harbour Guard Aghios Georgios tel. 462–876 or 451–311/139. Harbour Guard Drapetzona tel. 451–311/140.
Police tel. 100. Fire service tel. 199.
TELEPHONES: Telephone connection on board can be made at a fixed charge for connection of 50 drachmas (approx.) plus 0·60 drachmas per local call.
SERVICES: Compass adjusting, tank cleaning. No facilities for discharge of tank residues.
SHORE LEAVE: Permitted.
AUTHORITY: Central Piraeus Harbour Office, 2nd Harbour Department. Tel. 462–876 and 451–311/139/140. Telex: 2210.
AGENT: Lambert Brothers (Hellas) Ltd., Oceanic Building, 57 Akti Miaouli, Piraeus, Greece. Tel. 472.098, 421.476, 420.950. Cables: "Lamill Piraeus". Telex 212242 ELEM GR. Associated with Lambert Miller Limited, Lloyds Agent, Piraeus.

PYLOS: 36.55 N. 21.42 E.

(Including Sfaktiria and Navarino Bay)

DOCUMENTS:
For Port Authorities
1. For ships under the Greek flag and foreign flag vessels of Greek ownership.
Inspection of all Ship's Papers.
7 Crew Lists with full details of crew members' home addresses.
For passenger vessels – 6 Passenger Lists including passport details, that is, number, date of issue and nationality.
2. Foreign Flag Vessels.
Inspection of all Ship's Papers.
3 Crew Lists.
For Customs
Crew Personal Effects List.
1 Crew List.
Passenger List.
Lists of goods or effects to be sent ashore.
3 Lists of Stores and Spares.
Bills of Lading.
Cargo Manifest.
PILOTAGE: No pilot station. There is a private Pilot employed by the bunkering company named G. Mamidakis Limited. Agent and/or bunkering company should be advised in advance of vessel's ETA order arrange Pilot to meet vessel at entrance of Navarino Bay and take vessel to oil installations at Sfaktiria Bay. ETA should be passed by radio telephone at least 48 hours before arrival and thereafter confirming ETA within 24 hours of arrival. If ETA has not been passed by radio, vessel should wait at entrance to Navarino Bay, and request Pilot by signalling letter "G" by flashing light or ship's whistle.
ANCHORAGES: Safe anchorage may be made in all areas of Navarino Bay except within red sector of Helonaki Islet light.
MAX. SIZE: Any size vessel can enter and anchor in Navarino Bay. The small harbour of Pylos is only suitable for small vessels.
HEALTH: Doctor visits vessels that require free pratique, excepting those vessels from ports in countries of the European Council. Master and Health Officer together sign Maritime Declaration of Health. Free pratique continues when vessel arrives from another Greek port. A vessel in transit must have free pratique if remaining in port more than 24 hours. Infected vessels or suspected vessels remain under quarantine in accordance with existing health regulations.
RADIO: Athinairadio – OTE.
TUGS: No tugs available.
STEVEDORES: Labour requirements passed by radio at least 24 hours prior arrival. No shore loading/discharging facilities and this work effected by ship's gear. Average rate load/discharge 100 tons per gang every 8 hours.
MEDICAL: Agent should be advised by cable prior arrival of medical and medicant requirements. There is a chemist and a Red Cross hospital. Yellow-fever, cholera and smallpox vaccination certificates required.
TANKERS: Sfaktiria Island Installation (Cesapp. G. Mamidakis Limited). Two flexible hoses diameter 6 in. and one gas oil hose diameter 2·5 in. No facilities for residue discharge. At Pylos small harbour there is jetty 100 metres length, the head of which is reserved for small tankers carrying wine and spirits, which moor stern to quay. At head of pier, depth of water about 4 metres, but within short distance from pier, depth increases to 10 metres. Only one vessel of 12 ft. to 15 ft., draft can moor stern to quay at any time. Loading/discharging is effected through flexible and portable pipelines belonging to Gialovi Wine Factory at Pylos, and cargo is transported by special tank trucks.
DENSITY: 1023 in harbour basin and whole of Navarino Bay.
FRESH WATER: Master or Agent must apply in writing to Port Authority, and application is to include notice from water supplier giving quantity to be supplied and cost of supply. Water barge capacity 50 tons. Rate of supply 36 tons per hour by canvas hoses. Barge belongs to fuel suppliers, G. Mamidakis; cost 25 drachmas per ton, if fuel also being supplied to vessel, otherwise, 30 drachmas per ton. Water also available alongside Pylos harbour quay at 30 drachmas per ton.
FUEL: Mamidakis Fuel Installations at Sfaktiria Island. Vessels should give 48 hours notice to Mamidakis (Athens Office, address: Eleftheriou Venizelou 56; tel. 622543 Telex 284) Pylos tel. 2–82.
FIRE PRECAUTIONS: No unusual fire precautions at Sfaktiria Installations, but at main Port of Pylos authorities do not allow loading/discharging of 2 vessels at same time, as the only 2 berths available are very close to each other.
DEVELOPMENTS: Work to commence in 1971 to extend existing Pylos harbour pier to 115 metres. length, 20 metres. width, and 15 metres depth at head of pier. Depth inside pier to be 10 metres.
WATCHMEN: Usually not necessary to employ watchmen, but if required, available at about 150 drachmas per day.
HATCHES: Usually opened and closed by crew.
CUSTOMS ALLOWANCES: Two packets of cigarettes per crew member/day allowed out of bond according to duration in port and this quantity to be declared on Stores List. Store orders for supply of additional quantities are allowed on the basis of the number of crew and the length of voyage, basis two packets per day per crew member. One opened bottle wine/spirits allowed out of bond.
IDENTIFICATION CARDS: Shore passes issued against submission of seamen's books.
CONSUL: Panama (F. Papadopulos), tel. 3–84.
REPAIRS: 3 workshops for minor repairs.
REPATRIATION: Crew changes and repatriation facilities available.
AIRPORT: Kalamata Airport, 40 km. from Pylos. Kalamata/Athens flights Tuesday, Thursday, Friday and Sunday, departing at 10.30 – Athens/Kalamata flights Tuesday, Thursday, Friday and Sunday, departing at 09.15.
TIME: GMT plus 2 hours permanent.
HOLIDAYS: (*a*) Standard Government Holidays; (*b*) Local holidays: 9th May (St. Nicholas) holiday for port workers; 24th September; 20th November (Anniversary of Battle of Navarino). During these holidays, cargo work can be arranged subject overtime payment.
POLICE/AMBULANCE/FIRE: Police (Pylos) 3–16; Greek Red Cross Hospital (Pylos 3–15; Kalamata Fire Brigade 23–00.
TELEPHONES: No facilities for placing on board.
GENERAL: Very severe fines imposed on oil pollution.
SHORE LEAVE: Allowed.
AUTHORITY: Port Authority of Pylos. Tel. 2–25. Telex 2501.

RHODES (including Akantias): 36.25 N. 28.17 E.

DOCUMENTS:
3 Crew Lists.
3 Passenger Lists.
1 Cargo Manifest.
1 Stores and Provisions List.
Usual Ship's Documents.
PILOTAGE: 24 hours notice required by Rhodes Port Authority. Pilot boards 1 mile from port.
ANCHORAGE: Suitable anchorage up to a distance of 300 metres from the port East of the pier extension.
RESTRICTIONS: Port entry can be difficult and sometimes impossible with strong North or North-east winds.
MAX. SIZE: Up to 24 ft. draft.
RADIO: Rodos Radio, 2182 kc/s.
BERTHING: Pilot will advise Master of berthing place in accordance with Port Authority instructions.
STEVEDORES: 24 hours advance notice required in order to arrange gangs.
MEDICAL: General hospital and private clinics available.
FRESH WATER: Available – supplied by canvas hoses, cost 15 drachmas per ton (approx.).
FUEL: Deliveries only by tank trucks.
DEVELOPMENTS: The extension of the Merchant Port Pier by 110 metres to the North and 120 metres to the South-east. Also extension of the new harbour (Akantias) pier to the East of the Marine Harbour. Length 350 metres.

HATCHES: Opened and closed by crew.
CUSTOMS ALLOWANCES: 60 cigarettes per day per crew member and one bottle wine/spirits per crew member allowed out of bond.
CONSULS:

Germany	tel. 7479	France	tel. 2318
Italy	,, 7432	Turkey	,, 3362
Sweden	,, 3379		

REPAIRS: Minor repairs only.
AIRPORT: Distance 15 km/s. During winter, flights twice daily to Athens, and during summer, flights 5 times daily.
TIME: GMT plus 2 hours, permanent.
HOLIDAYS: 1st January, 6th January, 7th March, 25th March, Good Friday, Easter Monday, 21st May, 15th August, 28th October, 8th November, Christmas Day, Boxing Day.
POLICE/AMBULANCE/FIRE: Police, tel. 7690 or 2220; Ambulance, tel. 2555; Fire Brigade, tel. 3333.
DELAYS: Sometimes necessary to remain outside harbour up to 3 hours to allow coastal passenger vessels to berth if other berths are full.
AUTHORITY: Central Port Authority of Rhodes. Tel. 7690, 2220 or 7695.

SUDA BAY, Crete: 35.29 N. 24.09 E.

PILOTAGE: Compulsory. Naval Pilot boards West of N. Soudha Island.
TANKERS: Marathe POL Depot has wooden-faced concrete jetty. 10 in. discharge lines. No bunkers. No slop discharge facilities.
FRESH WATER: Available by barge.
ANCHORAGE: Good anchorage for any size vessels.
GENERAL: Cargo pier depth up to 32 ft. alongside, also grain silo with similar depth alongside.

SYROS: 37.26 N. 24.56 E.

DOCUMENTS: *Ships under the Greek flag* – documents required are:
Ship's Register.
Seaworthiness Certificate.
Log Books and Ship's Papers.
Load-line Certificate.
Radio Station Licence.
Fumigation Certificate.
4 Crew Lists.
2 Passenger Lists.
Ships under foreign flag, Greek owned – documents required are:
Ship's Articles.
Load-line Certificate.
Seaworthiness Certificate.
Ship's Papers.
Radio Station Licence.
Fumigation Certificate.
4 Crew Lists.
1 Passenger List.
Ships under foreign flag – documents required are:
Seaworthiness Certificate.
Fumigation Certificate.
Load-line Certificate.
Radio Station Licence.
2 Crew Lists.
1 Passenger List.
PILOTAGE: Pilot to be ordered by ship's Agent at least 24 hours before arrival notifying approximate ETA. Pilot boards from private motor launch, about ½ mile off the port, weather permitting. In bad weather Pilot boards in harbour entrance.
ANCHORAGE: Vessels awaiting Pilot anchor outside the harbour South of a line between the green breakwater light and the North end of Gaidaros Island. Anchorage in the Southern part of the harbour in depths of 20–30 m.
MAX. SIZE: Length 200 m. Vessels of small draft may go alongside the Neorion Pier or moor stern to the pier. Deeper-draft vessels remain at anchor in the harbour.
HEALTH: Free pratique is given when ship's declaration of health has been endorsed by a Health Officer.
RADIO: Loutsa Radio.
TUGS: 2 tugs available. Tugs usually join vessel one mile from harbour entrance. Payment for use of tug-line is obligatory.
STEVEDORES: At least one days notice required to arrange gangs.
MEDICAL: No advance notice required if medical assistance needed. Hospital and general clinic available.
TANKERS: Discharge alongside terminal of A. E. Seica at Lazareta, near the entrance to the harbour.
DENSITY: 1026.
FRESH WATER: Limited quantity can be supplied by private company. Delivered by barge.
FUEL: Can be supplied by A. E. Seica, by barge or pipeline.
WATCHMEN: Not required.
HATCHES: Opened and closed by ship's crew.
CUSTOMS ALLOWANCE: Each man allowed 40 cigarettes per day for period not exceeding 5 days. Each man allowed one opened bottle of spirits. No restrictions for wine.
IDENTIFICATION CARDS: Shore passes are issued on production of seamens books or passports.
CONSULS: France – tel. 3–62. Netherlands – tel. 7–20.
REPAIRS: Neorion Syros Shipyards, can undertake any kind of engine and hull repairs and alterations. Holds LTC Licence for piston reconditioning. Floating dock for ships up to 20,000 dwt. available.
REPATRIATION: Can be arranged.
TIME: GMT plus 2 hours all the year round.
DEVELOPMENTS: New pier under construction at Karnagio length 50 m. depth alongside 4.50 m. A new floating dock for servicing ships up to 75,000 dwt. will be put in operation by Neorion Syros Shipyards in August 1971. Also, new 200 m. quay under construction.
PORT REGULATIONS: Port Captain should be contacted for any queries not covered by lists of regulations provided on arrival.
HOLIDAYS: Work may be arranged on all holidays on payment of 75% additional to tariff.
POLICE/FIRE/AMBULANCE: Police tel. 6–10; Fire 3–33; Ambulance 5–55.
TELEPHONES: Cannot be connected on board.
SHORE LEAVE: Crew may go ashore after pratique is given, carrying shore leave passes issued by Port Authority.
AUTHORITY: The Harbour Office of Syros, Kanari Square, Tel. 6–33, 6–90.

THESSALONIKI (Salonica): 40.38 N. 22.56 E.

DOCUMENTS: For Greek flag and Greek-owned vessels:
List of Foreign Exchange.
Crew list (additional for Port Authority).
All vessels:
4 Crew Lists (Port Authority, Customs, Immigration and Health).
1 List of Stores.
1 List of Personal Effects.
Copies of Bills of Lading and Cargo Manifest.
PILOTAGE: Apply for Pilot through VHF Channel 12 or by international code signals. Pilot meets vessel about 1,000 metres S.E. of breakwater light (white). Pilot boat is small motor-boat carrying pilot flag.
ANCHORAGES: Area from 500 to 1,000 metres S.E. of port offers safe anchorage.
MAX. SIZE: Average safe depth of water 10 metres. Also see "Tankers".
HEALTH: Health Officer boards vessels from foreign ports to grant free pratique.
RADIO: Radio Thessalonika. 24 hours notice of ETA required to obtain berth and stevedores.
TUGS: Meet vessel about 1,000 metres from port. Tug's lines used for berthing at no extra charge. Ship's lines used unberthing.
VHF: Operative throughout 24 hours on Channel 12, Central Port Authority.
MEDICAL: Advance notice not required – all facilities available.
TANKERS: 1 *Esso-Pappas installation*. (*a*) Sea Island berth capable of accommodating two vessels of 24,000 tons and 14,000 tons respectively. 8 lines, diameter 16 in. (1). 10 in. (3), 4 in. (3), 6 in. (1). (*b*) Single buoy mooring for vessel of up to 80,000 tons. Submarine 34 in. pipe-line for crude oil discharge. Two flexible discharge lines 10 in. diameter.
2. *Mamidakis' Installation*. Facility for discharging two vessels concurrently. Maximum draft 33 ft. Two submarine lines enable two grades of cargo to be discharged through 8 in. line at 200 tons/hour and 6 in. line at 160 tons/hour.
DENSITY: 1025.
FRESH WATER: Unlimited supplies available. Cost 8 drachmas per ton (approx.) if supplied at quays (11.20 drachmas per ton if supplied during overtime hours); 22 drachmas (approx.) if supplied by barge at anchorage, (33.30 drachmas if in overtime).
FUEL: Unlimited quantities available. Usual notices required. Suppliers B.P., Shell, Esso-Pappas, Mamidakis.
FIRE PRECAUTIONS: Safety tug in position at tanker installations.
DEVELOPMENTS: (*a*) Channel. Dredging in progress to enable any size vessel to enter port. (*b*) Construction of sixth jetty.
WATCHMEN: If required, cost by private negotiation.
HATCHES: Opened/closed by crew.
CUSTOMS ALLOWANCES: 200 cigarettes and one bottle spirits allowed out of bond for each crew member.
CARGO GEAR: Adequate shore gear available.
IDENTIFICATION CARDS: Passes issued to crew members of foreign vessels.
CONSULS:

U.S.A.	tel. 73–941	Italy	tel. 831–088
Austria	,, 76–516	U.K.	,, 77–982
Belgium	,, 70–696	Norway	,, 70–666
France	,, 830–207	S. Africa	,, 34–130
Germany	,, 24–911	Netherlands	,, 72–738
Yugoslavia	,, 831–125	Sweden	,, 78–551
Denmark	,, 21–430	Turkey	,, 77–111
Switzerland	,, 61–515	Finland	,, 511–331
Japan	,, 37–910		

REPAIRS: Only minor repairs.
REPATRIATION: Facilities for crew changes and repatriation available.
AIRPORT: Distant 12 km/s. South-east of town. Six flights daily to Athens.
TIME: GMT plus 2 hours. Permanent.
HOLIDAYS: (National): 1st January, 6th January, 25th March,

Good Friday, Easter Monday, 21st April, 1st May, 15th August, 28th October, Christmas Day, Boxing Day. (Local): 26th October. Work may be arranged on holidays at double costs.
POLICE/AMBULANCE/FIRE: Port Police, tel. 78–129; 76–782; Ambulance, tel. 76–611; Fire, tel. 76–535, 515–400, 41–555.
TELEPHONES: Facilities available for placing on board.
SHORE LEAVE: Permitted.
AUTHORITY: Central Port Authority of Thessaloniki. Telex: 41–256.

VOLOS: 39.21 N. 22.56 E.

DOCUMENTS: See "Piraeus."
PILOTAGE: Pilot boards about one mile outside port. Pilot boat is small launch coloured grey.
ANCHORAGE: One to two miles outside harbour. Depth 14 metres.
RESTRICTIONS: Vessels in excess of 10,000 tons unable enter at night.
MAX. SIZE: Max. draft 27 ft., no limitation on length or breadth.
HEALTH: Port Officer acts as Health Officer and pratique effected on doctor's advice. If arriving from another Greek port, pratique automatic.
TUGS: Join vessel at entrance to harbour.
STEVEDORES: Advance notice required order arrange gangs. No shore gear and all cargo operations handled with ship's gear.
MEDICAL: Advance notice of required medical attention is necessary. Hospital and medical facilities available.
TANKERS: One berth; depth alongside 27 ft.
FRESH WATER: Only available at main pier. Cost 14 drachmas per ton (approx.).
DEVELOPMENTS: Deepening of harbour depth to 33 ft., and construction of grain silo.
HATCHES: Usually opened and closed by crew, but if by stevedores, additional costs apply.
CUSTOMS ALLOWANCES: One to two packets cigarettes allowed per crew member per day. One bottle wine/spirits allowed out of bond.
CONSULS: Germany, tel. 8441, France, tel. 3291, Sweden, tel. 7662.
REPAIRS: Minor repairs can be effected.
AIRPORT: Anchialou. One weekly flight to Athens.
TIME: GMT plus 2 hours, permanent.
HOLIDAYS: Usual Greek holidays. Local holiday 6th December; cargo work can be arranged subject to additional cost with the exception of 6th December.
POLICE/AMBULANCE/FIRE: Police, tel. 4500; Ambulance; tel. 7531; Fire, tel. 5000.
AUTHORITY: Port Authority of Volos, Tel. 3379 and 4179.

YALI ISLAND: 36.38 N. 27.07 E.

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
Cargo Manifest.
Bills of Lading.
List of Ship's stores and Spares.
Health Declaration.
Ship's Certificates.
PILOTAGE: A Mooring Master is available from Piraeus. Mooring Master boards at the anchorage.
ANCHORAGE: Safe anchorage in the roads except in strong Southerly winds.
MAX. SIZE: Length 250 metres, draft 33 ft.
HEALTH: Port authorities will board by launch from Nissyros to arrange free pratique. Any sick crew members will be disembarked to Nissyros by the same launch.
TUGS: Not available.
BERTHING: The vessel is moored at loading berth on 8 buoys in addition to port anchor and during loading operations the vessel has to be shifted from hatch to hatch.

The facilities of loading at Yali Island consists of a cement pylon which is holding a loading arm of about 40 ft. length. This arm is fed from ashore by rotating buckets of 1.3 tons each. The loading arm to operate must have an inclination of about 23 degrees which is reducing the reach from 40 ft. to about 20–30 ft. therefore the vessel has to be close enough to the cement pylon in order to load the midship holds.

STEVEDORES: Workers are employed by private loading company.
MEDICAL: Nearest medical and hospital facilities are at the island of Kos.
FRESH WATER: None available.
FUEL: Not available.
HATCHES: Opened and closed by ship's crew.
CUSTOMS ALLOWANCES: 200 cigarettes and one opened bottle of spirits are allowed each man.
CONSULS: No local representation.
REPAIRS: No facilities exist.
AIRPORT: Nearest at Kos with daily flights to Athens during the summer. Four flights a week during the winter.
HOLIDAYS: Do not affect vessels loading.
SHORE LEAVE: Allowed.
AUTHORITY: Clerk of Mandraki, Port of Nissyros. Tel. 5.

Greenland

GENERAL INFORMATION:
1. **CUSTOMS:** The Master is not allowed to distribute tax-free cigarettes or other tax-free tobacco in a Greenland port.
2. **DOCUMENTS:** Following documents must be on board:
Speed Certificate.
Crew List.
Radio Station Certificate.
Safety Equipment Certificate.
Clearance Certificate.
Health Declaration.
3. **RESTRICTIONS:** Foreign-flag vessels do not normally have access to Greenland ports unless they have special permission. If such vessels have this permission, the crew may go ashore subject approval of Port Authorities and following presentation of Health Certificate or a medical check on board.
4. **WATCHMEN:** Ship is required to appoint a crew member as ship's guard on board.
5. **TIME:** GMT minus 3 hours. Permanent.
6. **HOLIDAYS:** As applicable to Denmark.
7. **CONSULS:** None.
8. **WORKING HOURS:** Normally from 0600 to 1800 hours with two meal breaks.
9. **RADIO:** In ports where there is a local radio station, vessels are prohibited from using ship's station for sending messages.
10. **HEALTH:** Before commencing voyage to Greenland, at the port of departure, Master is required to obtain a Health Certificate from an authorised medical practitioner, stating that there are no dangerous or contagious diseases on board, such as pest, cholera, yellow-fever, smallpox, or typhus. The crew list is to be included in this certificate stating that there are no venereal or other contagious diseases amongst the crew members. The Health Certificate is only valid if it has the stamp and signature of the Royal Danish Consul or Vice-Consul of the district in which the port of departure is situated. On arrival at the first Greenlandic port, the Master is to present the Health Certificate to the Port Authorities. Health Certificate may also be issued by a doctor in the first Greenlandic port of call.
11. **REPORT:** Immediately upon arrival of a vessel in Greenland, the Master must report to the Port Authorities.
12. **WASTE DISPOSAL:** It is forbidden to throw waste material of any description overboard into port waters.

EGEDESMINDE: 68.43 N. 52.53 W.

(Also see "General Information" at beginning of Greenland Section)
DESCRIPTION: Roadstead, Inner Port (inside Bay, Anchorage, Boat Port, and Atlantic quay.
DAYLIGHT: Polar darkness from 2nd December to 11th January, and midnight sun from 22nd May to 23rd July.
CONDITIONS: (*a*) Current: flows Eastwards between the islands at Egedesminde from 3 hours before, to 3 hours after high water, following which, current flows Westwards for 6 hours. (*b*) Ice: winter ice normally occurs from mid-December to early May, but can occur earlier, in November. New ice in the port can be up to 60 cm thick; 1st January covering ice up to 30 cm and by 1st February about 45 cm. Icebergs sometimes enter port area and stop all shipping movement. (*c*) Tide. high tide height 2·6 m. (max. 3·1 m.). Low tide height 1·5 m. Direct W. wind causes 0·3 m. rise above tidal height, and S. or S.E. wind about 0·5 m. below.
PILOTAGE: No official port Pilot, but assistance arriving and sailing may be obtained from a local seafarer having good knowledge of the area. This local assistance should be ordered if required in ETA cable to Port Authority at least 24 hours prior arrival. The Port Manager usually acts as local expert as part of his normal duties.

There is VHF radio installation in office of Port Authority and it is usually possible to obtain VHF contact within 30 miles of Egedesminde.

Local area expert will board vessel from port boat at meeting place usually arranged just outside entrance to port.

No special pilotage regulations and no Outer Anchorage where Pilot may be taken on board. However, in waters N. and N.E. of port entrance vessels may stop or proceed at very slow speed in order to embark local expert.

ANCHORAGES: No special anchorages, and vessel is only allowed to anchor for a short period at the entrance to port subject permission of Port Authority.
MAX. SIZE: Largest vessel to berth alongside Atlantic quay was length 102 m., breadth 40 m., draft 6·2 m.
ENTRY: Day or night.
TUGS: None. Two port boats to take lines and assist mooring.
RADIO: Local radio station. RDF station beacon East of the town. Radio link between Egedesminde and Transitoen, and between Transitoen and Roeveo.
BERTHING: Atlantic quay. Length 25 m., depth alongside 6·7 m., at medium low tide and 9·3 m., at medium high tide. Height of quay at medium tide about 1·5 m., above w/l. One 5-ton mobile crane and some fork-lift trucks used in discharging.
MEDICAL: Hospital, doctor and dentist available.
FRESH WATER: Available at Atlantic quay and at tank-station.
FUEL: Only gas-oil available for local fishing vessels from the tank-station.
AIRPORT: Heliport.
SALVAGE: Salvage-station in the area.
REPAIRS: Radar and radio technicians available.
AUTHORITY: Director of Commerce.

FAERINGEHAVN: 63.41 N. 51.34 W.

DOCUMENTS: Bill of Health: Doctor's certificate mentioning each member of crew by name to be free of contagious diseases. This document to be signed by Consulate in the port of delivery to be prepared by competent authority, passengers excluded. One Manifest with Bill of Lading. Ordinary Ship's Papers.
PILOTAGE: As a rule Pilot can be ordered in the months May–October, notice 12 hours before arrival is required.
ANCHORAGE: Inside fjord area.
RESTRICTIONS: None.
MAX. SIZE: Oil-carriers about 26,000 dwt, draft 40 ft. Ordinary cargo-ships 20 ft.
HEALTH: Captain to apply with documents at harbour office for free pratique.
RADIO: Faeringehavn radio: OYU, or Godthåb radio: OXI, connected Faeringehavn by Telex and telephone.
TUGS: Salvage tug stationed on West coast of Greenland. Stationed at Faeringehavn May–October, no fixed rates.
STEVEDORES: None, but fishing company "Nordafar" may act as stevedores.
RADAR/VHF: No radar service. Oil company and fishing company are listening on VHF during working hours.
MEDICAL: For medical service, apply Godthåb.
TANKERS: Load/discharge lines 6 and 8 in. Smaller diameters for bunkering when necessary.
FRESH WATER: Only available during summer-time.
FUEL: Available. Light fuel, gas oil, aviation turbine fuel A1, gas oil, oct. 97.
GANGWAY/DECK WATCHMEN: Not required, (ship's crew).
OPENING/CLOSING HATCHES: Must be carried out by ship's crew.
IDENTIFICATION CARDS: Not required.
CONSULS: None.
REPAIRS: Small repairs only.
REPATRIATION: Available, via Godthåb by air to Copenhagen.
AIRPORT: Nearest airport is Godthåb, distance 35 miles regular airlines.
TIME: GMT minus 3 hours.
HOLIDAYS: Danish holidays.
POLICE/AMBULANCE/FIRE: Police tel. Faeringehavn 34; Ambulance Faeringehavn 25.
TELEPHONES: Not available on board.
GENERAL: Bunker station open all year; during winter-time sometimes difficulties caused by ice.
SHORE LEAVE: Allowed.
DELAYS: Bunker station closes for arrivals between 2200 and 0600 local time.
PORT AUTHORITY: Kontrølloren, (harbourmaster), telephone: Faeringehavn 20.
AGENT: Nordafar A/S, 3908 Faeringehavn, Greenland.

FREDERIKSHAB: 61.59.7 N. 49.40.8 W.

(Also see "General Information" at beginning of Greenland section)
LOCATION: The port is in the inner part of a small bay.
DESCRIPTION: Atlantic quay; fishing quay; anchorage.
CONDITIONS: (*a*) Current: none. (*b*) Ice: big ice reaches to the North of the port; smaller ice reaches the port especially to the North, but South of the port it is usually ice-free. The best period of finding the port ice-free is between March and April, and from the end of August. (*c*) Tide: height of average high water is 3·8 m., low water 2·0 m. (max 2·4 m).
PILOTAGE: Pilot should be requested in ETA cable via Frederikshab radio. Pilot will meet vessel at Satuarssugssuaq (Fyroen).
ANCHORAGE: S.E. of Skarvo. Holding ground is not good and anchoring should be carried out at very slow speed.
MAX. SIZE: Length 100 m., draft about 6 m.
ENTRY: Day or night.
TUGS: None. Port boats assist in mooring.
RADIO: Local radio station. RDF station beacon East of the town.
BERTHING: Atlantic quay. Length 60 m., depth alongside at average low tide, 7 m., depth in harbour about 10 m. Cranes up to 5 tons capacity and fork-lifts trucks used in discharging.
MEDICAL: Hospital, doctor and dentist available.
FRESH WATER: Available alongside Atlantic quay.
FUEL: Refuelling quay, depth about 5 m., Gas-oil and diesel oil available.
AIRPORT: Heliport.
REPAIRS: Workshop available.
GENERAL: Police Station, Fire Brigade, radar and radio technicians, and service for IFD rubber dinghies cable address "Fladeservice FRH".
AUTHORITY: Director of Commerce.

GODTHÅB: 64.10 N. 51.44 W.

(Also see "General Information" at beginning of Greenland Section)
DESCRIPTION: Narrow entry to port, but well protected, with good modern berths and anchorages.
CONDITIONS: (*a*) Current: sometimes strong between anchorage and the berths. (*b*) Ice: only very occasional large quantities of ice reach the port and into the fjord. If ice in area South of Godthåb, S.W. storms force drift ice into the fjord. Stationary ice occurs very rarely. (*c*) Wind: South and South-west storms spring up suddenly but only last for brief periods. (*d*) Tide: height of high water 4·4 m. (max. 5·1 m.); low water 2·1 m.
ENTRY: Port open day and night all year round.
DAYLIGHT: Godthåb situated South of the border for midnight sun and Polar darkness.
PILOTAGE: Port Manager normally acts as Pilot for ships, but is not an authorised Pilot. Pilotage may be arranged by VHF contact with Authority during normal working hours.
ANCHORAGES: Good anchorages available inside fjord. Larger vessels should anchor close to Rypeo and in Malene Bugt.
MAX. SIZE: Largest vessel to berth at Atlantic quay was length 125 m., breadth 17 m., and draft 7 m.
TUGS: None. Two port boats to take lines and assist mooring.
RADIO: 24 hours notice of ETA should be passed to Authority, cable address "Handel Godtham". Radio beacon at Kookoerne.
BERTHING: Larger vessels should contact Port Authority before approaching port at night-time. Atlantic quay, length 130 m., depth alongside 7 m., at average low tide. Height of pier about 1·5 m., at average high tide above w/l. Skonnertkaj quay, length 40 m. There is also a sand-discharging pier length 30 m. Vessels berth at Atlantic quay starboard side to the berth, and there is a large wire rope which may be taken on board from the shore. Mobile cranes capacity 5 tons.
MEDICAL: Hospital, doctors and dentists available.
FRESH WATER: Available at Atlantic quay.
FUEL: Small quantities gas-oil available at Atlantic quay.
REPAIRS: Repair workshop available.
AIRPORT: Heliport.
GENERAL: Police, Fire Brigade, radar and radio technicians, radio station post, and cable office.
AUTHORITY: Director of Commerce who also acts as Port Manager.

GODHAVN: 66.56 N. 53.40 W.

(Also see "General Information" at beginning of Greenland Section)
DESCRIPTION: Port consists of a mooring inside a bay.
DAYLIGHT: Polar darkness from 25th November to 15th January, and midnight sun between 19th May and 26th July.
CONDITIONS: Ice: winter ice is fast from November–December until end May or beginning of June. Thickest observed winter ice is about 100 cm.
ENTRY: Day or night. Port is open from May to November. Between mid-April until May the port can only be used by specialised tonnage.
PILOTAGE: Boarding point arranged with Port Authority in ETA advices.
ANCHORAGE: Good anchorage in the bay – outer port.
MAX. SIZE: Largest vessel to date length 80 m., draft 6 m.
TUGS: None. Port boats assist with mooring.
RADIO: Local Radio Station. RDF Station beacon.
BERTHING: No alongside berths. Vessel moors to two anchors and stern-lines to the shore. Mobile cranes on shore capacity up to 5 tons. Depth in bay about 6·82 metres.
MEDICAL: Hospital. Doctors and dentist available.
GENERAL: Arctic Scientific Station, Fire Brigade, Cable Office.
AUTHORITY: Director of Commerce.

HOLSTEINSBORG: 66.56 N. 53.40 W.

(Also see "General Information" at beginning of Greenland Section)
LOCATION: Harbour is situated on Northern side of Tommermandsoen.
CONDITIONS: (*a*) Tide: average height of high tide 3·5 m. (maximum 4·4 m). low tide 2 m. (*b*) Ice: winter ice up to 1 m. thick. Ice normally occurs from December to March or April.
ENTRY: Port open day and night, and normally all year round.
PILOTAGE: Arrange with Authority through Holsteinsborg's radio, cable address "Director of Commerce Holsteinsborg". Pilot meets vessel at Jakobshavn about 3·5 miles South-west of Tommermandsoen or closer to port.
ANCHORAGE: Large vessels can anchor outside port and discharge into barges.
MAX. SIZE: Largest vessel that can berth alongside Atlantic quay, length 102 m., breadth 14 m., draft 6·2 m.
TUGS: None. Port boats take lines and assist mooring.
RADIO: Local radio station. VHF connection in Port Director's office. Radio technicians available, cable address "Polar Radio".
BERTHING: Atlantic quay, length 60 m., depth alongside 6 m., at average low water. Height of quay 2 m., above w/l. If berth occupied, loading/discharging of larger vessels at anchorage with barges. At Atlantic pier cranes with lifting capacity up to 20 tons, also fork-lift trucks.
MEDICAL: Hospital, doctors and dentists available.
FRESH WATER: Obtainable at Atlantic quay.
AIRPORT: Heliport.
GENERAL: Post and cable offices. Telephones not normally available for connection on board, but vessels at anchor can call Port Director's office on VHF during daytime.
AUTHORITY: Director of Commerce who acts as Port Master and Harbour Master.

IVIGTUT: 61.12 N. 48.10 W.

(Also see "General Information" at beginning of Greenland Section)
OPERATORS: A/S Kryolitselskabet Oresund.
CONDITIONS: (*a*) Current: strongest about 3 hours before and 3 hours after high water, and vessels arriving and sailing should

take this into consideration. (*b*) Tide: height of average high tide 3 m. (max. 3·4 m), low tide 1·6 m. (*c*) Wind: calm for about half the year otherwise winds are usually from South or South-east. The dangerous winds for moored ships are the infrequent storms from North or North-east; these storms seldom occur but if they do occur they do so in the autumn. (*d*) Ice: winter ice usually occurs from December onwards in the fjord outside Ivigtut and disappears in the beginning of April. Outside Ivigtut winter ice always occurs, sometimes reaching a thickness of about 1 m. Information concerning ice conditions always obtainable on telegraphic request to GLK.
ENTRY: Day and night and usually all year round.
PILOTAGE: No official Pilot but an acting Pilot can be arranged through connection with Port Authority, cable address "Manager Ivigtut", at least 24 hours prior arrival.
MAX. SIZE: Largest vessel to have berthed at Kryolit pier was length 102 m., breadth 14 m., draft 6·2 m.
TUGS: None. Motor-boat will assist mooring.
BERTHING: Kryolit quay, depth alongside about 7 m. height of pier about 2 m. above w/l. Berthing during daylight only. Kryolit only imported from mid-December to end March. Crane capacity 3 tons.
RADIO: The radio station at Ivigtut is closed but telephone connection to radio station at Gronnedal.
FRESH WATER: Available.
FUEL: Deliveries of small quantities of gas-oil.
REPAIRS: Machine tool workshop. Diver assistance obtainable.
MEDICAL: Hospital in Ivigtut, but doctors and dentists are in Gronnedal.

JAKOBSHAVN: 69.13 N. 51.06 W.

(Also see "General Information" at beginning of Greenland Section)
DESCRIPTION: Port is a narrow open bay, entrance to the North-west, having outer port and inner port. In outer port is Atlantic quay and bunkering station, and inner port has another quay and a fishing harbour.
CONDITIONS: (*a*) Tide: height of average high tide 2·8 m. (max. 3·3 m.), low tide 1·6 m. (*b*) Wind: usually East to North-east. In autumn winds are strong especially in the morning. (*c*) Ice: impression can be gained when approaching port that port is closed due to icebergs. On closer approach channels between icebergs will be found but if these openings appear too narrow a wider passage should always be found to the North. (*d*) "Kanele": a natural phenomenon that occurs at this port causing regular and heavy swell, height up to 2 m. Wave characteristic, long and flat, frequency about 6 minutes. Pilot should be consulted for full information.
ENTRY: Port usually open day and night, from mid May to end November.
DAYLIGHT: Polar darkness between 1st December and 12th January and midnight sun between 21st May and 24th July.
PILOTAGE: A Pilot should always be used by larger vessels and request made to Port Authority in ETA cable. Pilot boarding place to be agreed with Authority.
MAX. SIZE: Largest vessel to berth at Atlantic quay was length 86 m., draft 6·8 m.
TUGS: None. Port boats take lines and assist mooring.
BERTHING: Outer port depth 6·5/7 m., inner port 5·5/6 m. Atlantic quay length 40 m. Depth alongside Atlantic quay 7 m. at average low tide. Height of quay about 1·1 m. above w/l. Permission to enter port should be obtained prior arrival from Port Authority. Mobile crane capacity 5 tons, also fork-lift trucks.
MEDICAL: Hospital, doctors and dentists available.
FRESH WATER: Obtainable alongside Atlantic quay.
AIRPORT: Heliport.
REPAIRS: Machine workshop.
GENERAL: Police, Fire Brigade, Port and cable office.
AUTHORITY: Director of Commerce who acts as Port Manager.

JULIANEHAB: 60.43 N. 46.02 W.

(Also see "General Information" at beginning of Greenland Section)
DESCRIPTION: Port is an open bay, facing South with Atlantic quay.
CONDITIONS: (*a*) current: flows North-westerly, but in Southern part of port from little current effect. (*b*) Tide: average height of high tide 2·8 m. (max. 3·2 m.); low tide 1·4 m. (*c*) Ice: drift ice between January and July occasionally fills whole port. (*d*) Wind: the most frequent wind is from East or North-east, normally occurring as storms during winter months and as strong winds in summer. Winds can be violent and cause rapid rise in temperature. Very secure moorings are advisable.
PILOTAGE: Port office is equipped with VHF which should always be used to contact Port Authorities before arrival, and to arrange Pilot's boarding position.
MAX. SIZE: Largest vessel to berth at Atlantic quay was length 100 m. and draft 6 m.
ENTRY: Port open day and night normally throughout year, but from 1st January to 1st August, only available to specially constructed tonnage.
TUGS: None. Port boats take lines and assist mooring.
RADIO: Local radio station. Radio beacon station at Simiutaq about 10 miles West of entrance to Julianehab Fjord.
BERTHING: Atlantic quay – length 30 m., depth alongside between 7/9 m. on average high tide. Height of quay is 1·3 m. above w/l. Mobile cranes, lifting capacity up to 5 tons.
MEDICAL: Hospital, doctor and dentist available.
FRESH WATER: Available from Atlantic pier during summer months.
FUEL: Gas-oil available at Atlantic pier.
REPAIRS: At repair quay there is a stationary crane lifting capacity 35 tons.
AIRPORT: Heliport.
AUTHORITY: Director of Commerce – acting as Port Manager.

NARSSARSUAQ (Isrecognosceringsstation): 61.08 N. 45.26 W.

(Also see "General Information" at beginning of Greenland Section)
DESCRIPTION: Ice outlook station, with quay.
CONDITIONS: (*a*) Current: occasional strong North-westerly current. (*b*) Tide: average height of high water 3 m. (max. 3·6 m) low water 1·6 m. (*c*) Wind: South-easterly wind sometimes reaches typhoon strength. (*d*) Ice: in winter ice thickness sometimes requires services of ice-breaker vessels.
PILOTAGE: Not available. Base representative should be advised of ETA well in advance of arrival.
TUGS: None. Port boats assist mooring.
MAX. SIZE: Largest vessel to berth at quay was length 130 metres, draft 8 metres.
ENTRY: Open season from mid-May to mid-October. During season, port open day and night.
BERTHING: Quay length 140 m., depth alongside (West) 6–11 m. (East) 5–8 m. Height of pier 2 m. above w/l. Two vessels may berth, one on either side of quay. Heavy mooring equipment on the quay, and should be used by larger vessels. Mobile cranes capacity up to 4 tons, and fork-lift trucks.
WATER: Obtainable at quay, about 80 tons per single off-take.
AIRPORT: Landing-strip for aircraft. Ice Station usually uses DC.4 aircraft.
RADIO: Local radio station supplying ice information.
AUTHORITY: Representative of Ministry for Greenland.

NORTH STAR BUGT (Thule Air Force Base): 76.36 N. 68.52 W.

(Also see "General Information" at beginning of Greenland Section)
DESCRIPTION: Supply port for the Thule Air Force base. Port is operated by and belongs to the American Defence Department.
DAYLIGHT: Polar darkness from 1st November to 10th February and midnight sun from 23rd April to 20th August.
CONDITIONS: (*a*) Ice: port is frozen over from end October to beginning July. From beginning of November, large areas of compact ice appear, and these can sometimes be up to 20 miles wide. During May, compact ice areas commence breaking up and by end May/early June there is normally open water; however, large quantities of drift ice remain along the coast until end July. Winter ice is normally about 180 cubic metres thick. (*b*) Temperature: in January and February average temperature is 29° below zero. In July, June and August, average temperature is usually above freezing-point, but for the rest of the year it is below freezing. (*c*) Tide: average high tide is 3 m. (max. 3·4 m.). Low tide 1·7 m.
ENTRY: Normally, port is not open until August or September, depending upon ice situation.
PILOTAGE: No authorised pilot, but American Port Authority assists in mooring and should be advised of ETA well in advance.
TUGS: None. Port boats assist mooring.
ANCHORAGE: Good holding ground in depth between 20 and 40 m., but anchoring should only be carried out following advice of Port Authority.
MAX. SIZE: Largest vessel to berth alongside quay was length 130 metres, and draft 7 metres.
BERTHING: Two vessels may berth at the quay. Depth alongside about 7 m. Height of pier about 2 m. above w/l. Mobile cranes and fork-lift trucks; however, equipment varies from year to year and Port Authorities should be contacted well in advance. Good supply of barges and amphibious craft for vessels discharging in the roadstead.
FRESH WATER: Available alongside quay.
AIRPORT: A marine Helicopter is stationed at this base.
REGULATIONS: The area is a Military Defence area and special permission is necessary to enter the port. Shore leave is prohibited.
MEDICAL: Hospital, doctor and dentist available.
AUTHORITY: Marine Defence Department.

SONDRA STROMFJORD (Camp Lloyd): 66.00 N. 53.35 W.

(Also see "General Information" at beginning of Greenland Section)
DESCRIPTION: Port is used for the supply of an American base, transit port for passenger carriage, and for air communication to Copenhagen. Port has a quay and a sea terminal for tankers.
DAYLIGHT: Camp Lloyd is situated South of the border for polar darkness but has a midnight sun from 15th June to 1st July.
CONDITIONS: (*a*) Current: the current at entrance and at the West of Sondra Stromfjord is North-eastern at flood tide, and South-west at ebb tide, and can reach a speed of 7 knots. (*b*) Tide: high water at Camp Lloyd is about 3 hours later than at the entrance of Sondra Stromfjord. Height of average high tide 3 m. (max. 3·6 m.). Low tide 1·6 m. (*c*) Ice: Sondra Stromfjord is frozen during winter throughout whole of inner harbour, but about 55 miles from Camp Lloyd, ice thickness varies from 5 cm to 90 cm. (*d*) Winds: strong winds can occur from East and South-east.
ENTRY: On account of ice, the fjord is closed from beginning of

January to end-June, but can be used day or night from beginning of July to end-October.
PILOTAGE: No authorised Pilot, but Harbour Master will assist berthing.
ANCHORAGES: Good anchorages about 2 miles South-east of Emmons Pynt in depth of about 40 metres. Great care should be taken in anchoring, since sea bottom is shelving.
BERTHING: (*a*) A quay which is located North of Emmons Pynt, depth alongside only 3 m. (*b*) Tanker sea terminal about 700 metres S.S.E. of Emmons Pynt where there is mooring with discharge lines. Depth of water 24–26 metres on the South side of the mooring position; 15 metres at the mooring, and 10 metres on Northern side of mooring with rapid shelving to the North.
The Port Authorities should be contacted before mooring at the sea terminal. There are mobile cranes with lifting capacity up to 5 tons, and fork-lift trucks.
RADIO: ETA should be given well in advance of arrival to the Royal Greenlandic Commercial Representative and also to the Port Authority. The arrival should be reported at least 24 hours in advance through GLK. The Harbour Master can be contacted on 2716 kc/s. and this contact should be established at least one hour before vessels arrival.
MEDICAL: Hospital, doctor and dentist available.
REGULATIONS: Camp Lloyd is an American Defence Area and is restricted. American supply ships have preference in mooring at all installations.
AIRPORT: Heliport.
AUTHORITY: The Royal Greenlandic Commercial Representative – Harbour Master.

SUKKERTOPPEN: 65.25 N. 52.54 W.

(Also see "General Information" at beginning of Greenland Section)
LOCATION: Harbour situated on S.E. side of Manitsoq island, and has Atlantic quay.
CONDITIONS: (*a*) Tide: height of average high water 4·2 m. (max. 4·8 m.), low water 2 m. (*b*) Ice: winter ice occurs from December to April. (*c*) Wind: advisable not to enter harbour area if winds are strong. Most obstructive winds are storms from S. or S.W.
ENTRY: Port open day and night, normally all year round.
PILOTAGE: Pilot is arranged by cable to Sukkertoppen radio when giving ETA, which should be sent well in advance. Pilot will meet vessel as arranged outside the harbour, or at Faltings Skoer.
TUGS: None. Port motor-boats assist mooring.
MAX. SIZE: Largest vessel that can berth at Atlantic quay is length 100 m., draft 6 m. Vessels up to 4,000 tons have used the port.
BERTHING: Depth in harbour is about 27 m. and alongside Atlantic quay about 6·2 m. Height of quay is about 2 m. above w/l. Cranes up to 5 tons capacity and fork-lift trucks.
WATER: Available at quay.
REPAIRS: Repair workshop for minor repairs.
MEDICAL: Hospitals, doctors and dentist available.
AIRPORT: Heliport.
GENERAL: Telex, telephones, Police, Fire Brigade.
AUTHORITY: Director of Commerce.

Guatemala

CHAMPERICO: 91.55 W. 14.17 N.

DOCUMENTS:
Clearance from Last Port.
Travel Memorandum (original and 4 copies).
Declaration of Maritime Health.
Exemption Certificate of Deratisation.
5 Crew Lists.
5 Passenger Lists or "no passengers" Declaration.
5 Provision Lists.
5 Dangerous Cargo, inflammable or explosives, declaration,
5 Mail Lists or "no Mail" Declaration.
Manifests of Cargo from each port (original and 11 copies).
Bills of Lading from each port.
Vaccination Certificates for whole crew.
12 Ballast Manifests, if no cargo on board.
PILOTAGE: None.
ANCHORAGES: Without limit but recommended *not to anchor* less than 1 kilometre from beach.
MAX. SIZE: Vessels work cargo at anchorage in depth consistent with vessel's draft.
HEALTH: Give notice of any suspicious illness or fever on board when the doctor comes for official visit.
RADIO: ETA cables through Cristobal CZ.
TUGS: No tugs required.
STEVEDORES: No advance notice necessary. Possible to arrange gangs within an hour.
MEDICAL: Adequate advance notice required depending on gravity of case. Hospital half an hour away and possible to arrange transport for patient, also to arrange for doctor on board. Crew must have current International Vaccination Certificates.
TANKERS: No facilities for tankers.
DENSITY: Changes from 1·0226 gr/cm³ in October to 1·0270 gr/cm³ in April. Percentage of salt: Changes from 30·5 parts per thousand in October to 36·4 parts per thousand in April. Temperatures: an annual average of 28·5° C.
FRESH WATER: Free within port limits.
FUEL: No facilities.
DEVELOPMENTS: Project to build a modern port with an entrance channel, artificial bay and capacity for 8 merchant vessels and facilities for fishing ships and tourist ships.
GANGWAY/DECK WATCHMEN: When requested cost five dollars per person per day.
OPENING/CLOSING HATCHES: Either by crew or by stevedores.
CUSTOMS ALLOWANCES: Without limit on board. Prohibited to take tobacco wine or spirits ashore.
CARGO GEAR: Ship's gear used for loading/discharging.
IDENTIFICATION CARDS: Not needed.
CONSULS: None.
REPAIRS: Minor repairs only.
REPATRIATION: All facilities available.
AIRPORT: International airport 3 hours distant with regular airlines all over world.
TIME: GMT minus 6 hours. No alterations to clock during year.
HOLIDAYS: No work on 1st January, Maundy Thursday and Good Friday, 1st May and 25th December. The rest of the year work day and night.
POLICE/AMBULANCE/FIRE: All available.
TELEPHONES: Cannot be placed on the vessels.
GENERAL: Possible to supply provisions, especially vegetables and shell-fish at good prices.
SHORE LEAVE: No restrictions.
DELAYS: Some days in April and October the surge is very strong and work has to be suspended.
AUTHORITY: Capitan del Puerto, Champerico, Retalhuleu.

PUERTO BARRIOS: 15.44 N. 88.36 W.

DOCUMENTS:
Clearance from Last Port.
Crew List 1 legalised, 4 copies.
Passenger List 1 legalised and 7 copies or negatives.
Cargo Manifest 1 legalised and 19 copies.
Stores/Provisions List 3 copies.
Voyage Memorandum 4 copies.
Bills of Lading, 2 sets.
Declaration of Health.
PILOTAGE: No Pilots available.
ANCHORAGE: In Santo Tomas Bay, depths up to 6 fathoms.
MAX. SIZE: Length 600 ft., draft 30 ft.
HEALTH: Advise Agent in advance if any fever or contagious disease suspected on board. Otherwise pratique granted on arrival. Officials board only between 0600 and 1800.
RADIO: Coastal radio in Costa Rica, call sign TIM operating on 8485 kc/s.
TUGS: No tugs available.
BERTHING: One pier owned by International Railway used to discharge fuel oil. 1,000 ft. berthing length on each side. A flag is shown on the pier to indicate where vessel will berth. Berthing recommended during daylight hours only. Tankers discharge on South side of the pier.
FRESH WATER: Available at the pier.
FUEL: Not available.
MEDICAL: Doctor available. All crew require International Vaccination Certificates.
CUSTOMS ALLOWANCES: Normal daily consumption on board. No tobacco, wine or spirits to be taken ashore.
IDENTIFICATION CARDS: Required.
TIME: GMT minus 6 hours; no alterations during the year.
SHORE LEAVE: Allowed.
AUTHORITY: Commandante del Puerto.

SAN JOSE: 13.55 N. 90.50 W.

DOCUMENTS:
Clearance from Last Port.
Crew List, 1 legalised and 4 copies.
Passenger List, 1 legalised and 7 copies.
Passengers in Transit List, 4 copies.
Cargo Manifest, 1 legalised and 19 copies.
Stores/Provisions List, 3 copies.
Voyage Memorandum, 4 copies.
Cargo Check Lists, 18 copies.
Mail List, 7 copies.
Bills of Lading, 2 sets.
Baggage Declaration, per passenger, 4 copies.
Declaration of Health.
PILOTAGE: Not required and no resident Pilots available, except for Tankers where services of a Pilot could be made available upon request.
ANCHORAGE: San Jose is a lighter port (open roadstead). Vessels anchor about 0·25 mile from pierhead in 8–9 fathoms of water.
RESTRICTIONS: Normally no pratique granted after 7.00 p.m., although in some instances and if prior arrangements made, vessels could be received by Port Authorities up to 11.00 p.m. Tankers moor in daylight only.
MAX. SIZE: Size immaterial since no docking facilities. Cargo transported from vessel to pier and vice-versa by means of steel lighters or barges of 35 t. capacity each. This applies to dry cargo only. Bulk, liquid cargo at respective terminals (oil and oil by-products, imports, and molasses export), where vessels proceed after pratique.

HEALTH: Pratique automatic (7.00 a.m. to 7.00 p.m.), irrespective of previous port of call. Master's obligation to notify Authorities on arrival of any suspected disease and/or fever on board, in order that adequate precautions taken.
RADIO: Messages should be routed via Guatel.
TUGS: None available or required for manoeuvring vessels.
STEVEDORES: No gangs available after 9.00 p.m., unless another vessel is working in port. Rate of discharge/loading: dry cargo: 15–20 tons per gang hour. Maximum gangs available: 3. Bulk cargo handled ten times faster.
MEDICAL: Hospital available. No vaccination/fever certificates required.
TANKERS: Two buoy berths for tankers. Discharging: 8 in. diameter lines. ESSO Terminal: Mooring Master assists berthing. IRCA Terminal: Stern discharge.
FRESH WATER: None available.
FUEL: None available.
GANGWAY/DECK WATCHMEN: None required or necessary.
OPENING/CLOSING HATCHES: By stevedores.
CUSTOMS ALLOWANCES: On board, no restrictions, but no crew member allowed to bring ashore more than amount required for personal use.
CARGO GEAR: Ship's gear used for loading and discharging dry cargo. Vessels must bring own lines to tie lighters alongside.
IDENTIFICATION CARDS: Necessary for those on shore leave.
CONSULS: All Consulates located in Guatemala City, where vessels' agents, when and if required, have special documents legalised. Normally, however, Agents can take care of regular certifications required, through port officials, who are authorised to certify documents in absence of a consul of a particular nation.
REPAIRS: No facilities available.
REPATRIATION: Possible. Usually arranged by Agents in co-operation with vessel's Agent in Guatemala City.
AIRPORT: Nearest airport Guatemala City, 108 kilometres due North of San Jose. Daily flights to and from all parts of world.
TIME: Central Standard Time, GMT minus 6 hours. No changes during year.
HOLIDAYS: January 1st; Holy Thursday; Good Friday; Easter Saturday; March 19th; May 1st; June 30th; July 25th; September 15th; October 20th; November 1st; December 24th; December 25th; December 31st.
POLICE/AMBULANCE/FIRE: These can be contacted through Agent at San Jose and/or Guatemala City.
TELEPHONES: No facilities for placing telephones on board.
SHORE LEAVE: Allowed.
DELAYS: Only two dry-cargo vessels can work simultaneously. A third vessel must await departure of one of the first two. Only one tanker can work at each bulk liquid cargo terminal.

AGENT: Agencia Maritima, SA, Port Operators, San Jose, Guatemala. Main office: PO Box 385, Guatemala City, CA. Cable address: "Agmar, Guatemala City". Telex not available.

SANTO TOMAS DE CASTILLA: 15.42 N. 88.37 W.

DOCUMENTS:
Clearance from Last Port.
Crew List, 1 legalised and 4 copies.
Passenger List, 1 legalised and 7 copies.
Passengers in Transit List, 4 copies.
Cargo Manifest, 1 legalised and 19 copies.
Stores/Provisions List, 3 copies.
Voyage Memorandum, 4 copies.
Cargo Check List, 18 copies.
Mail List, 7 copies.
Bills of Lading, 2 sets.
Baggage Declaration, per passenger 4 copies.
Declaration of Health.
PILOTAGE: Pilot taken on board at Punta de Manabique. As protection against bad weather South side of Cabo Tres Puntas and the whole bay is naturally protected. Vessel has only to reduce speed at the level of Punta de Manabique to board Pilot. No VHF.
ANCHORAGE: Outside of access channel to Santo Tomas de Castilla the whole North-west side, approximately area of 2 miles with depth between 4 and 5½ fathoms.
MAX. SIZE: Maximum length 600 ft., draft 30 ft. Tide does not alter draft because maximum increase is 1 ft. 4 in.
HEALTH: In case of any contagious illness or fever on board the Sanitary Authority will be informed through respective Agent and vessel will moor to be examined by doctor in charge whether to subject vessel to quarantine or not. No automatic pratique.
RADIO: ETA cables to Agent and Receiver made through Coastal Station in Costa Rica; Signal: TIM in 8485 Kcs. or 8/12 Mcs.
TUGS: Tugs' service not compulsory. Use of tug lines, charge is included in tug service.
BERTHING: Possible to arrive at any time. Vessels work cargo alongside quay 2980 ft. berthing length available.
STEVEDORES: Arrangements made between Agent and ship owner. Agent requests services.
MEDICAL: No advance notice necessary. Hospital facilities available. International vaccination certificate required.
TANKERS: Diameter of pipe-lines 16 in. and load/discharge lines 14 in. No slop discharge facilities. Only one mooring berth for tankers and maximum draft permitted 30 ft.
DENSITY: 1.015.
FRESH WATER: Pipe-lines alongside quay. Delivered by hoses belonging to port. Rate 15 tons/hour, cost Q.1.00 c/ton.
FUEL: Available, no advance notice required. (Bunker: 60°, and diesel: 38°).
PORT FIRE PRECAUTIONS: No specific precautions for tankers. Hydrants available to combat fires, besides tug's services and Coast Guard ships of Navy.
GANGWAY/DECK WATCHMEN: Not essential. If necessary provided free by port.
OPENING/CLOSING HATCHES: Carried out by crew.
CUSTOMS ALLOWANCES: Tobacco, Wine and/or Spirits: No definite quantity and usually regulated by Captain.
IDENTIFICATION CARDS: Necessary.
CONSULS:

Italy	Sweden	Honduras
Holland	Germany	El Salvador
	Mexico	

REPAIRS: Only minor deck and engine repairs.
REPATRIATION: Possible.
AIRPORT: 10 km. distance. No regular lines.
TIME: GMT minus 6 hours.
HOLIDAYS: 1st January; 7th March; Maundy Thursday and Good Friday; 1st May; 30th June; 15th September; 1st November; 25th December.
TELEPHONES: No facilities for placing telephones on board.
SHORE LEAVE: Possible.
AUTHORITY: Port Commander.

Guinea, Republic of

CONAKRY: 09.30 N. 13.44 W.

DOCUMENTS:
7 Crew Lists – Crew list with vaccination date for health service.
5 Passenger Lists.
5 Lists Port of Call (the last ports).
3 Stores Lists.
3 Lists Crew Declaration (personal effects).
5 Manifests of Cargo (if any).
2 Copy of Bills of Lading.
PILOTAGE: Telegraphic address pilot station: "Harbour Master's Office, Conakry". Pilot meets vessels N.E. of sea buoy Tonnelier.
ANCHORAGE: Safe deep anchorage.
RESTRICTIONS: No entry at night. Channel depth 8 metres MLW.
MAX. SIZE: 600 ft. long. Maximum draft for tankers 31–32 ft. high water.
HEALTH: Valid yellow fever and smallpox inoculation Certificates.
RADIO: Conakry Radio 2182–2586 kc/s.
TUGS: Tugs normally connect to starboard side. Ship's lines used.
BERTHING: All tankers berth according to high water. No berthing at night. Berthing 07.00 a.m. to 19.00 p.m. Ten berths, max. depth 11·50 metres.
STEVEDORES: ETA to "Navalguinee" in order arrange gangs.
MEDICAL: Advance notice required for medical service, hospital facilities available.
TANKERS: Pipe-line 5280 ft. long, 10 in. diameter. Two tanker berths, 31/32 ft. high-water maximum draft at these berths.
DENSITY: 1016 in the port with particular relation to state of tide.
FRESH WATER: available by connection from pier. Rate of delivery with good pressure 30 tons hour. Cost 75 F.G. per ton.
FUEL: Not available.
FIRE PRECAUTIONS: Special fire service for tankers.
DEVELOPMENTS: Future port Kamsar/Boke now being built.
GANGWAY/DECK WATCHMEN: Compulsory, particularly for tankers. Cost of watchmen 400 F.G. day and 500 F.G. per night.
OPENING/CLOSING HATCHES: Normally by crew. Stevedores if requested by master.
CERTIFICATES: Certificate of Deratisation; Log Book.
CUSTOMS ALLOWANCE: Tobacco, 200 cigarettes out of bond. Wine and/or Spirit, 1 litre of spirit and 1 litre of wine per day out of bond.
IDENTIFICATION CARDS: Necessary.
CONSULS: All major maritime nations.
REPAIRS: None available.
REPATRIATION: All facilities exist for effecting crew changes and arranging repatriation to Europe.
AIRPORT: International airport distant 15 km. served by regular airlines.
TIME: GMT plus one hour.
HOLIDAYS: New Year's Day (1st January); Women's National Day (9th February); Labour Day (1st May); 1958 Referendum Day (28th September); Independence Day (2nd October); All Saint's Day and Guinea Army's Day (1st November); Anniversary of the Basic Law of 8th November 1964 (8th November); Assumption (15th August); Anniversary of Youth's Creation (J.R.D.A.) (26th March); Christmas (25th December).
Varying holidays which depend on the position of moon: Ramadan – End of fasting; Tabaski – Pilgrimage day at Mecca; Mahouloud – Day after Prophet Mahomet's Birthday.
Work available during holidays, except Labour Day, Independence Day, Ramadan and Tabaski.
POLICE/AMBULANCE/FIRE: Police 17; Ambulance 16; Fire 18.
TELEPHONES: Not possible to place telephones on board.
SERVICES: None.
SHORE LEAVE: Crew allowed ashore.
PORT AUTHORITY: M/R Harbour Master, PO Box 534. Tel. 427–22 Conakry.

Guyana

ESSEQUIBO RIVER (BARIKA): 06.24 N. 58.37 W.

DOCUMENTS: See "Georgetown".
PILOTAGE: Pilots are stationed at Georgetown. ETA to be given 24 hours in advance to pilot station. Pilotage compulsory. Pilot boards from black cutter 5 cables North-west of the Outer Georgetown Light.

Essequibo light (steel framework tower with red and white horizontal bands) marks seaward end of Essequibo main ship channel. Vessels in vicinity of Demerara pilot station should listen for pilot boat on VHF Channel 16.
RESTRICTIONS: The Essequibo Bar is composed of hard mud and sand. The least depth of water is the same as for Demerara Bar. Vessels should not attempt to cross the Essequibo Bar drawing more than 1 ft. less than that predicted for the Demerara Bar.
MAX. SIZE: Controlled by Bar draft predictions.
HEALTH: Pratique given at Georgetown when Pilot boards. If vessel is suspect or infected, Master to advise Harbour Authority by radio before arrival.
RADIO: Demerara Radio call sign 8RB operating on 2182 kc/s. Georgetown Lighthouse operates VHF on Channel 16 and HF on 2738 kc/s. 24 hours a day.
TUGS: Not available.
MEDICAL: Hospital at Georgetown. All crew members need valid smallpox vaccination certificates.
DENSITY: 1000, fresh water.
FRESH WATER: Not available.
FUEL: Not available.
OPENING/CLOSING HATCHES: By ship's crew.
CUSTOMS ALLOWANCES: Up to 200 cigarettes and one bottle wine or spirits per man. Only 40 cigarettes may be taken ashore at any time.
CONSULS: At Georgetown.
REPAIRS: Government dry dock situated at Mazaruni, approximately 40 miles up river at junction of Essequibo and Mazaruni rivers. Extreme dimensions; 160 ft. by 35 ft.
AUTHORITY: Transport and Harbours Department, Georgetown.

GEORGETOWN: 06.49 N. 58.11 W.

DOCUMENTS:
Certificate of Registry.
4 Crew Lists.
2 Provisions and Stores Lists.
4 Passenger Lists.
Customs Documents:
2 "C.1".
2 "C.2".
1 "C.3".
Health Documents for Crew (1 copy for each member).
2 Manifests.
Bills of Lading (number in accordance with the agreement between shipper and carrier).

PILOTAGE: Vessels apply for Pilots through local Agents or direct to Chief Pilot, Georgetown, through "Demerara Radio, 8 Romeo Bravo", 12 hours in advance of ETA at pilot station when vessel is proceeding in to Georgetown Harbour. Pilot boarding ground is in North-western quadrant of circle with radius 5 cables and centre the Outer Georgetown Light. Normal international day or night signals for "I require a Pilot" are used. All pilot cutters are painted black (hull) and white (superstructure) with the word "Pilot" painted in white on black ground. Cutters are approximately 50 ft. in length.
ANCHORAGE: There are 5 with a least depth of approximately 20 ft. MLW named A to D from North to South. Vessels are safely anchored at any of the above anchorages 1½ to 2 cables from Georgetown park line. Bottom is soft mud and provides good holding ground.
RESTRICTIONS: No entry restrictions except those on draft imposed by the bar at estuaries.
MAX. SIZE: Draft 21 ft. 6 in.
HEALTH: Pilot may grant pratique if vessel has just arrived from a British port, and if vessel has not been to a Central or South American Spanish-speaking port or French-speaking port (West Indian or otherwise) or any of the ports of New Orleans, Mobile or Tampa within 4 weeks of its arrival at the pilot station. If a vessel is "suspect" or "infected" Master should advise Harbour Authority by special message through Demerara Radio or Georgetown Lighthouse and await advice of Port Health Officers; meanwhile, if in the vicinity of Georgetown, vessel may anchor at the specified quarantine anchorage near the Outer Georgetown Beacon as entry into the limits of the port without the authority of the Ministry of Health is prohibited if the vessel is suspect or infected.
RADIO: Name of radio station "Demerara Radio", call sign "8RB", always standing by on 2182 kc/s., will give latest weather report or RDF bearings on request. Georgetown Lighthouse operates VHF on Channel 16.
TUGS: At present, vessels dock stem on to the tide without aid of tugs.
BERTHING: There are 14 main wharves all privately owned, situated along the river frontage at Georgetown and varying in length from 210 ft. to 730 ft. Depths alongside range from 16 to 20 ft. at low water springs, but as the bottom is soft mud vessels may safely lie aground alongside. Ships work cargo with their own appliances.
STEVEDORES: Ship's Agent normally arranges for gangs in accordance with cargo plans or Master's cable advice. Gangs are unionised. Stevedores work around the clock every day of the week though they are paid overtime between hours of 4.00 p.m. and 7.00 p.m. and they earn time-and-a-half or double time on public holidays according to which one of the twelve public holidays they work.
MEDICAL: No special advance notice of required medical attention is necessary, and hospital facilities are always available. All crew members need to have valid smallpox vaccinations certificates on entry.
TANKERS: There are no residue discharge facilities in this port. There are 3 tanker berths in the Georgetown area. Rome (Shell), Ramsburg (Esso), and Atkinson Field. Maximum depth alongside: Rome 15 ft., Ramsburg 16 ft., Atkinson Field 16 ft.
DENSITY: Average density in port is 1015, though during the rainy season (March–May; October–December) density of water may be as low as 1000 at low water in the harbour.
FRESH WATER: Fresh water is available, and is delivered alongside at 75c per ton. The ship is required to pay for labour, overtime, etc., involved in the delivery.
FUEL: In case of emergency, providing advance notice is given by Master, vessels may be partially bunkered at any of Shell, Texaco or Esso installations. Vessels may be required to go alongside 2 hours before high water and leave not later than 1 hour after high water at the above-mentioned installations. Grades of fuel available are "Bunker C" and diesel fuel.
FIRE PRECAUTIONS: There are no stated precautions other than regulations against pumping out residual heavy oil (e.g. "Bunker C"). Ships having cargoes of ammunition, high explosives, dynamite, etc., are required by Harbour Regulations to anchor North of Georgetown Lighthouse prior to proceeding alongside wharf to unload.
DEVELOPMENTS: Proposals are in hand for the dredging of the Demerara Bar and the Georgetown Harbour to permit entry of ships up to 27 ft. at high water.
GANGWAY/DECK WATCHMEN: Services of watchmen are necessary and can be obtained through a watchman's pool by ships' Agent.
OPENING/CLOSING HATCHES: Normally carried out by ship's crew.
CUSTOMS ALLOWANCES: Each crew member is permitted up to 200 cigarettes aboard held out of bond, but is only allowed to take ashore 40 at any time. Only on a *final discharge* would a member of crew be permitted a tobacco allowance of ½ pound. Each crew member is allowed to keep out of Bond, 1 (one) bottle of wine or spirits, but is prohibited from taking any of it ashore. Each member of crew is allowed tax-free only one-sixth gallon wine and one-sixth gallon spirits *when he is finally discharged.*
IDENTIFICATION CARDS: Not required.
CONSULS:

United States of America	Tel.	2686
Venezuela	,,	2674
Germany	,,	3266
France	,,	4170
Belgium	,,	62171
Denmark	,,	62151
Netherlands	,,	62151
Ireland	,,	62171
Canadian High Commission	,,	62801
Trinidad and Tobago High Commission	,,	62061
Indian High Commission	,,	3996
British High Commission	,,	2881
Finland	,,	62171
France	,,	61939 or 4170
Italy	,,	Diamond 260
Mexico	,,	2811
Norway	,,	5018
Panama and Haiti	,,	
Portugal	,,	61636
Sweden	,,	62191
Switzerland	,,	Mon Repos 211
Costa Rica	,,	61932

REPAIRS: Every type of deck or engine repair is undertaken at Sprostons dry dock. Above waterline and engine-room repairs of any type are undertaken on vessels exceeding the above-mentioned dimensions while vessel is anchored in the stream.
DRY DOCKS: Sprostons Dry dock: A graving dock 210 ft. × 37 ft. 9. in at entrance situated South of Sprostons No. 2 Wharf, which is privately owned and operated on normal commercial lines. 198 ft. length of dry dock is on blocks. Breadth: top 46 ft. 4 in., bottom 40 ft. 9 in., depth on sill at HWOST 92 ft.

Government Dry dock: Situated at Mazaruni approx. 40 miles up-river at junction of Essequibo and Mazaruni rivers is a graving dock and has extreme dimensions of approx. 160 ft. × 35 ft.
REPATRIATION: Can be arranged.
AIRPORT: Atkinson International Airport is situated approx. 30 miles South of Georgetown with highway connection and is served by Pan American, Air France, BOAC, BWIA, and other airlines.
TIME: 3 hours 45 minutes behind GMT. No alterations made to clocks during the year.
HOLIDAYS: New Year (January 1st); *Eid-ul-Ahza; *Phagwah; Republic Day (Feb. 23rd); Good Friday (April 12th); Easter Monday (April 15th); Labour Day (May 1st); *Youman Naubi; Commonwealth Day (First Monday in August); *Deepavali; Christmas Day (December 25th); Boxing Day (December 26th). *Religious holidays are variable.

POLICE/AMBULANCE/FIRE: Tel. 3211, Emergency 999; Ambulance 2411, Emergency 999; There are Police/Ambulance/Fire Stations on the waterfront.
TELEPHONES: Only connected to naval vessels.
SHORE LEAVE: Allowed.
PORT AUTHORITY: Transport and Harbours Department, Main Street, Georgetown. Tel. 62131.

MACKENZIE: 06.00 N. 58.17 W.

DOCUMENTS: See "Georgetown".
PILOTAGE: Pilots are stationed at Georgetown. ETA to be given 12 hours in advance to pilot station. Pilotage compulsory. Pilot boards from black cutter 5 cables North-west of the Outer Georgetown Light.
RESTRICTIONS: Governed by depth of water at Demerara River Bar. Entrance normally at high-water.
ANCHORAGE: Vessels proceeding to Mackenzie in ballast and drawing less than 15 ft, may anchor at Southern limit of Georgetown in depth of 20 ft. MLWS.
MAX. SIZE: Draft 21 ft. 6 in.
HEALTH: Pratique given at Georgetown when Pilot boards. If vessel is suspect or infected, Master to advise Harbour Authority by radio before arrival.
RADIO: Demerara Radio call sign 8RB operating on 2182 kc/s. Georgetown Lighthouse operates VHF on Channel 16 and HF on 2738 kc/s, 24 hours a day.
TUGS: Not available.
MEDICAL: Hospital at Georgetown, 59 miles distant. All crew members need valid smallpox vaccination certificates.
DENSITY: 1000, fresh water.
FRESH WATER: Can be supplied.
FUEL: Can be supplied.
DEVELOPMENTS: Dredging in progress at Demerara Bar to permit entry of vessels up to 27 ft. draft.
OPENING/CLOSING HATCHES: By ship's crew.
CUSTOMS ALLOWANCES: Up to 200 cigarettes and one bottle wine or spirits per man. Only 40 cigarettes may be taken ashore at any time.
CONSULS/REPAIRS: At Georgetown.
AUTHORITY: Transport and Harbours Department, Georgetown.

NEW AMSTERDAM (Everton, Berbice): 06.14 N. 29.20 W.

DOCUMENTS: See "Georgetown."
PILOTAGE: Pilots are stationed at Georgetown. ETA to be given 24 hours in advance to pilot station. Pilotage compulsory. Pilot boards from black cutter 5 cables North-west of the Outer Georgetown Light. Pilots may also board ships bound for New Amsterdam within 5 cables Westward of Berbice Light. This beacon marks the seaward end of the channel and is to be passed on the port hand when entering.
RESTRICTIONS: The Berbice Bar is composed of fairly hard mud. Vessels may cross the Berbice Bar on even keel loaded to 3 ft. less than the Demerara Bar predictions.
MAX. SIZE: Controlled by Bar draft predictions.
HEALTH: Pratique given at Georgetown when Pilot boards. If vessel is suspect or infected, Master to advise Harbour Authority by radio before arrival.
RADIO: Demerara Radio call sign 8RB operating on 2182 kc/s. Georgetown Lighthouse operates VHF on Channel 16 and HF on 2738 kc/s, 24 hours a day.
TUGS: Not available.
MEDICAL: Hospital at Georgetown. All crew members need valid smallpox vaccination certificates.
DENSITY: 1000, freshwater.
FRESH WATER: Can be supplied.
FUEL: Can be supplied.
DEVELOPMENTS: Proposals in hand for dredging Berbice Bar.
OPENING/CLOSING HATCHES: By ship's crew.
CUSTOMS ALLOWANCES: Up to 200 cigarettes and one bottle wine or spirits per man. Only 40 cigarettes may be taken ashore at any time.
CONSULS/REPAIRS: At Georgetown.
AUTHORITY: Transport and Harbours Department, Georgetown.

Hawaii

HILO: 19.46 N. 155.06 W.

DOCUMENTS:
4 Crew Lists.
4 Passenger Lists.
Customs Documents.
Clearance, Travelling Manifest.
Local Manifests.
Health Documents.
Bill of Health and Vaccination Certificates.
4 Manifests.
4 Bills of Lading.
Ship's Papers.
Certificate of Registration or Enrolment.
Annual Inspection Certificate.
Load-line Certificate.
De-Rat Certificate.
Drinking Water Certificate.
Radio Certificate and Licence.
4 Store Lists.

PILOTAGE: Pilot boats have VHF and Radio telephone Channels (2182, 2638, 2733). Order avoid delay, arrival time should be sent as early as practicable with minimum 24 hours notice.
At Hilo, Pilot boards on starboard side in position $\frac{3}{4}$ mile due East of Paukaa light. In picking up Pilot, vessels should be on Southerly course with enough speed for steerageway. Special instructions will be given by radio telephone.
At Kawaihae pilot station in position 1 mile 287° true from No. 2 buoy. Pilot usually boards on port side with vessel on course for the entrance at dead slow speed.
ANCHORAGES: No safe anchorages either Hilo or Kawaihae for vessels awaiting Pilot. In this situation, a vessel should heave to or steam. Under good weather conditions, safe anchorage can be had in Hilo Bay. Anchorage is inside pilotage waters and requires local knowledge for safety; vessels should not anchor without Pilot.
RESTRICTIONS: Under good weather conditions, vessels up to size of T–2 tanker with draft 32 ft. handled any time. Normal tidal change only 1 to 2 ft.
MAX. SIZE: Providing suitable tugs are available and weather conditions are favourable, a vessel of 700 ft.×90 ft.×32 ft. can be handled at Hilo. Kawaihae can take vessels of 635 ft.×72 ft.×32 ft.
HEALTH: Usual quarantine regulations, doctor and Customs and Immigration and Agriculture and meat inspectors board at dock for vessels arriving from foreign ports. Serious or contagious diseases should be reported by radio. No quarantine for vessels from United States or Canadian ports.
RADIO: Communicate through RCA or ITT stations in Honolulu.
TUGS: Tugs join vessels at entrance at Kawaihae and at Coconut Island at Hilo. Tugs lines are usually used at no extra charge.
BERTHING: There are many factors which affect berthing at Hawaii Island ports, the most important of which are surge and wind. Vessels should be well equipped with long mooring lines and sufficient additional line to make up two 900 ft. buoy lines. In all instances, berthing instructions will be given after details concerning vessel and her cargo are received.
MEDICAL: All facilities available.
DENSITY: Variable in Hawaii area due to fresh water run-off.
FRESH WATER: Available from county of Hawaii by pipe-line.
FUEL: Can be supplied subject advance notice.
GANGWAY/DECK WATCHMEN: Required for tankers. Other ships as may be necessary due to special circumstances.
OPENING/CLOSING HATCHES: Normally carried out by stevedores.
CUSTOMS ALLOWANCES: 200 cigarettes, 50 cigars per man, and one bottle U.S. quart, wine or spirits.
IDENTIFICATION CARDS: Seamen's passports only required.
REPAIRS: Limited repair service available; almost any type of machine work, welding and ordinary electrical repairs can be handled.
REPATRIATION: No facilities available.
AIRPORT: About 1 mile from Port of Hilo and is served by regular airlines.
TIME: GMT plus 10 hours all year round.
POLICE/AMBULANCE/FIRE: Available at Hilo but not at Kawaihae. Telephone numbers: Police 53–311; Ambulance 51–156; Fire 51–300.
TELEPHONES: Special arrangements may be made with Hawaiian Telephone Co.
SHORE LEAVE: Allowed.
AUTHORITY: State of Hawaii, Department of Transportation, Harbours Division, PO Box 1555, Hilo, Hawaii 96720. Tel. 3957.

HONOLULU: (including Barbers Point and Pearl Harbour): 21.19 N. 157.52 W.

DOCUMENTS:
4 Crew Lists.
4 Passenger Lists.
Customs Documents.
Clearance, Travelling Manifest.
Local Manifests.
Health Documents.
Bill of Health and Vaccination Certificates.
4 Manifests.
4 Bills of Lading.
Ship's Papers.
Certificate of Registry.
Annual Inspection Certificate.
Load-line Certificate.
De-Rat Certificate.
Radio Certificate and Licence.
4 Store Lists.

PILOTAGE: Pilot requested by Agent. Pilot station telegraphic address on VHF (only) Channel 16, call KFQ 907. Pilot boat, 36 ft. cabin cruiser, white house, black hull. Only "G" flag necessary for vessel requiring Pilot. Pilot station, latitude 21° 16′ 12″ N., longitude 157° 53′ 24″ W., no alternative.
RESTRICTIONS: Entry at any time. 24 hours notice of arrival is obligatory.
MAX. SIZE: Controlling draft 35 ft. maximum. Length depends on availability of berths.
HEALTH: Pratique given at berth in accordance with U.S. Public Health Regulations. If suspected of disease, U.S. Department of

Health will board vessel at pilot station. Pratique is not automatic except for vessels coming from Canada or U.S. East Coast ports and not having any transactions in the Panama Canal zone.
RADIO: Call KHK, HF—8 Mc/s., 12 Mc/s., 16 Mc/s.; LF–500. VHF Channel 16, call KFQ907, Aloha Tower Harbour Control Station.
TUGS: Tugs normally join vessel within harbour limits. Both ship's lines and tug's lines used depending on conditions.
BERTHING: Berthing given on a first-come-first-served basis according to type of vessel and particular requirements as to cargo bunkering, etc.
STEVEDORES: Gangs must be ordered 24 hours in advance. General cargo, average load per hour: 15 L/tons; average discharge per hour: 15 L/tons.
MEDICAL: Agents would like as much advance notice as possible. Complete medical facilities available. Vaccinations in accordance with U.S. Public Health requirements.
TANKERS: Four tanker berths, maximum draft 35 ft. No slop discharge facilities.

Barber's Point: Tanker berths, tugs not normally required. Mooring Master attends berthing procedure. Fresh water not available. Fuel available ex pipe-line.

Pearl Harbour: U.S. Navy Terminal. Max. LOA 800 ft. Max. draft 38 ft. 6 in.
DENSITY: Pure salt water, no fresh water allowance.
FRESH WATER: Delivered via 2½ in. fire hose with meter on pier. Rate of delivery between 30 and 60 tons per hour, depending on the berth at $0.75 per ton (U.S.).
FUEL: All U.S. grades available, no advance notice other than establishment of credit.
FIRE PRECAUTIONS: Fire wires required by tankers berthed alongside.
DEVELOPMENTS: Container facilities being developed. One 800-ft. berth for tankers under construction.
GANGWAY/DECK WATCHMAN: Services of watchman recommended, usually arranged by Agent. Union wages approximately $7.50 per hour (U.S.).
OPENING/CLOSING HATCHES: Normally carried out by stevedores.
CUSTOMS ALLOWANCES: 200 cigarettes, 50 cigars per man, and one bottle, U.S. quart, wine or spirits.
IDENTIFICATION CARDS: Seamen's passports needed.
CONSULS:

Belgium	531–6581	France	533–7378
Britain	536–1048	Germany	531–1583
China	556–347	Korea	556–109
Japan	536–2226	Netherlands	536–5212
Denmark	533–6948	Philippines	556–316
Finland	536–7222	Portugal	536–8280
India	923–7471	Sweden	537–5321
Norway	262–4495	Thailand	548–6611
Panama	262–4949		

REPAIRS: All types of deck and engine repairs possible. Hull repairs below water-line in accordance with dry dock capacities.
DRY DOCKS: Commercial within Honolulu Harbour. Dry dock: 2,800 L/Ton lifting capacity, 385 ft. long, 56 ft. wide. Marine railway: 1,400 L/Ton lifiting capacity, 223 ft. long, 65 ft. wide.
REPATRIATION: All facilities, crews generally leave State within 24-hour period.
AIRPORT: International airport, served by all major airlines, 5 miles from harbour.
TIME: GMT plus 10 hours, all year round.
HOLIDAYS: New Year's Day (January 1); President's Day (February 21); Kuhio Day (March 26th); Good Friday; Memorial Day (May 30); Kamehameha Day (June 11); Independence Day (July 4); Labour Day (September 1); Veterans' Day (November 10); Thanksgiving Day (November 27); Christmas Day (December 25th).
POLICE/AMBULANCE/FIRE: Honolulu Police Department 941–3311; Ambulance 536–1077; Fire Department 955–1212.
TELEPHONES: Telephones can be placed on board at any dock. Approximate cost for installation is $40 (U.S.) unless telephone "jack" is at berth, then the rate would be lower.
SERVICES: All services found in major U.S. ports are available.
SHORE LEAVE: No restrictions if papers are in order.
AUTHORITY: State of Hawaii, Department of Transportations, Harbours Division, 700 Fort Street, Honolulu, Hawaii 96813; Tel. 5363652, or Harbour Master's office 536–7680.

KAHULUI: 20.53 N. 156.28 W.

DOCUMENTS:
4 Crew Lists.
4 Passenger Lists.
Customs Documents.
Clearance, Travelling Manifest.
Local Manifests.
Health Documents.
Bill of Health and Vaccination Certificates.
4 Manifests.
4 Bills of Lading.
Certificate of Registry.
Annual Inspection Certificate.
Load-line Certificate.
De-rat Certificate.
Radio Certificate and Licence.
4 Store Lists.

PILOTAGE: Request for Pilot normally made through Agent or through Harbour Master's office. Contact Pilot on VHF Channel 16. 36 ft. pilot boat, black hull, white cabin. Pilot boards ¼ mile East of Waihee Reef lighted buoy No. 2. Anchorage ½ mile East of buoy.
ANCHORAGE: No anchorage inside breakwaters. Only anchorage ½ mile East of Waihee Reef lighted buoy No. 2 in 9 to 12 fathoms.
RESTRICTIONS: 24 hours notice of arrival is obligatory. No entry at night time for vessels over 600 ft. long. No tide restrictions.
MAX. SIZE: Maximum length about 700 ft. Maximum draft 32 ft. 6 in.
HEALTH: Usual quarantine regulations, doctor and Customs and Immigration and agriculture and meat inspectors board at dock for vessels arriving from foreign ports. Serious or contagious diseases should be reported by radio. No quarantine for vessels from United States or Canadian ports.
RADIO: Communicate through RCA or ITT stations in Honolulu.
TUGS: One 1,500 h.p. tug stationed at Kahului. Additional tugs dispatched from Honolulu if necessary. Tug joins vessel between breakwater and Waihee Reef lighted buoy No. 2. Tug's lines normally used. No extra charge.
STEVEDORES: To be ordered by 1500 of day prior to operations.
MEDICAL: Hospital facilities available.
TANKERS: Discharge only. 8 in. line for heavy fuel oil, 6 in. lines for light fuel oils. No slop discharge facilities. Two berths available for tankers, maximum draft 32 ft. 6 in.
FRESH WATER: Available from water line at each berth. Rate of delivery about 150 gallons per minute at $0.75 per 1,000 gallons
FUEL: Small amount of diesel fuel and heavy fuel available in an emergency only.
GANGWAY/DECK WATCHMEN: Services of watchman recommended, usually arranged by Agent. Union wages approximately $7.50 per hour (U.S.).
OPENING/CLOSING HATCHES: Normally carried out by stevedores.
CUSTOMS ALLOWANCES: 200 cigarettes, 50 cigars per man, and one bottle wine or spirits.
REPAIRS: Minor deck and engine repairs only.
TIME: GMT plus 10 hours all the year round.
AIRPORT: Distance to airport 1 mile. Served by regular airlines.
POLICE/AMBULANCE/FIRE: Police 33–911; Ambulance 33–957; Fire 336–655.
TELEPHONES: Arrangements made with Hawaiian Telephone Co., to install on board, approximate cost $30.00.
DELAYS: Occasional delays due to limited berthing space and shortage of stevedore gangs.
AUTHORITY: State of Hawaii, Department of Transportation, Harbours Division, PO Box 201, Kahului, Maui 96732. Tel. 76051.

NAWILIWILI (including Port Allen): 21.57 N. 159.21 W.

DOCUMENTS:
4 Crew Lists.
4 Passenger Lists.
Customs Documents.
Clearance, Travelling Manifest.
Local Manifests.
Health Documents.
Bill of Health and Vaccination Certificates.
4 Manifests.
4 Bills of Lading.
Ship's Papers.
Certificate of Registration or Enrolment.
Annual Inspection Certificate.
Load-line Certificate.
De-Rat Certificate.
Drinking Water Certificate.
Radio Certificate and Licence.
4 Store Lists.

PILOTAGE: Vessel's Agent orders Pilot 48 hours in advance by telephone, correcting ETA as necessary with 2 hours final notice if a last-minute change occurs. Tug-boat Lihue III serves as pilot boat for Nawiliwili and Port Allen, 64 ft. long, hull black, house white, topsides orange. Radio telephone and VHF communication within 1 hour of arrival and while tug is working. 2638 and 2738 kc/s. and Channels 6, 12 and 16 on VHF. Pilot boards 1 mile East of Nawiliwili and ½ mile South of Port Allen. Signals in accordance with International Code.
ANCHORAGES: Nawiliwili: between Nawiliwili Light and Carters Point in 5–9 fathoms. Not good in strong trade-wind weather. Fair holding ground. Not recommended.

Port Allen: half mile South of Port Allen breakwater light in 5–10 fathoms. Fair holding ground. Untenable in Kona or South-west storms which occur from November to March.
RESTRICTIONS: 24 hours notice of arrival is obligatory. Nawiliwili: no entry at night. From October 21 to March 21 Pilot boards at 0630. Balance of year 0600. Port Allen: no time restrictions.
MAX. SIZE: Nawiliwili: Maximum 650 ft. length × 90 ft. beam × 33 ft. draft. Port Allen: 650 ft. × 90 ft. × 32 ft. North side. 28 ft. on South side. Pier is 600 ft. long, so large vessels overhang up to 100 ft.
HEALTH: Usual quarantine regulations, doctor and Customs and Immigration and Agriculture and meat inspectors board at dock for vessels arriving from foreign ports. Serious or contagious diseases should be reported by radio. No quarantine for vessels from United States or Canadian ports.
RADIO: Communicate through RCA or ITT stations in Honolulu. Also KQM marine operator for radio telephone and telephone to Kauai.
TUGS: One 1,100 horsepower tug meets vessels off port and in outer harbour. Both ship's lines and/or tug's line may be used. No

charge for tug's line. Tug has bow fender and is used for pushing. Has radio telephone, WP 4371 and VHF with Channel 12 usually used. Extra tugs available from Honolulu.
BERTHING: Limited to two large vessels at Nawiliwili and two at Port Allen. Considerable barge traffic. Prior reservations by Agent necessary with District Manager. Berth conflicts usually solved in Honolulu by rerouting of Island ports.
STEVEDORES: All stevedoring by McCabe Hamilton and Renny Co. Ltd., with headquarters in Honolulu and branches in outports. 48 hours notice by Agent for labour and equipment. Inward cargo is containers, general, bulk fertiliser, petroleum products, and building and construction materials. Outward is raw sugar, canned pineapple, general and molasses. Foreign vessels are subject to heavy fines for carrying stevedore gear inter-island without Customs clearance.
MEDICAL: Two hospitals on Kauai with two doctors under contract to United States Public Health Service. Standard international inoculations and vaccination required. Advance notice by Agent desirable but not necessary.
TANKERS: All piers have pipe-line connections for incoming cargo and outgoing molasses. Fuel oil 10 in., molasses 10 in., water line 6 in., gasoline, kerosene and diesel 8 in. These are the main lines under the wharves. Hose connections to ships vary with the type of riser and hose so size of fittings should be checked with Agent. No slop discharge facilities available. 4 tanker berths available.
DENSITY: Varies from full salt to brackish in periods of heavy rainfall with freshets in the streams. No specifics available.
FRESH WATER: Available from 2 in. dock hydrants via ship's hose. About 100 gallons per minute at $0.75 per 1,000 gallons plus $12.000 for connecting and disconnecting meter. More in overtime periods.
FUEL: Bunker C not available for large vessels. Diesel fuel available via tank truck with 6 hours notice. Weekend and holidays order previous day.
DEVELOPMENTS: Turning basin may be enlarged to handle liners and large bulkers. Project depth 35 ft.
GANGWAY/DECK WATCHMAN: Tankers discharging gasoline required to have uniformed dock watchman. Usually off duty policeman at $4.00 per hour. All ships provide own gangway and deck watch.
OPENING/CLOSING HATCHES: Normally done by stevedores. A few foreign ships prefer doing it with own crew.
CUSTOMS ALLOWANCES: 200 cigarettes, 50 cigars per man, and one bottle, U.S. quart, wine or spirits.
IDENTITY CARDS: Desirable but not required by law.
CONSULS: All in Honolulu.
REPAIRS: Light machine shop, welding and burning and pipe work available. Plantations may do some heavy repairs if part can be sent to their shop. Their engineers are helpful in emergencies. Heavy or technical repairs must be done in Honolulu.
REPATRIATION: Agent can arrange by air via Honolulu. Immigration clearance necessary.
AIRPORT: Lihue is 3 miles from Nawiliwili and 20 miles from Port Allen; served by inter-island regular carriers. Numerous lines, and charter flights available.
TIME: Local time is GMT plus 10 hours all year round.
HOLIDAYS: National: New Year's Day (Jan. 1); President's Day (Feb. 22nd); Memorial Day (May 30th); July 4th; Labour Day (first Monday in September); Election Day (first Tuesday in November); Veterans' Day (Nov. 11th); Thanksgiving Day and Christmas Day (December 25th). Cargo can be worked but at penalty rates.
POLICE/AMBULANCE/FIRE: Nawiliwili: Police 245–6721; Ambulance 2721; Fire 245–2222. Port Allen: Police 382–311; Ambulance 338–8311; Fire 335–5444, or call "O" for operator.
TELEPHONES: Arrangements by Agent. Cost $15.00 to install and 1 month's minimum charge of $12.85 plus tolls for long distance.
SHORE LEAVE: Permitted after immigration check. Iron Curtain or Communist visitors may be restricted.
AUTHORITY: Department of Transportation, Harbours Division, administered by the District Manager. Honolulu Pilots.

Honduras

AMPALA: 13.18 N. 87.39 W.

DOCUMENTS:
Maritime Declaration of Health.
Crew List, 3 legalised and 7 copies.
Provisions List, 3 legalised and 7 copies.
Passengers Disembarking List, 3 legalised and 7 copies.
Passengers in Transit List, 3 legalised and 7 copies.
Voyage Memorandum, 6 copies.
Cargo Manifest, 2 legalised and 14 copies.
Cargo Tally Books, 15 copies.
Mail List, 4 copies.
Documents are legalised at loading port by Honduran Consul or consul of friendly nation. If no consul, then by the port captain. Two copies of Cargo Manifest, Freight List, Bills of Lading, and Stowage Plan should be airmailed to Agent in advance.
PILOTAGE: Pilot available, to be ordered by Agent in advance.
ANCHORAGE: Open anchorage area in depths up to 32 ft.
RESTRICTIONS: Vessels enter and leave at high water only, up max. recommended draft 28 ft.
MAX. SIZE: Vessels up to 10,000 GRT have entered, with 30 ft. draft
HEALTH: Vessels are cleared by Health Inspector on arrival. International Health regulations apply.
RADIO: Contact via "Tropical Radio".
TUGS: None available.
STEVEDORES: Arranged by Agent. Working hours 0700–1200 and 1300–0700.
MEDICAL: No hospital facilities. Only minor cases can be dealt with locally.
FRESH WATER: Not available.
FUEL: Not available.
IDENTIFICATION CARDS: Not required.
CONSULS: San Salvador, Nicaragua, and Peru represented locally.
REPAIRS: Not possible.
TIME: GMT minus 6 hours, no alterations during year.
SHORE LEAVE: Allowed, no restrictions.
AUTHORITY: Port Commander.
AGENT: Servicios Portuarios S.A. de C.V. Cables "Seposa Ampala."

PUERTO CORTES: 15.50 N. 87.55 E.

DOCUMENTS:
Health Declaration.
Zarpe or Clearance Permit from the Last Port.
General Cargo Manifest (in ballast if that is the case) of all the cargo to be discharged in Puerto Cortés, and 14 copies.
Crew List and 10 copies.
Passengers in transit, or no passenger declaration and 10 copies.
Deratisation Certificate, only in first call.
Store List and 5 copies.
Mail Sacks declaration (negative or positive).
Bills of Ladings (if some cargo is coming) 3 complete sets.
Hatch list and 5 copies.
All the original documents must be signed and stamped by the Honduran Consul at the port before calling Honduras and should be made in Spanish.
PILOTAGE: Not available in the port. ETA to the Agent, 72, 48 and 24 hours ahead of arrival required.
ANCHORAGES: Once the ship enters the bay, *If no berth space has been notified to the Master,* she should anchor at a distance beyond ½ mile from the nearest pier, and wait for the boarding of the official party to be granted free pratique.
ENTRY RESTRICTIONS: Vessels may enter the port day or night but not visited by Port Authorities between 2000 hours to 0600 hours, only in special cases.
MAX. SIZE: Pier No. 1 (Texaco pier), for tankers or ships loading diesel or lub-oil; depth 45 ft.
Pier No. 2 (Banana Pier) length is 810 ft.
Pier No. 3 630 ft.
No. 4 1,020 ft.
Dry cargo vessels up to 30 ft. draft. Tankers up to 43 ft. draft.
HEALTH: Pratique granted after Port Authorities (including doctor) board vessel between 0600–2000 hours. Pratique granted if no contagious illnesses aboard, otherwise quarantine restrictions imposed. No automatic free pratique when arriving from another port of Honduras.
RADIO: Lantana Radio WOE. New Orleans Radio WNU. Limón R. TIM. Balboa Radio NBA. Miami Radio WAX. Messages routed via Tropical Radio. The Port Authority is preparing to set up a shore radio station in the future.
VHF communication subject to prior arrangement.
TUGS: Not available in the port.
BERTHING: There is no assistance for berthing, except a launch to hold the lines, if the Master requires it (cost $5.00) otherwise the Master to be responsible for docking the vessel. The Agent to supply information as to berth, and time of docking. Departure is effected once the sailing despatch is given to the Master.
STEVEDORES: Vessels must give accurate ETA at least 24 hours in advance to enable Agents order necessary gangs. Gangs ordered 0700 and 2100 working 12 hours (day time) and 9 hours (night time) excluding the meal hours (0600–0700; 1200–1300; 1700–1800 and 2300–2330). No work on Holy Friday, May 1st (Labour Day), Other holidays work is possible with double payment.
MEDICAL: No advance notice necessary for medical attention, except in very urgent cases. At San Pedro Sula (35 miles by road) you can obtain very good medical service but several medical clinics are serving this Port. No inoculations required but Master should possess International Health Cards for each member of crew.
TANKERS: Discharge at Texaco Oil Refinery, cable address "Reftexa."
DENSITY: 1,028/1,030.
FRESH WATER: Water available at wharf face at 100 ft. intervals. Rate, approx. 8–10 tph. Cost $1.00 per c/250 gallons plus $5.00 per each hose connection.
FUEL: All grades available. 24 hours notice is required for good service.
GANGWAY/DECK WATCHMEN: Shore watchmen not usually required and this service left to discretion of the Master. Current cost is $6.50 day and $6.25 night.
OPENING/CLOSING HATCHES: On liners normally by crew with assistance stevedores, otherwise according Charter Party.
CERTIFICATES: On first call, Registered Tonnage Certificate; thereafter not required unless gross/net tonnage be changed.
CUSTOMS ALLOWANCE: No restrictions, free use on board. Customs officials check no sales shore without special permit.
IDENTIFICATION CARDS: New port regulations includes identification card must be shown to gate watchman when crewmembers come back aboard.

CONSULS: Guatemalan Consul and Panama Consul at this Port, American Consul at San Pedro Sula, 35 miles away.
REPAIRS: Local marine repair companies can undertake limited repairs of general nature; pre-advice recommended.
REPATRIATION: All facilities available for effecting crew change and repatriation by sea or air.
AIRPORT: International Airport "La Mesa" served by regular airlines located about 45 miles from Puerto Cortés.
TIME: GMT less 6 hours, no changes during year.
HOLIDAYS: January 1st; April 14th; May 1st; Thursday, Friday and Saturday in Easter week; August 15th; September 15th; October 3rd, 12th and 21st; and December 25th. Cargo work can be arranged on those days, except on Good Friday, and May 1st (Labour Day).
TELEPHONES: Not customary except in United Fruit Co. pier (Tela Railroad Company, concessionary of banana pier) where telephones connected on board.
SHORE LEAVE: Permitted without restrictions.

AGENTS: Agencia Guzmán & Co. S.de R.L. Cable address "Guzco Puerto Cortés".
Ship Agents, Forwarding Agents, Lloyd's Agents at Honduras. Puerto Cortés, Honduras Central América.

TELA: 15.47 N. 87.30 W.

DOCUMENTS:
1 original Health Certificate.
1 ,, 16 copies Manifest.
1 ,, 11 ,, Cargo Book.
1 ,, 6 ,, Store List.
1 ,, 6 ,, Crew List.
1 ,, 6 ,, Passenger List.
1 ,, 6 ,, Baggage.
1 ,, 4 ,, Voyage Memorandum.
All documents must be in Spanish; Cargo Book should be in alphabetical order.
PILOTAGE: No Pilot available, but there is a small boat that assists docking by handling mooring lines from vessel to wharf. 48 hours advance notice of ETA required.
ANCHORAGES: One mile out from wharf, 100 ft. or more; no boundaries.
MAX. SIZE: Maximum permissible length 485 ft., breadth no restrictions, draft 30 ft.
HEALTH: Agents arrange pratique; in case there is a suspicion of disease or fever aboard, the vessel will be placed in quarantine for a minimum of 5 days.
RADIO: WAX Miami Fla., WNU New Orleans and TIM PTO Limon via Tropical Radio.
TUG: No tug available.
BERTHING: Time for berthing is from 0600 to 2000.
STEVEDORES: ETA advice should be given 48 hours prior to arrival in order to arrange gangs. Labour rates – $0.82, 0.99 and 1.07, labourers, winchmen and foremen, respectively, on day time. These rates are subject to surcharge of 25%, 50%, 75% and 100% to cover overtime, depending on hour or day worked.
MEDICAL: Hospital facilities available, also inoculation, vaccination and certificates.
TANKERS: Discharging lines only, crude 12 in., diesel 6 in., spray oil 6 in. Berth available for one tanker, maximum permitted draft 30 ft.
DENSITY: Average density in port is 1.029.
FRESH WATER: Delivered by hoses at rate of 100 gallons per minute. $20.00 flat rate.
FUEL: No fuel available.
PORT FIRE PRECAUTIONS: Extinguishers and water hoses available.
GANGWAY/DECK WATCHMEN: Watchmen can be obtained at $0.82 day time plus 25%, 50%, 75% and 100% to cover overtime, depending on the hour or day worked.
OPENING/CLOSING HATCHES: Work done by stevedores.
CERTIFICATES: Health and deratisation certificates needed.
CUSTOMS ALLOWANCES: 1 carton cigarettes and 1 bottle wine or spirits for each man.
CARGO GEAR: Must have current valid certificate.
IDENTIFICATION CARDS: Cards needed.
CONSULS: Consul for Salvador .
REPAIRS: Only minor repairs.
REPATRIATION: Repatriation can be made on request by master.
AIRPORT: Distance from wharf to airport is about 1 kilometre served by regular airlines; 4 flights per day which connect with Panamerican every day.
TIME: GMT minus 6 hours.
HOLIDAYS: January 1st, work impossible; April 3rd, work possible; April 4th, work impossible; April 5th, work possible; April 14th, work possible; May 1st, work impossible; September 15th, work impossible; October 3rd, work possible October 12th, work possible; October 21st, work possible; December 25th, work impossible.
POLICE/AMBULANCE/FIRE: Contact telephone operator.
TELEPHONES: No facilities for placing telephones on board.
GENERAL: Ships must have Honduran flag on board.
SERVICES: None.
SHORE LEAVE: Crew members allowed ashore, providing they do not have any diseases.
PORT REGULATIONS: Since the pier owned by private enterprise, their ships have priority over all others.
DELAYS: Delays can be expected any time there are two ships docked.
AUTHORITY: Port Comandant, Tela Viejo, Atlantida, Honduras, C.A.

Hong Kong

HONG KONG: 22.18 N. 114.10 E.

Mean sea level is approximately 3·9 ft. above principal datum, and chart datum is 0·48 ft. below principal datum.
DOCUMENTS:
Marine Department (arrival)
Marine Department Shipping Report (Form MO. 144).
Certificate of Registry.
Passenger ship: Safety Certificate.
Passenger or cargo ship: Load-line Certificate.
Cargo ship: Radio Certificate.
Cargo ship: Safety Equipment Certificate.
Cargo ship: Safety Construction Certificate.
Ship's Articles of Agreement with the crew (if the ship is British, or is a foreign ship belonging to a nation not represented by a consul in Hong Kong).
Deratting Certificate or Deratting Exemption Certificate.
One copy of the ship's Passenger List (if specifically requested).
Clearance Certificate from the Last Port.
One copy of the Import Cargo Manifest (is specifically requested).
Three copies of the Dangerous Goods Manifest (if applicable).
Note: All the above documents/forms must be submitted to the Port Control Division of the Marine Department within 24 hours of a ship's arrival.
Marine Department (departure)
Application for Port Clearance (Form MO. 7).
Three copies of the ship's export Dangerous Goods Manifest (if specifically requested).
One copy of the ship's Export Cargo Manifest (if specifically requested).
Port Health Officer (arrival only)
Maritime Declaration of Health.
One copy of the ship's Passenger List.
One copy of the Crew List.
Deratting Certificate or Deratting Exemption Certificate (whichever is applicable).
International Vaccination Certificate against smallpox for each passenger and crew member on board.
Note: The above documents/forms must be produced for the inspection of the Port Health Officer on boarding at the quarantine anchorage.
Department of Commerce and Industry (arrival and departure)
Two copies of the ship's Import/Export Cargo Manifest.
Two copies of Import/Export statement in respect of dutiable goods (Forms C. and I. 309 and C. and I. 309A).
Two copies of the declaration in respect of dutiable stores required during a vessel's stay in port (Form C. and I. 303).
Immigration Officer (arrival)
2 Transit-Passenger Lists.
2 Landing-Passenger Lists.
3 Crew Lists.
Note: The above forms must be produced for the inspection of the Immigration Officer on boarding after the ship has been 'cleared' by the Port Health Officer.
(departure)
2 Lists Passengers boarding.
2 Lists Transit Passengers.
2 Crew Lists.
Post Office (arrival only)
One copy of the Ship's Mail Manifest.
Hong Kong Police
One copy of the List of Arms on board (if applicable).
APPROACHES: A. (Dry-cargo vessels): Enter harbour by Lei Yue Mun in the East with drafts up to 36 ft., by Sulphur Channel in the West with drafts of 28 ft., or South of Stonecutters' Island also with drafts of 28 ft. The approaches are reasonably free from hazards and are well marked by day or night.
B. (Tankers): The tankers which berth at the Esso Company installation at Tsing Yi, and at the Mobil installation, also at Tsing Yi enter the harbour, but with the exception of the approaches to the Esso Terminal which was specially dredged for the purposes of accommodating vessels at 45 ft. draft, there is no limitation on depth save that at the individual berth.
C. Buoyage. The system of buoyage used in Hong Kong harbour conforms to the uniform system of maritime buoyage adopted by the lighthouse authorities in Britain. The main stream of flood tide within the harbour limits is from East to West and buoyage is laid accordingly. Several terrestrial navigational beacons within the waters of Hong Kong are also painted to conform with the uniform system of maritime buoyage.
PILOTAGE: Although pilotage is not compulsory in the port, pilots licensed by the Pilotage Board are available to board ships at either entrance on request. The Hong Kong Pilotage Association, with 22 licensed Hong Kong Harbour Pilots and five apprentice Pilots as its members, provide pilotage services. Pilots generally board in-bound ships using the Eastern entrance in the vicinity of the Lei Yue Mun turning buoy (latitude 22° 16.4′ North, longitude

114° 15.3′ East) and disembark at the same point from outward-bound ships. At the Western entrance, pilots embark and disembark to the West of Green Island. It is a contravention of regulation 3(1) of the Merchant Shipping (Control of Ports) Regulations, for any vessel to pick up or discharge a Pilot within a distance of 7·5 cables from the centre of either the Lei Yue Mun Pass or Sulphur Channel. Maximum speed inside harbour, 10 knots.

ANCHORAGES: Examination anchorages (quarantine and immigration) for clearance inwards are situated within the harbour limits to cover the entry of shipping from East and West. The main dangerous goods anchorage is located at the Western end of the harbour, while others are established next to the major oil installations.

An anchorage for the discharge of logs was established in 1963. This was necessary because logs, which were being discharged and stored within harbour limits were endangering small craft, waterside installations and navigation.

MAX. SIZE: Largest vessels calling regularly have been, dry-cargo: length 819 ft., draft 32 ft. 8 in.; tankers length 776 ft., draft 42 ft. Maximum size governed by draft of vessel. No limit as to length and beam. Draft in harbour: "A" class buoys 25 ft. to 44 ft. "B" Class buoys 18 ft. to 27 ft.

HEALTH: Radio Pratique. The following conditions must be fulfilled before radio pratique can be granted: The ship must not have called at an infected port within 14 days prior to arrival at Hong Kong. There must be not more than 24 passengers on board at the time of arrival, provided that a vessel carrying more than 24 passengers may, at the discretion of the Chief Port Health Officer, be granted radio pratique if there is a ship's doctor on board.

The master must furnish the following information to the Port Health Office not more than 20 hours and not less than eight hours before his expected time of arrival at Hong Kong:

1. ports of call during the 14 days prior to arrival;
2. number of passengers on board;
3. a statement that all persons on board are healthy and in possession of valid international certificates of vaccination against smallpox;
4. a statement indicating whether any case of infectious disease has occurred on board during the voyage;
5. whether any person on board is sick;
6. the date of issue of the deratting or deratting exemption certificates.

Note 1: Shipping companies or agents must send their applications for radio pratique in writing and, if granted, will be responsible for notifying the master concerned.

Note 2: Maritime declarations of health and passenger and crew lists must be collected by the shipping companies or agents and forwarded to the Port Health Office within 24 hours of the ship's arrival.

Note 3: Ships granted radio pratique will be required to display the following signal on arrival in the quarantine anchorage: Day: International code flag "TO". Night: Three white lights in a vertical line six feet apart.

Note 4: The master of the ship concerned will be held responsible for the accuracy of the statements contained in his cablegram requesting radio pratique.

Port Health. The hours of duty of port health officers in the examination anchorages are similar to those of the Immigration Department. The Port Health launch exhibits the international code flag "Q" by day and a red light over a white light at night. The appropriate quarantine signal should be flown by a vessel until the Port Health Officer has completed his inspection.

IMMIGRATION: Immigration formalities take place at the Eastern or Western examination anchorages after clearance by the Port Health authorities. Immigration launches are on duty 24 hours a day in the Eastern anchorage and from *6 a.m.* to *7 p.m.* in the Western anchorage throughout the year.

RADIO: Cable Agent via Radio Hong Kong call sign "VPS".

Signal Stations. Four signal stations operated by the Marine Department are situated in the Eastern and Western approaches to, or within, the harbour limits as follows:

Eastern approaches: Waglan Island, (latitude 22° 11′ North, longitude 114° 18.1′ East). Western approaches: Green Island (latitude 22° 17.1′ North, longitude 114° 06.5′ East). Harbour limits: Marine Department Headquarters (latitude 22° 17.3′ North, longitude 114° 09.1′ East). Harbour limits: North Point Signal Station (latitude 22° 17.7′ North, longitude 114° 11.8′ East). These stations are manned 24 hours a day throughout the year and contact can be made by means of international code flags or the international Morse code by flashing. An inter-departmental radio link, in addition to a normal land telephone line, provides communications between these stations.

It is mandatory for the Master of every ship arriving within signalling distance of any of the above signal stations to hoist the national colours and (if one shall exist) the house flag and the signal letters of the ship, and to identify the vessel to the signal station by visual signals if requested. On recognition of a ship in the approaches to Hong Kong, the name is immediately relayed to the Port Control Office of the Marine Department, and the ship's owners or agents can be notified on request.

Wireless Telegraphy: Radio communication apparatus on board a merchant vessel is not permitted to be used while the vessel is within Hong Kong territorial waters except in the following circumstances:

When a vessel is proceeding through Hong Kong territorial waters such apparatus may be used to communicate on minimum power with the nearest coast station or, if communication with the nearest coast station is impracticable and the safe navigation of the vessel so requires, with a more distant coast station or another vessel;

For the purpose of summoning assistance on an occasion of danger to the life of any person or to the vessel;

For the purpose of carrying out experimental tests for which permission in writing must first be obtained.

Broadcasting arrangements—Typhoon Warnings: After the hoisting of local storm signal No. 5 or above, Radio Hong Kong and Commercial Radio will extend their hours of operation and simultaneously broadcast typhoon warnings in English and Chinese at two minutes to the hour and half past the hour precisely, throughout the day and night. Warnings in English will be broadcast by an announcer at each station; warnings in Chinese will be broadcast by a Chinese announcer from the Radio Hong Kong booth at the Royal Observatory. On certain occasions these arrangements will come into force should local storm signal No. 3 remain hoisted at the time when the radio stations normally close. The foregoing arrangements continue until the signal drops below No. 5 once again.

Frequencies: Radio Hong Kong (English Service) 545 Khz., 91 Khz.; (Chinese Service) 640 Khz., 94 Khz. Commercial Radio (English Service) 1530 Khz., 196 Khz.; (Chinese Service No. 1) 1050 Khz.; 1170 Khz.

VHF: Control Station, Hong Kong Port Radio call sign "Mardep" Channel 12. 24 hours listening watch. Range up to 35 miles.

Maritime VHF Radio-telephone Service (Hague Plan): This service operates in Hong Kong on two international channels, Nos. 16 and 26. Channel 16 (156.8 mc/s) is the simplex distress and calling frequency on which contact is made between shore and ship before changing over to the public correspondence channel, No. 26. The latter is a duplex channel and Hong Kong transmits on 161.9 Mc/s and receives from ships on 157.3 Mc/s.

Local connection to the service is *via* the Hong Kong Telephone Company and is made in the same way as for overseas radio-telephone calls by dialling "100". Tho local operator should then be informed that a telephone call is required on "the Maritime VHF Hague Plan Service". The operator will ask for details of the call, such as the name of the ship and the person required, and will then connect the call *via* Cable & Wireless. Calls can also be sent from ship to shore. The range is about 50 miles and the service is available at all times of the day and night.

Harbour phones: Cable & Wireless Ltd., on behalf of the Hong Kong Telephone Company, will install and maintain VHF radio-telephones on ships at buoys in the harbour for the duration of a ship's stay in port. Calls may be made between any two ships so equipped, and between a ship and any telephone number on the Hong Kong or Kowloon exchanges.

TUGS: Available for berthing and unberthing. Advance booking is required. See Table B.

BERTHING: See Table C. A. *Wharves.* The Hong Kong & Kowloon Wharf & Godown Co. Ltd. operates six ocean berths on the Kowloon peninsula. In addition, an ocean terminal pier caters for four average size vessels or two large passenger ships. A further two ocean berths are operated on the Kowloon peninsula by Holt's Wharf.

On Hong Kong Island, North Point Wharves Ltd. operate two ocean berths. The Taikoo Sugar Refining Co. Ltd. also have two ocean berths at a pier in Quarry Bay adjacent to their factory.

Berthing of dry-cargo vessels alongside wharf can be performed any time during day and night. Berthing at tanker wharf not permissible after sunset. Ships carrying explosives must obtain permission from the Marine Department before berthing is alloted.

Ocean Terminal completed. Berthing signals will be exhibited on the signal station on top of the Kowloon Star Ferry pier. Code flag Y by day and one green light over red light at night indicates anchor and await instructions. Crossed bamboo poles on which are displayed code flags N and B, when sited at the end of a pier denotes that the vessel is required to berth stern to the praya wall. Telephones are available at all alongside berths for installation on board ship. Applications for telephones should be made to the H.K. Telephone Co. Ltd. Fresh water from hydrants is available from shore connections at all berths. Vessels' cargo gear must be used for working cargo at all alongside berths.

Oil fuel is not available from shore connections at any of these berths but there are no restrictions on harbour oilers supplying bunker fuels to ships alongside wharves.

Boatmen. Labour to handle ships' mooring lines when berthing and unberthing at any of the wharves in Hong Kong waters is supplied by the owners of the wharf concerned, the cost being included in the berthing fee. For berthing at a Marine Department mooring buoy it is usual for the ship's agent to arrange for boatmen to handle the ship's slip wire and anchor cable, unless the ship's crew undertake this task. The services of boatmen are generally obtained through the Hong Kong Pilotage Association. For night berthing two boats are normally required—one to handle the wire and cable and the other to provide a lighted marker for the mooring buoy.

B. *Mooring Buoys.* See "Max-size." All ships are required to secure to Marine Department mooring buoys by their chain cable. The maximum length of a ship permitted to berth at an "A" class mooring is 600 ft., the swing circle encompassing each buoy having a radius of 700 ft. The maximum length of a ship permitted to berth at a "B" class mooring is 450 ft., the radius of swing circle around such buoys being 550 ft. It is therefore within the limits of safety for a vessel, when secured to a Marine Department mooring, to slack out to "one shackle on the windlass" and still clear ships berthed at adjacent buoys, except in exceptional circumstances. As all Marine Department moorings are of the one-legged type, it is permissible, should circumstances make it necessary, for a ship, when attempting to secure to a mooring, to drop an anchor at not less than 50 feet from the buoy without fouling the mooring chain. It should be noted, however, that moorings sited within the man-of-war anchor-

age and the Hongkong and Whampoa Dock Company's private mooring H.W.D. No. 1 in Hung Hom Bay are either of the two or three-legged type, and it is therefore not permissible to use an anchor when berthing.

STEVEDORES: The following table shows the average handling rates per gang hour:

Cargo	*Place*	*Load tons per gang hour*	*Discharge tons per gang hour*
General	Wharf	12	15
General	Stream	10	12
Bale or bag	Wharf	20	25
Bale or bag	Stream	15	20

Stevedores work 24 hours per day except Mid-Autumn Festival and Chinese New Year Holidays.

TANKERS: Any leaking of oil to water will be subjected to heavy fines. If not gas-freed, not allowed through harbour. Maximum draft for berthing 42 ft. See Table A.

DENSITY: 1017.

FRESH WATER: Available but the supply is sometimes limited, depending on the storage levels in Hong Kong's reservoirs. The supply to ships is made at commercial wharves and from water boats. See Table D.

FUEL: Excellent facilities exist for bunkering vessels with fuel oil and coal. Fuel oil can be obtained either at the wharves adjacent to the oil installation, or from harbour oilers owned and operated by the oil companies. Fuel oil from these vessels can be pumped on board without impeding cargo operations. Adequate stocks of good quality bunker coal suitable for coal-fired marine boilers are maintained in the port. Fuel oil available with viscosity up to 1,000 sec. Redwood. 24 hours notice for supply is required. Also gas oil and marine diesel available. See Table F.

FIRE PRECAUTIONS: The Fire Services Department operates fire floats. One of these, the "Alexander Grantham" is one of the largest and most powerful in the world, being equipped with machinery capable of pumping 10,500 gallons a minute at a pressure of 90 lb. per square inch through a battery of monitors. This vessel is equipped to deal with any type of fire on any size vessel, and is designed to operate both in the port and at sea.

DEVELOPMENTS: Cross-harbour tunnel under construction.

GANGWAY/DECK WATCHMEN: Not compulsory but recommended.

OPENING/CLOSING HATCHES: Usually performed by ship's crew.

CERTIFICATES: Following certificates to be presented to the Marine Office before clearance could be granted:

Ship's Register and/or Tonnage Certificate.
Load-line Certificate.
Radio Certificate.
Safety Construction Certificate.
Safety Equipment Certificate.
Derating Certificate or Derat Exempt Certificate.
Last Port Clearance.

CUSTOMS ALLOWANCES: In-Port Duty-Free Consumption: The issue of stores will be based on the scheduled stay in port or seven days, whichever is the shorter period, and calculated as follows: Tobacco: 30 cigarettes *or* five cigars *or* two ounces of pipe tobacco per person per day. Liquor: Quarter pint of Spirit or one pint of table wine or three quarts of beer or stout per person per day. In addition, for officers and saloon passengers, a quarter pint in all of port, sherry, liqueur.

Duty-free allowances for disembarking passengers: Passengers from ports other than Macao disembarking in Hong Kong may be exempted duty on one quart of wine or spirit, and one half pound of tobacco, or 200 cigarettes, or 50 cigars. For members of any vessel and passengers in direct transit through the Colony the duty free allowance is 20 cigarettes or two ounces of pipe tobacco per person on disembarkation.

Dutiable goods allowed in possession of passengers and crews: No passenger in or crew member of any ship or aircraft, while such ship or aircraft is in Hong Kong, without the permission of the Director of Commerce and Industry, shall have in his possession, custody or control on board such ship or aircraft any dutiable liquor or tobacco in excess of the quantities stated hereunder:

Officers and saloon passengers: (i) liquors—spirits one opened quart bottle, or table wine one quart, or beer or stout four quarts and in addition port or sherry or liqueur one pint; (ii) tobacco one-half pound, or 50 cigars, or 200 cigarettes;

Crew members and deck passengers: tobacco one-half pound, or 200 cigarettes.

Provided that quantities in excess of the above amounts which are the property of any officer, crew member or passenger and are stored in the place provided for the safe custody of stores under the provision of Regulation 7 of the Dutiable Commodities Regulations, 1963 and are shown on the record required by the same Regulation and are included in the Import and Export Statement and in any application for ship's stores shall be permitted and shall not be liable for forfeiture.

CARGO GEAR: Normal routine gear, wire and rope slings, nets, grabs, boardtrays and floating cranes up to 100 tons available.

CREW IDENTIFICATION CARDS: No identification card is required for crew or passengers going ashore except when vessel has exceeded a limit of stay of 14 days, after this period all crew members must deliver to the Immigration Office through the agents a signed copy of the Immigration Disembarkation Card.

CONSULS: Consular Officers and Trade Commissioners in Hong Kong.

Argentine	Consul-General, Flat 301, "Hillview", 21 Macdonnell Road.
Australia	Senior Trade Commissioner, 9th floor, Union House, Connaught Road C.
Austria	Consul-General, Room 2201, Wang Kee Building, 34–37 Connaught Road C; Trade Commissioner, Room 1203, Shell House, Queen's Road C.
Belgium	Consul-General, 18th floor, P. & O. Building, Des Voeux Road C.
Bolivia	Honorary Consul, 312 Chartered Bank Building, Des Voeux Road C.
Brazil	Consul-General, 1106 Shell House, 28 Queen's Road C.
Britain	Trade Commissioner, 7th floor, Shell House, Queen's Road C.
Burma	Honorary Consul, Rooms 701–6, New Jardine House, 14–16 Pedder Street.
Cambodia	Consul-General, Rooms 522–523, Lee Gardens, 5th floor, 37 Hysan Avenue.
Canada	Trade Commissioner, 11th floor, P. & O. Building, Des Voeux Road C.
Ceylon	Honorary Trade Commissioner, Asia General Agency, 312 Mercantile Bank Building.
Cuba	Consul-General, Tho Tjio, 32B Ventris Road, 7th floor.
Denmark	Honorary Consul, 1302 Chartered Bank Building, Des Voeux Road C.
Dominican Republic	Consul-General, 54A Macdonnell Road, upper ground floor.
Ecuador	Honorary Consul, 15 St. George's Court, 83 Kadoorie Avenue.
El Salvador	Honorary Consul, Union House, 6th floor, Connaught Road C.
Finland	Honorary Consul, Messrs. Caldbeck, Macgregor & Co. Ltd., 1301–2 Hang Seng Bank Building, 77 Des Voeux Road, C.
France	Consul-General, Room 1208 Hang Seng Bank Building, 77 Des Voeux Road C.; Trade Commissioner, 1505–7, Hang Seng Bank Building.
Germany	Consul-General, Caxton House, 4th & 5th floors, 1 Duddell Street C.
Greece	Honorary Consul-General, 1101, Grand Building, 15–17 Connaught Road C.
Guatemala	Honorary Consul, Room 109 Union House, Connaught Road C.
Honduras	Honorary Consul, American International Assurance Co. Ltd., American International Building, 18 Queen's Road.
India	Commissioner, Tower Court, 11th floor, 30 Hysan Avenue.
Indonesia	Consul-General, Caroline Mansion, 1st to 4th floors, 14 Yun Ping Road.
Israel	Honorary Consul, 516, Alexandra House, 11A Des Voeux Road C.
Italy	Consul-General, Room 705 Chartered Bank Building, Des Voeux Road C.; Trade Commissioner, Room 503, Chartered Bank Building.
Japan	Consul-General, 19th floor, International Building, Des Voeux Road C.
Korea	Consul-General, 2107–9, Realty Building, 71 Des Voex Road, C.
Laos	Consul, 68A Macdonnell Road, 2nd floor, Flat C.
Lebanon	Honorary Consul, 906A Shui Hing House, Nathan Road, Kowloon.
Mexico	Consul-General, Room 2704 International Building, Des Voeux Road C.
Monaco	Honorary Consul, Banque Nationale de Paris, Central Building.
Netherlands	Consul-General, 15th floor, Central Building, 3 Pedder Street C.
New Zealand	Commissioner, 1124 Prince's Building, Chater Road C.
Nicaragua	Honorary Consul, Flat A, 11th floor, 64 Macdonnell Road.
Norway	Consul-General, 1137–1140 Alexandra House, Des Voeux Road C.
Pakistan	Trade Commissioner, Rooms 533–5 Man Yee Building, Des Voeux Road C.
Panama	Consul-General, 54 Macdonnell Road, 1st floor.
Peru	Consul-General, Room 207, Yu To Sang Building, 37 Queen's Road C.
Philippines	Consul-General, Room 222 Lee Gardens, Hysan Avenue.
Portugal	Consul-General, Room 1405 Central Building, 3 Pedder Street C.
Republic of South Africa	Consul-General, 1502 Central Building, 15th floor, 3 Pedder Street C.
Spain	Honorary Vice-Consul, 908–910 Prince's Building, Des Voeux Road C.
Sweden	Consul, 1107 Hang Seng Bank Building, Des Voeux Road C.
Switzerland	Consul-General, 403–4 Shell House, 24–28 Queen's Road C.
Thailand	Consul-General; Trade Commissioner; On Lok Yuen Building, 4th floor, 25 Des Voeux Road C.

United Arab Republic	Consul-General, 36B Kennedy Road, 5th floor.
U.S.A.	Consul-General, American Consulate, 26 Garden Road.
Uruguay	Consul-General, Flat A, 9th floor, 64 Macdonnell Road.
Venezuela	Consul Room 309 Yu To Sang Building, 37 Queen's Road C.
Vietnam	Consul, Room 1301 Chartered Bank Building, Des Voeux Road C.

REPAIRS/DRYDOCKS: See Table E. The two main shipyards are the Taikoo Dockyard & Engineering Co. Ltd. and the H.K. & Whampoa Dock Company Ltd.

In addition to their building berths, they have excellent and extensive facilities for the repair, maintenance and drydocking or slipping of all classes and types of vessels up to 35,500 deadweight tons in the case of bulk oil tankers, or 750 ft. in length and 88 ft. beam in the case of passenger liners and large dry cargo vessels.

In addition to ship and engine maintenance and repair work, the dockyards have facilities for many miscellaneous services such as are provided by modern dockyards. These include physical tests on materials such as anchors and cables, for which test certificates can be supplied, chemical analysis, drawing office requirements, chemical cleaning of engines and boilers, shot and sand blasting, zinc spraying to name but a few.

REPATRIATION: All formalities connected with engagement and discharge on board British ships, and on foreign ships whose flag is not represented by a consular officer resident in Hong Kong, are required by law to be conducted at the Mercantile Marine Office. Hong Kong continues to be one of the main recruitment centres of Asian seamen and a Seamen's Registry Office, which is an adjunct to the Mercantile Marine Office, maintains records of all Hong Kong seamen. The Seamen's Recruiting Office, controls the recruitment, selection and supply of Chinese seamen to ships requiring them, and is situated at the Rumsey Street Reclamation, adjacent to the Marine Department.

Seamen's Travel Documents. The Hong Kong Government Seaman's Discharge Book is issued by the Marine Department and is a record of employment. The Kong Hong Government Seaman's Identity Book is issued by the Immigration Department and enables the holder to return to Hong Kong without a visa during the validity of the book (initially three years, with three-year renewals), and also within 12 months after the expiry of the validity of the book.

A Seaman's Certificate of Nationality and Identity is issued at the Immigration Department only to seamen of British nationality, whereas the Seaman's Discharge Book and the Seaman's Identity Book may also be issued to alien seamen. It is the equivalent of a British passport and no visa is required for return to Hong Kong.

All crew members signing-off for repatriation must first obtain permission from the Director of Immigration. All crew arriving to join vessel must produce a guarantee letter through the agents responsibility for all maintenances and other eventual expenses.

AIRPORT: Regular International flights. Airstrip capable of any size of jet planes. Transportation from port to airport terminal about 40 minutes bus drive.

TIME: Local Standard Time is GMT plus 8 hours except for the period when summer time is in force when Local Summer Time is GMT plus 9 hours. The date on which summer time becomes operative is governed by the interpretation and General Clauses Ordinance. The relevant sub-section of which is quoted below:

"Section 68(2) The period of summer time shall be the period between 3.30 (standard time) in the morning of the first Sunday after the 15th April and 3.30 (summer time) in the morning of the first Sunday after the 15th October in each year."

HOLIDAYS: Public holidays in Hong Kong occur mainly on festivals whose date is governed by the lunar calendar.

Every Sunday; First week-day in January; Chinese New Year's Day; Second day of Chinese New Year; Third day of Chinese New Year; General holiday in lieu of that for the Ching Ming Festival; Good Friday; Day following Good Friday (Ching Ming Festival); Easter Monday; Birthday of Her Majesty the Queen; Tuen Ng Festival; First week-day in July; First Monday in August; Last Monday in August, which shall be Liberation Day; Day following Chinese Mid-Autumn Festival Day; Day following Chung Yeung Festival; Christmas Day; First week-day after Christmas Day.

POLICE/AMBULANCE/FIRE: When the services of the fire brigade, immigration, port health or police are required, appropriate signals should be made in accordance with the list of "Hong Kong Port Signals".

Police. The Marine Division of the Police is responsible for internal port security. Its fleet of launches maintain constant patrols in Hong Kong's territorial waters.

GENERAL: No waste to be disposed into harbour. Chain required for mooring to buoy. Unnecessary use of ship's sirens prohibited. "British Ensign" should be hoisted during vessel's stay in port.

SERVICES: Services available including tank cleaning, painting, washing, compass adjusting, calibration of direction finder, radar repairs, 24 hours service laundry, supply of stores and provisions, motor-boats service between ship and shore.

SHORE LEAVE: Crew members are usually allowed ashore.

CLASSIFICATION SOCIETIES: The following Classification Societies with British technical committees are represented by their own exclusive officers in Hong Kong: Lloyds Register of Shipping, P. & O. Building, Hong Kong; The American Bureau of Shipping, 1007, Takshing House, Hong Kong; Society for the Bureau Veritas, 2703, International Building, Hong Kong; Det Norske Veritas (Oslo), China Emporium Building, Hong Kong.

WEATHER: 1st June to 31st October usually considered as typhoon season. No operation of cargo when typhoon signal No. 3 or upward is hoisted.

AUTHORITY: Director of Marine, Marine Dept., 102 Connaught Road, Central.

AGENT: Wallem & Co. Ltd., Hongkong & Shanghai Bank Building, 2nd Floor, Hong Kong. Cables: "Wallem Hong Kong". Telex 3217 and 3695.

Table A. OIL INSTALLATIONS.

Company	*Location*	*Length of berth*	*Depth alongside (Chart Datum)*	*Grade of oil*	*Capacity (water tons)*	*Delivery rate*	*Hose connection*
(i) Shell Co. (H.K.) Ltd.	Kwun Tong	575′	— 33′	Boiler fuel	69,850	350	8″
				Marine diesel fuel	8,480	220	8″
	Tai Kok Tsui	180′	— 10′	Boiler fuel	610	70	6″
				Marine diesel fuel	70	25	6″
	North Point	140′	— 10′	Gas oil	133	12	6″
(ii) Caltex Oil Hong Kong Ltd.	Tsuen Wan	300′	— 31′	Boiler fuel	32,500	400	8″
				Gas oil	12,000	200	6″
(iii) Mobil Oil Hong Kong Ltd.	Tsing Yi	600′	— 41′	Boiler fuel	39,000	500	10″
				Mobil diesel	26,000	300	8″
				Kerosine	17,000	300	8″
(iv) H.K. Oil Co.	Tsuen Wan	292′	— 32′	Boiler fuel	21,740	150	12″
				Marine diesel fuel	1,223	150	8″
	Tsing Yi	300′	— 42′	Boiler fuel	37,000	300	10″
				Marine diesel fuel	15,000	300	8″
(v) Esso Standard Oil (H.K.) Ltd.	Nga Ying Chau	820′	— 42′	Boiler fuel, Marine diesel and Gas oil	196,000	700	up to 10″
	North Point	150′	— 10′	Gas oil	80	12	4″

(i) One tug is normally required for ships berthing and unberthing. A shore telephone is available at the berth. Shore electrical supply is not available. Fresh water available from shore and by lighter. Berthing facilities available only for small coasters, ferries and harbour craft.

(ii) One tug is normally required for ships berthing and unberthing. A shore telephone is available at the berth. Shore electrical supply is not available. Fresh water available by lighter only.

(iii) Two tugs are normally required for berthing and unberthing. A shore telephone is available at the berth. Shore electrical supply is not available. Fresh water available by lighter only.

(iv) One tug is normally required for ships berthing and unberthing. A shore telephone is available at the berth. Shore electrical supply is not available. Fresh water available by lighter only.

(v) One tug is normally required for ships berthing and unberthing. A shore telephone is available. Shore electricity supply is not available. Fresh water available by lighter only.

Table B. TUGS.

Company	*Vessel*	*Type*	*Length*	*B.H.P.*	*Notes*
Taikoo Dockyard & Engineering Co. Ltd.	s.s. Taikoo	ocean-going	165′	(I.H.P.) 1,800	The s.s. Taikoo is fully equipped for salvage work. Both Taikoo Dockyard & Engineering Co. Ltd. and H.K. & Whampoa Dock Co. Ltd. tugs are suitable for the towage of foreign-going ships.
	s.s. Taikoo Wanchun	harbour	65′	(I.H.P.) 250	
	s.s. Taikoo Shun O	harbour	105′	(I.H.P.) 1,000	
	s.s Taikoo Fu	harbour	65′	(I.H.P.) 200	
H.K. & Whampoa Dock Co. Ltd. (Kowloon Docks)	s.t. Hongkong Docks	harbour	105′	(I.H.P.) 1,000	
	m.t. Hunghom	harbour & ocean	92′	(I.H.P.) 1,600	
	m.t. H.W.D. Gertrude	harbour	80′	270	
	m.t. Edith	harbour	60′	600	
	m.t. Whampoa	harbour	90′	1,165	
Hong Kong Salvage & Towage Co. Ltd.	Golden Cape	ocean-going	143′	1,900	Fully fitted for salvage work.

Table C. BERTHS.

Company	*Location*	*Berth number*	*Length*	*Depth at outer end (Chart Datum)*
Holt's Wharf	Blackheads Point	No. 1(E)	470′	— 30′
		No. 2(W)	450′	— 30′
H.K. & Kowloon Wharf & Godown Co. Ltd.	Kowloon	No. 1(S Inner)	Overall length of Ocean Terminal is 1250′.	— 36′
		No. 1(S Outer)		
		No. 1(N Inner)		
		No. 1(N Inner)		
		No. 1(N Outer)		
		No. 3(S)	600′	— 30′
		No. 3(N)	600′	— 33′
		No. 4(S)	700′	— 33′
		No. 4(N)	700′	— 33′
		No. 5(S)	800′	— 34′
		No. 5(N)	800′	— 34′
	West Point	No. 1	320′	— 21′
North Point Wharves Ltd.	North Point	No. 1(E)	700′	— 30′
		No. 2(W)	530′	— 30′

Table D. WATER BOATS.

Company	*Vessel*	*Capacity*	*Delivery*
Leung Tai Kee Waterboat Co. Ltd.	Taikee No. 1	150 long tons	180 tons/hr.
	Taikee No. 2	120 long tons	180 tons/hr.
	Taikee No. 3	320 long tons	180 tons/hr.
	Taikee No. 5	250 long tons	180 tons/hr.
Union Waterboat Co. Ltd.	Tai Yat No. 1	270 tons	150 tons/hr.
	Tai Yee No. 2	290 tons	150 tons/hr.
	Tai Sam No. 3	300 tons	150 tons/hr.
	New No. 4	340 tons	170 tons/hr.
	Tai Ng No. 5	295 tons	150 tons/hr.
	Pier services to ocean terminal and Kowloon wharf No. 5		1,500 tons/day

Table E. DRYDOCKS.

Company	*Location*	*Number*	*Total length*	*Length on blocks*	*Width at Entrance Top*	*Width at Entrance Bottom*	*Minimum depth of water at L.W.O.S.T.*	*Range of tide (approx.)*
Taikoo Dockyard & Engineering Ltd.	Quarry Bay	1	787′–0″	750′–0″	93′–4″	88′–6″	25′–10″	8′–0″
H.K. & Whampoa Dock Co. Ltd.	Hung Hom	1	700′–3″	682′–5″	93′–10″	88′–0″	21′–6″	8′–0″
	Hung Hom	2	433′–9″	427′–0″	73′–5″	60′–5″	10′–10″	8′–0″
	Hung Hom	3	271′–1″	265′–0″	48′–9″	38′–0″	6′–6″	8′–0″
	Tai Kok Tsui	4	471′–4″	464′–4″	85′–4″	62′–1″	13′–9″	8′–0″

Table F. PORT OILERS.

Company	*Vessel*	*Grade of oil*	*Capacity-product long tons*	*Delivery rate per hour in water tons*
Shell Co. (H.K.) Ltd.	M.V. Fung Wong Shan	Boiler fuel or Marine diesel	280	270
	M.V. Lung Shan	White oil	350	270
	Fu Yung Shan	Boiler fuel or Marine diesel	750	450
	Shih Tou Shan	Boiler fuel or Marine diesel or white oil	750	450
	Shell Wor Fung	White oil	160	80
	Shell Shun Fung	Boiler fuel or Marine diesel	1,500	900
Caltex Oil Hong Kong Ltd.	Caltex 54	Boiler fuel or Marine diesel	400	120
	Caltex Tsuen Wan HK. 2	Boiler fuel or Marine diesel	800	280
	Caltex 111	Gas Oil	80	60
	Caltex 133	Gas Oil	250	100
Mobil Oil Hong Kong Ltd.	M.V. Mobil Meishan	Boiler fuel or Marine diesel	920	300
	M.V. Mobil Mei Ping	Light oil	100	30
	M.V. Mobil Mei An	Light oil	100	30
H.K. Oil Co.	Barge 101	Boiler fuel	750	150
	Barge 102	Marine diesel	500	100
	Barge 103	Gas oil	1,385	100
Esso Standard Oil (H.K.) Ltd.	M.V. Esso Tsuen Wan II	Gas oil	190	140
	M.V. Esso Tsing Yi	Boiler fuel or Marine diesel	1,500	700
	M.V. Esso Hok Un	Boiler fuel	1,500	700

Iceland

ISAFJORD: 66.05 N. 23.06 W.

DOCUMENTS: As for "Reykjavik".
PILOTAGE: TFZ Isafjord Radio 2182 kc. To call Pilot use morse lamps or whistle G.
ANCHORAGE: In Fjord, depth of 6 fathoms.
MAX. SIZE: Dry cargo vessels up to 4,000 gross tons. Tankers up to 30 ft. draft.
HEALTH: Inform Agent.
RADIO: TFZ 2182 kc.
TUGS: Not required.
MEDICAL: Inform Agent one hour in advance. Hospital available.
FRESH WATER: Always available through hose-pipes. Cost of three shillings per ton.
FUEL: All grades available advance notice required is two hours.
GANGWAY/DECK WATCHMEN: Necessary. Carried out by crew.
OPENING/CLOSING HATCHES: Performed by crew.
CERTIFICATES: All relevant certificates required.
CUSTOMS ALLOWANCE: Tobacco: 200 cigarettes each crew member, 600 for Master; Wine/spirit: 2 bottles for each crew member, 6 bottles for Master.
IDENTIFICATION CARDS: Not required.
CONSULS: British, German, Norwegian, Swedish, Danish.
REPAIRS: All types of repairs possible.
DRY DOCKS: One small dry dock available.
REPATRIATION: No facilities exist.
AIRPORT: Distance from port two miles, regular flights.
TIME: GMT. No change.
HOLIDAYS: Work carried out every day.
POLICE/AMBULANCE/FIRE: Police 258; Ambulance 258; Fire 258.
TELEPHONES: None available.
SERVICES: Compass adjusting, radar, echomaster, specialists.
SHORE LEAVE: Allowed.
AUTHORITY: Captain of the Port, 404 Isafjord.

KEFLAVIK-NJAROVIK: 64.00 N. 22.33 W.

DOCUMENTS: As for "Reykjavík".
PILOTAGE: Pilotage is compulsory for vessels over 100 tons net. Pilot is available for all vessels 24 hours per day and is reached via Reykjavík Radio. Pilot boards vessel 1 mile outside Vatnsnes.
ANCHORAGE: Outside the harbour in depths of 27 metres with good holding ground.
TUGS: Use of tug is not necessary.
BERTHING: Port has concrete pier and it will be extended for a length of 110 metres, a wooden quay 45 metres in length. Depth of water in harbour and alongside wharves is 20 to 45 ft. Entrance is easy for access.
STEVEDORES: Working hours: 8 hours per day 0800 to 1700 hours.
FRESH WATER: Available through hose connection on the quay.
FUEL: Available.
REPAIRS: Two shipyards available.
AIRPORT: Keflavík International Airport is only 4 km. away.
TIME: GMT. No change.
POLICE/AMBULANCE/FIRE: All tel. 2222.
TELEPHONES: None available on board.
SHORE LEAVE: Allowed.
AUTHORITY: Harbour Master, Landshöfn Keflavík-Njarövík, Keflavík, Iceland.

NESKAUPSTADUR, Nordfjordur: 65.09 N. 13.41 W.

DOCUMENTS:
Crew List.
Passenger List.
Customs Documents.
Provision List.
Manifests and Ship's Papers.
PILOTAGE: No Pilots. Road clear, keep in middle of fjord.
ANCHORAGES: Depending wind. With N. or N.W. winds anchor towards S. coast and well in the fjord. When N.E. off town towards N. coast, but keep clear of small boat moorings.
MAX. SIZE: Length/breadth no restriction. Main quay is 70 metres long and it is built right out to the steep bank at the coast. Depth close to jetty 7 metres but increases quickly.
HEALTH: Free pratique automatic from Customs Officer. Radio for doctor if illness on board.
RADIO: Neskaupstadur Radio 2182 kc. (TFM) 24 hour watch.
TUGS: No tugs but large motor-boats are normally obtainable if necessary.
BERTHING: No specific requirements unless over 7 metres draft, when fendering required.
STEVEDORES: If possible 24 hours ETA. Preferably before 1600 hours for commencing next morning. Load or discharge rates according to goods from 45,00 to 145,00 Icel. kr. per ton.
RADAR/VHF: No port radar or VHF. Communication only through Neskaupstadur Radio (TFM).
MEDICAL: Always send advance notice of required medical attention. Hospital available, also 3 doctors and dentist.
TANKERS: Diameters of lines 4 and 6 inches. Oil companies BP and Shell have their own small quays. The third company Esso uses BP jetty.
DENSITY: Normal.
FRESH WATER: Shore line on jetty. No barge. 24,00 Icel. kr. per ton.
FUEL: Diesel oil only.
DEVELOPMENTS: No expected draft increases. New berths are under construction but will take unforeseen time.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CERTIFICATES: Ship's Register.
CUSTOMS ALLOWANCE: 200 cigarettes a week while in Iceland. Only one allowance of spirit, i.e. on arrival, 1 to 3 bottles according to occupation.
IDENTIFICATION CARDS: Not required.
CONSULS: Denmark tel. 199 or 330. France tel. 14 and 19.
REPAIRS: Limited repairs to engines, hull and deck. Good repairs to radars, sounders, tiller pilots, etc.
DRY DOCKS: None. 1 slipway 450 tons.
REPATRIATION: Winter twice a week or more. Summer every day.
AIRPORT: Distance 3 km.
TIME: GMT, no alterations.
HOLIDAYS: Last Thursday April; 17th June; 1st May; 25th and 26th Dec.; New Year, etc. If work is carried out 31st Dec., 24th Dec., Saturday before Easter and Whitsun double pay is claimed.
POLICE/AMBULANCE/FIRE: Telephone office at shore end jetty.
TELEPHONES: No arrangement to place telephones on board.
SERVICES: No tank-cleaning equipment. No discharge of tank-washings. Compass adjusting available.

SHORE LEAVE: Allowed.
DELAYS: None except if berth not available.
AGENT: Gudmundur H. Sigfusson, Thiljuvellir 6, Cable address "Sigfus". Tel. 14 and 19. No Telex. Aviation, Shipping and Trawler Agent.

PATREKSFJORDUR: 65.35 N. 23.59 W.

DOCUMENTS: 8 Crew Lists, Passenger Lists, Custom documents, Health Documents, Manifests, Bills of Lading, Ship's Papers.
PILOTAGE: Pilotage not compulsory, but if needed then contact Radio Patreksfjördur on 2182 M.F.
ANCHORAGE: Anchorage is sheltered by the peninsula.
MAX. SIZE: See "Berthing".
RADIO: Radio Patreksfjördur on 2182 MF.
TUGS: Available.
BERTHING: The entrance has a depth of 4 m. 7 to 4 m. 9 (15·5 to 16 ft.) at LLWST. The harbour has a depth of 6 m. 4 (21 ft.) at LW, and 10 m. 0 (33 ft.) at HW. 320 metres of quayage with depths from 5 m. 5 to 5 m. 8 (18 to 19 ft.) alongside. The harbour can be entered by day and night.
STEVEDORES: Working hours 0800 to 1900 hours.
MEDICAL: Hospital available, contact through radio.
FRESH WATER: Available. No notice required.
FUEL: Available. No advance notice required.
REPAIRS: Machine-shop. General repairs can be effected. Diver obtainable.
AIRPORT: About 26 km. distance from harbour. Regular service, by airlines.
TIME: GMT. No change.
SHORE LEAVE: Allowed.
AUTHORITY: Patrekshöfn, Patreksfiroi.

REYKJAVIK: 64.09 N. 21.50 W.

DOCUMENTS:
For the immigration office
1 Crew List.
1 Passenger List.
For Customs Authority
Master's Report on vessel's arrival from abroad.
Master's Certificate with Manifests of all goods.
Master's Certificate with Manifests of goods to each port of discharge.
Health Declaration.
List of Provisions and other Stores in ship.
Ordinary procedure at least 5 copies of each manifest (3 for customs).
PILOTAGE: Pilotage compulsory. Telegraphic address: Harbour Master, Harbour Office, Reykjavík. Desirable advance notice of ETA 24 hours and again notice 3 hours before expected time of arrival. VHF working Channel 12 at pilot station and pilot boats. All day round watch.
Pilot boat: Grey hull with red and white deckhouse. International signals used if necessary. Pilot boat leaves harbour on request and meets vessel up to 1 naut. mile off Grótta (East of buoy 6): Most frequent boarding place is buoy 7 Kollafjördur.
ANCHORAGE: Good anchorage at Kollafjördur in 30 to 35 metres water 1½ miles North of Engey lighthouse. Anchorage prohibited in neighbourhood of harbour entrance.
RESTRICTIONS: All day service. Draft in old harbour restricted at MLWST to 18 ft. In Sundahöfn to 26 ft. No other restriction.
MAX. SIZE: Longest straight quay 244 m. (800 ft.). Breadth unrestricted. Depth 26 ft. at MLWST (29 ft. at MLWNT). At present three installations for oil carriers to discharge through submerged pipelines. Moorings for ab. 20,000 dw. ships and draft restriction to 21 ft. in the approach to one of these installations.
HEALTH: Pratique obtained through customs authorities. In case of suspected disease notify port office or Agent in advance.
RADIO: Reykjavik Radio TFA.
TUGS: Tugs meet vessels on roadstead. Ship's lines used.
BERTHING: Bigger vessels preferably handled at high water.
STEVEDORES: Stevedoring must be arranged in advance preferably by Agent.
RADAR/VHF: No harbour radar. Pilot office can be contacted by VHF Channel 12.
MEDICAL: Medical attention available without notice. For hospital stay or surgical operation advance notice desirable, either through Agent or port office.
TANKERS: Pipe-lines diameter for discharging is 8 in.
DENSITY: Salinity varies from 33·6% to 35·0% giving sea water density about 1·027 in average.
FRESH WATER: Water delivered from taps at quay at rate of 20–30 tons/hour price 25 Icel. kr. pr. ton. (3 sh. pr. ton), on the roadstead delivered by tug with 50 m^3 water-tank.
FUEL: Grade of fuel oil 200–400 pr. second. Supplied by oilpipe or by barge. If supplied by barge then one days notice required.
FIRE PRECAUTIONS: Ordinary precautions for handling of dangerous goods applied.
DEVELOPMENTS: In a new harbour area – Sundahöfn – quay construction, dredging and reclamation just finished. Length of quay 380 m. and about 50 acre storage area under development. Discussion is taking place on new oil landing facilities to accommodate up to 70,000 t. tankers.
GANGWAY/DECK WATCHMEN: Ship's gangway to be used. Watchmen services from ashore not necessary but can be arranged if asked for.
OPENING/CLOSING HATCHES: Carried out by stevedores.
CERTIFICATES:
1. Certificate of Nationality.
2. International Tonnage Certificate.
3. Certificate of Seaworthiness.
4. Cargo Ship Safety Construction Certificate.
5. Cargo Ship Safety Equipment Certificate.
6. Cargo Ship Safety Radiotelegraphy Certificate or Cargo Ship Safety Radiotelephony Certificate.
7. International Load-line Certificate.

Passenger ships must have certificates no. 1, 2, 3, 7 and in addition Passenger Ship Safety Certificate.
CUSTOMS ALLOWANCES: 200 cigarettes or equivalent. 0.75 litre beverage, 24 bottles beer.
IDENTIFICATION CARDS: Identification card must be carried.
CONSULS:

U.S.A.	Embassy	Tel. 24083
Belgium	Consul General	,, 20000
Brazil	Consul	,, 11500
Chile	Consul	,, 23597
Denmark	Embassy	,, 13747
Finland	Consul General	,, 24280
France	Embassy	,, 17621
Greece	Consul	,, 19621
Holland	Consul General	,, 12085
Israel	Consul General	,, 11043
Italy	Consul General	,, 11055
Japan	Consul	,, 17700
Canada	Consul General	,, 38100
Mexico	Consul	,, 18995
Norway	Embassy	,, 13065
Poland	Commercial Attache	,, 18759
Portugal	Consul	,, 11610
U.S.S.R.	Embassy	,, 15156
Spain	Vice-consul	,, 13057
Great Britain	Embassy	,, 15884
Switzerland	Consul	,, 24209
Sweden	Embassy	,, 13216
Czechoslovakia	Commercial Attache	,, 19823
Turkey	Consul General	,, 16666
W. Germany	Embassy	,, 19535
Uruguay	Consul	,, 12720

REPAIRS: All kinds of ship repair possible.
DRY DOCKS: Only slipways available up to 2,000 metric tons weight. Dimensions: Length 85 metres, breadth 13·6 metres.
REPATRIATION: Not available.
AIRPORTS: Reykjavík Airport within 10 min. drive. Mostly for local routes. Keflavík Airport 50 km. distance. Served regularly by airlines both to Europe and America.
TIME: Icelandic summertime used all year round and is same as GMT.
HOLIDAYS: January 1 (New Year's Day); Maundy Thursday; Good Friday; Easter Monday; May 1; Ascension Day; Whit Monday; June 17 (National day); First Monday in August (Bank Holiday); Christmas Day and Second Christmas Day. On Saturdays, Christmas Eve and New Year's Eve work stops at noon. Dock work goes on on Bank Holiday and by Labour Union permission work may be carried out on Saturday afternoon against overtime payment and exceptionally at night until 10 o'clock.
POLICE/AMBULANCE/FIRE: Police 11166; Ambulance 11100; Fire 11100.
TELEPHONES: Telephone connection can be arranged for at some berths in the old harbour and in Sundahöfn telephone connections will be at the quay.
GENERAL: Engines may not be run while ship is berthed.
SERVICES: Compass adjusting carried out by private firm as well as tank cleaning.
SHORE LEAVE: Crew members are allowed ashore.
DELAYS: Normally no delay is to be expected beyond that caused by normal customs clearance.
AUTHORITY: Reykjavík Port Authority, Harbour Building, PO Box 382, Reykjavík, Iceland. Tel. 12951–12952, 18061–18062.

SIGULUFJORD: 66.10 N. 18.50 W.

DOCUMENTS: As for "Reykjavík".
PILOTAGE: Compulsory. Pilot meets vessel about 200 m. from harbour.
ANCHORAGE: East of harbour in depths according to draft 25 m. to 30 m. good holding ground. Gales from North set heavy sea, vessels then seek anchorage in small bay S.W. of Siglunes.
RADIO: Siglufjordur Radio TFX.
TUGS: None available.
BERTHING: There are several piers and wharves inside the N. mole, three quays used by larger vessels have depths up to 23 ft. at LW.
Quays: Hafnagardur, on the South side of North Mole, has a length of about 125 metres, with a depth of 6 m. 5 (21·3 ft.) alongside. Löndunarbryggja has a length of 100 metres, with a depth of 7 m. 0 (23·0 ft.) alongside. Baejarbryggjan (Town Quay) has a length of about 100 metres with a depth of 6 m. 0 (19·7 ft.) alongside.
STEVEDORES: Available. Working hours 0700 to 1200 hours and 1300 to 1700 hours; overtime can be arranged.
MEDICAL: All facilities available.
FRESH WATER: Available.
FUEL: Available in general grades only.

GANGWAY/DECK WATCHMEN: Necessary.
OPENING/CLOSING HATCHES: Stevedores normally perform this work.
CARGO GEAR: Ship's own used (no cranes).
IDENTIFICATION CARDS: Not required.
CONSULS:
Denmark Tel. 71232 Norway Tel. 71160
Finland „ 71569 Sweden „ 71421
REPAIRS: For moderate size vessels can be obtained. Diver available.
TIME: GMT. No change.
POLICE/AMBULANCE/FIRE: All tel. 71170.
SHORE LEAVE: Allowed.
AUTHORITY: Captain of the Port. Tel. 71237, 71126.

SKAGASTROND: 65.50 N. 20.20 W.

DOCUMENTS: As for Reykjavík.
PILOTAGE: No pilotage available. When approaching the port, contact Agent.
MAX. SIZE: Draft maximum 19 ft.
MEDICAL: Doctor available but located in Blönduos 20 km. away.
FRESH WATER: Available from June 15th to October 15th but other months uncertain.
FUEL: Available.
GANGWAY/DECK WATCHMEN: Necessary.
OPENING/CLOSING HATCHES: Normally carried out by stevedores.
REPAIRS: Small repairs available.
AIRPORT: Nearest 100 km. away at Sauoárkrokur.
TIME: GMT. No change.
POLICE/AMBULANCE/FIRE: Telephone in village police station 20 km. away.
TELEPHONES: None available.
SHORE LEAVE: Allowed.
AUTHORITY: Captain of the Port.

VESTMANNAEYJAR: 63.30 N. 20.15 W.

DOCUMENTS:
Health Certificate.
Crew List.
Passenger List.
Manifest.
Ship's Register.
PILOTAGE: Ship to advise over Vestmannaeyjar Radio ETA. Pilot always available but one hour's advance ETA is required. Pilot is taken on board at one of the two anchorages.
ANCHORAGE: There are two anchorages with depths from 28·0 m. to 51·0 m., good holding ground:
1. About ½ mile East of entrance to harbour in depth of 51·0 m.; this anchorage is exposed to the prevailing winds (from E. and S.E.). On North side of this anchorage is an overhead power cable and submarine electrical cable and submarine water-pipe.
2. About ½ mile North of harbour and on North side of peninsula in depths of 28·0 m. to 34·0 m.; this anchorage is exposed to winds between W. and N.
RESTRICTIONS: No restrictions except for largest vessels. They must enter at high tide.
MAX. SIZE: 5,000 brt.
RADIO: Vestmannaeyjar Radio. VHF available.
TUGS: Normally join in-coming vessels at anchorage. The use of tug is optional.
STEVEDORES: Available. Ordered by Agent.
MEDICAL: Not necessary to receive advance notice. Hospital facilities exist.
TANKERS: Discharge lines, 7 in.
FRESH WATER: Shore installations on every berth. Cost 10 Kr. per ton.
FUEL: All grades available.
GANGWAY/DECK WATCHMEN: Available.
OPENING/CLOSING HATCHES: Stevedores.
CUSTOMS ALLOWANCES: For each crew member; 100 cigarettes or 20 cigars or 100 grm. tobacco, and 1 bottle spirits.
IDENTIFICATION CARDS: Not required.
CONSULS: Denmark, Germany, Great Britain, Norway, Sweden. To be called through Vestmannaeyjar Radio.
REPAIRS: All repairs possible.
AIRPORT: Local airport. Daily connection to Reykjavík.
TIME: Local time GMT.
HOLIDAYS: New Year's Day; Good Friday; Easter Monday; Labour Day (1 May); Ascension Day; Whit Monday; National Festival Day (12 June); Prayer Day; Christmas Day (25 December). No work on New Year's Day, Good Friday, Easter Sunday, Whit Sunday, 17 June, Christmas Day.
POLICE/AMBULANCE/FIRE: All tel. 2121.
SERVICES: Compass adjusting, etc.
SHORE LEAVE: Allowed.
AUTHORITY: Harbour Master.

India

COURTESY FLAG: Correct flag to be flown by foreign ships visiting Indian ports is Indian Merchant Navy Ensign (a red flag with a length of one and one half times the width and with National Flag of India superimposed in top quarter next to staff) and not Indian National flag.

ALLEPPEY: 09.29 N. 76.23 E.

DOCUMENTS:
(*a*) For Port Office:
Last port clearance (original for verification and return).
Ships' Registry (original for verification and return).
Load Line Certificate (for perusal and return).
Safety Radio Telegraphy Certificate (for perusal and return).
Safety Equipment Certificate (for perusal and return).
Passenger List (one).
Crew List (one).
Deck Cargo Certificate (one).
(*b*) For Customs:
Application for entry inwards.
Last Port clearance.
Port Office Entry Certificate.
Arrival report.
Particulars required by customs in approved form.
Favour Parcel Certificate.
Gift Parcel Certificate.
Health Report.
Opium Certificate.
Arms and Ammunition Certificate.
Import manifest.
Passengers list.
Storelist, crew list, and private property declaration.
Ships' currency declaration.
ILH receipt.
PILOTAGE: None. Open roadstead port.
ANCHORAGES: Approach to port free from navigational dangers. Anchorage provides good holding ground.
EXTENT OF PORT: On the North by a line drawn from the North boundary pillar (white masonry structure) to 7 fathoms of water. On the South by a line drawn from the South boundary pillar, South-west to 5 fathoms of water and thereon West to 7 fathoms of water. On the West by a line running North to South joining the Northern and Southern boundary lines. On the East by the beach road from the North boundary pillar to a stone on the beach road 220 ft. East of South boundary pillar.
MAX. SIZE: Being open roadstead, vessels of any size can anchor according to draft.
HEALTH: Port Health Officer may be contacted by telegram for issue of pratique certificate. Procedure to be followed in Indian Port Health Rules.
RADIO: Morse system of signalling by light and signalling by International Code flags alone are available. Steamers code can be used as call sign.
TUGS: 2 tugs owned by Port Department render services per requisitions from Agents. Tugs usually approach vessels after anchoring.
BERTHING: No Berths.
MEDICAL: Government hospitals available.
DENSITY: 1025.
FRESH WATER: Only available in very small quantities.
FUEL: None available.
GANGWAY/DECK WATCHMEN: Available.
OPENING/CLOSING HATCHES: By stevedores.
IDENTIFICATION CARDS: Necessary only when crew land ashore.
CONSULS: Nil.
REPAIRS/DRY DOCKS: None.
REPATRIATION: Crew changes are effected subject undertaking by Owners through Agents.
AIRPORT: Cochin, 62 km North of Alleppey.
TIME: GMT plus 5½ hours.
HOLIDAYS: For work on approved closed port holidays and national holidays labourers have to be paid Rs. 5/- per head extra in addition to wages.
POLICE/AMBULANCE/FIRE: Emergency (Fire and Police) 100 Alleppey Exchange.
SHORE LEAVE: Crew allowed to land. Foreigners required obtain prior permission of Police authority through Agents.
AUTHORITY: Senior Port Conservator, Port and Shipping Office, Alleppey.
Telephone: 2213 Alleppey.
Telegram: Code Cyclone, Alleppey.
AGENT: J. M. Baxi & Co., M/S Matheson, Bosanquet & Co.'s Bldg, Plot No. 17, 5th Cross Road, Willingdon Island, PB No. 561, Cochin–3. Tel. Office 6073; Residence 25717. Telegraphic Address "Baxico Cochin".

BEDI BUNDER 22.31 N. 70.02 E.

DOCUMENTS:
1 Maritime Declaration of Health.
1 Last Port Clearance.
6 Crew Lists.
6 Passengers' Lists.

4 Stores List.
4 Private Property List of crew and officers.
4 Certificates of Currency, Arms and Ammunition and Deck Cargo.
1 Same Bottom cargo list.
1 Hazardous Cargo List with categories.

PILOTAGE: Vessels anchor at roads as pilotage not compulsory; however, if requested in advance by Master to PORTAL BEDI, ship may be piloted from Pirotan Lighthouse to Rozi Anchorage about 7 miles from port by local Pilot Guide. Pilot boards vessel off Pirotan Island Light (Lat. 22° 36′ North, Long. 69° 57′ East).

ANCHORAGE: Lighterage port. Steamers anchor at Rozi anchorage about 7 miles from port, where good anchorage up to 7 fathoms at low water.

HEALTH: Pratique granted on delivering Maritime Declaration of Health to Customs officer on boarding. Vessels having touched yellow fever area prior to arrival granted free pratique by Mosquito Party to be deputed from Kandla, which can only be arranged by prior notice failing which vessel has to proceed either Kandla or Bombay for Free Pratique.

RADIO: Call sign VUK5. working hours:

0530 hours to 0730 hours	1730 hours to 1930 hours
0930 ,, ,, 1130 ,,	2130 ,, ,, 2330 ,,
1330 ,, ,, 1530 ,,	

Frequency 600 metres or 500 kilocycles, working at 429 metres and calling at 500 metres.

TUGS: Port tug available for use at anchorage. Normal charges are about Rs. 120/- per day.

BERTHING: No berths.

STEVEDORES: Agents and stevedores require advance ETA of 24 hours for preparing labour gangs. Daily loading is 400/500 tons for bagged cargo.

MEDICAL: 24 hours notice required for medical service. Government hospital at Jamnagar where vaccination/fever injection services available.

DENSITY: 1025.

FRESH WATER: Supplies by barge capacity 80 tons. Possible supply about 80 tons every alternate tide subject adequate supply of water in port area. Cost of water about Rs. 12/- per 1,000 litres.

FUEL: None.

DEVELOPMENTS: Scheme to create additional facilities – lighter wharf, road connection, transit godowns, electrification and water supply and cranes, etc., near mouth of Creek; this newly developed area will be connected by good all-weather road with city of Jamnagar.

GANGWAY/DECK WATCHMEN: The services of watchmen are recommended. Cost about Rs. 18/- per day of three shifts.

OPENING/CLOSING HATCHES: By ship's Crew.

CERTIFICATES:
Ship's Register.
Load Line Certificate.
Safety Radio Certificate.
Safety Equipment Certificate
Derat. Exemption Certificate.
Gear Certificate.

CONSULS: None.

REPAIRS: No facilities for repairs.

DRY DOCKS: None.

AIRPORT: Jamnagar – 7 miles from city. Daily flight Jamnagar–Bombay.

TIME: GMT plus 5½ hours.

HOLIDAYS: Non-working days and work not permitted even on payment of overtime charges: Indian Republic Day; Bakri-Id; Holi; Muharram; Gokulastami; Dasehra; Diwali; Ramzan-Id.

POLICE/AMBULANCE/FIRE: District Superintendent of Police 495 and 333; Ambulance/Casualty Department 89; Fire 99.

GENERAL: Tidal port and barges loaded and sent out to ship during tide time only. Loading of barges carried out manually.

SHORE LEAVE: Crew members allowed ashore in emergency or for medical treatment. Necessary police permits take 48 hours.

PORT REGULATIONS: No launch services available for crew. Only 5 ships allowed to work at time at anchorage. Further arrivals wait turn.

DELAYS: Delay expected for loading and discharging due to limited number of barges available.

AGENT: J. M. Baxi & Co., Steamship Agents Stevedores, Tank Mansion, Near 1st Rly. Fatak, Bedibunder Road, Jamnagar. Telegraphic address "Baxico" Jamnagar. Tel. Office 1311 and 650, Residence 1312.

BELEKERI: 14.43 N. 74.15 E.

DOCUMENTS:
8 Crew Lists.
2 Manifests of Stores.
2 Private Property Declarations.
2 Currency Lists.
1 Maritime Declaration of Health.
3 Passenger Lists.
4 Import Manifests.
Last Port Clearance.

PILOTAGE: Not necessary. Vs. anchor in stream and in open sea. Ships can be manoeuvred under guidance of Port Officer.

ANCHORAGE: Anchor according draught with Aversa Hills and Kukra Island in line. Vessels with local knowledge can also obtain anchorage in sheltered area eastward of Kwada Point in depths of from 2 to 3 fathoms (3m7 to 5m5), mud and fine sand. Entrance to Belekeri Creek rocky and marked by two beacons: East has diamond top mark and West square top mark.

HEALTH: Medical Officer, Ankola acts as Port Health Officer. Free pratique to incoming vessels granted by radio. All vessels calling from foreign destination must send radio message addressed "Medical Officer, Ankola", at least 48 hours before entering, giving last port of call, number of crew, health conditions, ETA and requesting pratique; same message must be repeated to Agents also, on which pratique granted on shore. Anchoring time is pratique time. For vessels from Indian ports pratique not required. Vessels which have taken on board passengers or crew from yellow fever areas within 30 days of departure from such ports will be under quarantine. Free pratique will not be granted until Mosquito Search Party, from nearest major port (i.e. Cochin, Goa or Bombay) has inspected, disinfected and certified that ship fit for granting pratique. Master to inform agent well in advance if arriving from yellow fever area to enable arrange Mosquito Search Party for quick pratique.

RADIO: Karwar. Wireless station call sign VWY. Wavelength 512 kilocycles working round clock on all days. Recommended to give ETA or pratique messages via Bombay Radio. When vessel in range 300/350 miles, possible call Karwar Radio.

BERTHING: No berths.

STEVEDORES: ETA required at least 48 hours prior arrival order Agents advise shippers and stevedores.

MEDICAL: No hospital but good medical aid given at Karwar, 20 miles distant. In case of inoculations and vaccination at least two days advance notice to be given for vaccines to be brought from Hubli or Belgaum distant 100 and 150 miles respectively.

DENSITY: 1025.

FRESH WATER: Can be supplied from Karwar by water barge on levy of following rates:
For supply of water to steamer anchored in open roads in barge load of 100 metric tons, Rs. 15/- PMT.
Towing charges extra.
For supply of water to steamer anchored in the open roads in part barge of not less than 10 metric tons, Rs. 17.50 PMT.
Towing charges extra. (Current rates.)

FUEL: None.

GANGWAY/DECK WATCHMEN: Not required.

OPENING/CLOSING HATCHES: Generally done by ship's crew.

CERTIFICATES:
Ship's Register.
Load Line Cert.
Safety Radio Cert.
Safety Equipment Cert.
Derating Cert.
Vaccination and Inoculation Certificates.

CUSTOMS ALLOWANCES: 200 cigarettes allowed per crew member. Wine and/or Spirit: 1 bottle of light spirit and one bottle of hard spirit per crew member.

CARGO GEAR: Valid International cargo gear certificate not more than 12 months old. Validity shall cover whole period of loading and discharging.

IDENTIFICATION CARDS: Not required.

CONSULS/REPAIRS/DRY DOCKS: None.

REPATRIATION: Arranged from Goa or Bombay.

AIRPORT: Nearest airports Goa or Belgaumi Bombay.

TIME: GMT plus 5½ hours.

HOLIDAYS: Observed as declared by Port Authorities. Non-working days when work not permitted even on payment of overtime: Republic Day (26th Jan.) and Gandhi Jayanti (2nd October).

POLICE: Tel. 49.

SHORE LEAVE: Permission may be obtained (Chinese personnel not allowed to land on shore).

AGENT: J. M. Baxi & Co., Steamship Agents and Stevedores, Grand Hotel Annexe, Baithkol, Karwar (N. Kanara). Tel. Address "Baxico" Karwar.Telephone No. 54.

BOMBAY: 18.56 N. 72.49 E.

DOCUMENTS: See "Calcutta".

PILOTAGE: Motor pilot vessel "Venu" stationed 18° 51′ N. 72° 49½′ E. White, buff-coloured funnel, "Pilot" painted black capitals, exhibiting International Signals by day/night. Call sign "ATDZ".

Minimum advance notice 24 hours to agents and Harbour Master through Bombay Radio (VWB) and 12 hours to pilot vessel on WT. Pilot vessel contacted VHF channels 12, 14 and 16. In case pilot vessel not on station, vessels advised anchor at pilot station, draft permitting, and wait instructions.

ANCHORAGES: More than 60 anchorage berths radius 1,000 ft. with depths from 38 ft. to 14 ft.; of these two 38 ft.; 30 between 30 ft. and 35 ft.; 22 between 20 and 30 ft.; remainder below 20 ft. All anchorages safe.

RESTRICTIONS: According to state of tide and draft.

MAX. SIZE: For Butcher Island Marine Oil Terminal: Normally maximum length 700 ft. However, tankers 800 ft. length can be berthed provided adjacent berth occupied by medium-size tanker. Draft restrictions as follows: (depth of water at low tide.)

No. 1 BI 37 ft.–09 in.
No. 2 BI 36 ft.–06 in. } Subject variation.
No. 3 BI 38 ft.–05 in.

Pir Pau Oil Berth: Maximum length 525 ft. Depth at low tide 28 ft. (subject variation). Buoy fixed for berthing 560 ft. tankers.

Docks	*Max. length*	*Max. width*	*Max. draft (subject to tide)*
Alexandra	666 ft.	95 ft.	30–31 ft.
Victoria	460 ft. by day and 400 ft. by night	77 ft.	23 ft.
Prince's	500 ft.	61 ft. 3 in.	22 ft.

HEALTH: Pratique granted by boarding Pilot, provided vs. healthy, has not touched yellow fever port within 30 days of arrival and does not carry animals, e.g. monkeys. Pratique can be granted in advance by Port Health Officer on radio. In case of suspected or infected vessel, pratique granted by Port Health Officer on arrival in stream. Pratique granted automatically to vs. cleared at previous port of call in India.
RADIO: Call sign VWB working on International frequency.
TUGS: Tugs join vessel when close dock entrance and assist undocking. Ship's and tug's lines used.
BERTHING: There are tidal restrictions.
STEVEDORES: Supplied by Dock Labour Board. Port Trust supplies shore labour for handling cargo including stacking in sheds.
RADAR/VHF: No port radar service. Shipmaster contacts pilot vessel by ship's radio or VHF on international frequencies. Channels No. 12 and 14 also available on VHF.
MEDICAL: Hospital facilities available. Notice in sufficient time, depending on seriousness of case, to arrange for transport, hospitalisation, etc.
TANKERS: Reducing pipe connections available at jetty. Dirty ballast tank available at Marine Oil Terminal. Three berths at Butcher Island and one berth at Pir Pau exclusive to tankers. For draft details see "Max. size".
DENSITY: The Port of Bombay is essentially a salt water port and major fluctuations in the density occur on account of tide. Density varies mostly in monsoon period June to September.
FRESH WATER: Available all berths. By water-boat in stream, by water-mains in docks. Charges – in stream by water boats at Rs. 4/- per ton. At berths Rs. 3/- per ton.
FUEL: Arranged by oil companies through Agents. Facilities at berths in docks and Butcher Island berths. No bunker facilities for vessels at anchor.
FIRE PRECAUTIONS: All regulations of Petroleum Rules (chapter 1/50 of BPT Port Rules). Port maintains fire stations, 24 hours per day, both at docks and at Butcher Island Oil Terminal. Special precautions taken for tankers at Marine Oil Terminal at Butcher Island.
DEVELOPMENTS: Satellite port in Nhava/Shewa area proposed also new harbour near Sassoon dock for trawlers drawing 5·5 metres.
GANGWAY/DECK WATCHMEN: No deck watchman supplied. BPT gangways generally available all berths except Butcher Island and Pir Pau.
CERTIFICATES:
International Safety Equipment Certificate.
International Safety Radio Telegraphy Certificate.
International Safety Radio Telephony Certificate.
International Exemption Certificate (Deratisation).
International Load Line Certificate.
CARGO GEAR: Compliance BPT Port Rules and Docks By-laws essential. Hydraulic Quay Cranes, Electric and Heavy Lift Cranes, Floating, Mobile and Crawler Cranes all available.
IDENTIFICATION CARDS: Necessary for Police/Customs authorities.
REPAIRS: All repairs possible.
DRY DOCKS: Two: "Merewether" 525 ft. long 65 ft. 6 in. wide. "Hughes" 1,000 ft. long 100 ft. wide.
REPATRIATION: Can be arranged, also crew changes.
AIRPORT: International Airport Santacruz, 15 miles from Bombay Harbour.
TIME: Indian standard time ahead of GMT by 5 hours and 30 minutes. No alterations to clocks are made any time.
HOLIDAYS: Holidays for the docks, when cargo handling is closed) are fixed every year. Republic Day (January); Bakri-Id (February); Holi (2nd day) (March); Muharram (March); Maharashtra Day (May Day); Buddha Jayanti (follows May Day); Independence Day (August); Ganesh Chaturthi (September); Mahatma Gandhi Jayanti (October); Dasara (October); Diwali (November); Ramzan-Id (December); Christmas Day.
POLICE/AMBULANCE/FIRE: Police 100; Ambulance 102; Fire 101.
TELEPHONES: Arrangements for placing a telephone on board ship exist only at Ballard Pier.
SERVICES: Tank cleaning equipment is not available. Dirty ballast accepted in tank at jetty at Marine Oil Terminal.
PORT REGULATIONS: Stringent Port Rules and Docks By-laws detailed in "Bombay Port Rules".
AUTHORITY: The Chairman, Bombay Port Trust, Ballard Road, Road, Bombay 1, tel. 268011, Telex 0112345; telegraphic address "Portrust Bombay".

AGENT: J. M. Baxi & Co., 16 Bank St., Bombay 1. Tel. Office 251321; 258381; 253871; Cables "Baxico Bombay".

CALCUTTA: 22.32 N. 88.22 E.

DOCUMENTS:
3 Customs Declaration forms in respect of stores, provisions, engine, deck and saloon stores in prescribed form.
3 Manifests on prescribed form declaring personal and private property of all officers and crew (giving marks and Nos., and value of dutiable items, viz., watches, transistors, radios, cameras, tape recorders, record players and records, musical instruments, cigarettes, wines, etc.
6 Crew lists.
Customs Circulation copy issued by Boarding Officer of last Indian port of call.
On receipt of above documents, Customs Officer on board issues receipt enabling Agents to make final entry with Customs at Customs House.
Documents required for Agents to file entry at Custom House:
3 copies manifest for cargo on board.
Declarations required by Customs (forms supplied on arrival in port).
Ship's Register.
Load Line Certificate.
Safety Equipment Certificate.
Safety Radio Certificate.
Last Port Clearance.
Place and Date of Issue of Deratization Certificate.
PILOTAGE: Telegraphic address of Pilot Station: VWST. 48 hours advance notice of ETA, giving deepest freshwater draft. Pilot boards vessel Sandheads from pilot vessel fitted with W/T, DF, gear, radar, echo sounder and other navigational equipment, maintains continuous watch on 500 kc/s. (600 metres) and receive ETA messages of incoming vessels.
As an aid to navigation, navigable channel in river is marked with lights and channels buoys. There is a lighthouse at Saugor and downstream from this point, 3 attended Light Vessels are stationed at the Western Channel and 2 unattended Light Vessels at Gabtola and Lower Long Sand at Sandheads. Navigable channel leading to port from sea is about 126 miles long. 14 bars are in different reaches of river, 11 of these are upstream of Diamond Harbour and remaining 3 in estuary below Diamond Harbour. Since these bars are subject to fluctuations and there are sharp bends in river, the navigation of ships between port and Sea requires services of trained Pilots employed by Port Commissioners. River Pilots take charge of vessels at Sandheads, navigate to Garden Reach and then make over to harbour Pilots who manoeuvre vessels to riverside jetties, moorings or dock berths. Movement of ships inside docks guided by Berthing Masters.
ANCHORAGES: Anchorage in River Hooghly at Saugor Roads, Haldia, Kalpi, Diamond Harbour, Royapur, Ulubaria and Garden Reach of which Royapur, Ulubaria and Garden Reach utilised only by ships on passage to and from the port in emergency. Depths of anchorages vary on day to day basis according to River Draft Forecast but on average 30 ft. deep.
RESTRICTIONS: Navigation on River Hooghly is carried out only with Pilot on board and according to tide. Speed of vessel important factor and must be declared to Pilot on board, preferably telegraphed 48 hours in advance to Pilot vessel.
MAX. SIZE: Maximum LOA 530 ft. with beam of 70 ft. for King George's Docks and 515 ft. LOA with beam of 66 ft. 6 in. for Kidderpore Docks. Maximum LOA of tankers for tanker terminal at Budge Budge is 600 ft. No restriction of beam for vessels berthed in Budge Budge only, as no lock entrance. Deepest draft alongside dock berths in King George's and Kidderpore Docks 30 ft. At Budge Budge deepest draft at any berth also 30 ft. Berthing of vessels, depends on prevailing draft of day published in Draft Forecast for month.
HEALTH: Procedure for obtaining pratique: To obtain Radio Pratique incoming vessels communicate by wireless to Port Health Officer, Calcutta, Cable address: "Quarantine Calcutta":
(*a*) No sickness or death from sickness on board within last 15 days.
(*b*) No sand, earth, pig, poultry, crew or passenger taken aboard from E. Coast of Africa between Port Sudan and Durban, both ports included.
(*c*) Ship not touched within last 30 days any port in E. Africa between Northernmost point of Eritrea and Southernmost point of Tanganyika, including Island of Zanzibar or any other yellow fever infected area.
(*d*) Nor abnormal mortality of rats or mice on board.
(*e*) No monkey on board.
(Item (*a*) to be sent in code under usual standard quarantine messages required by ships; rest in plain language through local wireless station.)
In case of any suspected disease or fever on board, local agents may be contacted by cable who arrange for doctor to be sent or for removal of a patient if necessary. Vessels calling at another port in same country are exempted from obtaining pratique.
RADIO: Calcutta Radio is best for routing messages of ETA and also used by Agents for cabling Masters of vessels approaching Calcutta.
TUGS: Tugs used for vessels after passing lock entrances at King George's and Kidderpore Docks. Tugs used for deep draft vessels to turn (if tide strong). Vessels own lines.
BERTHING: Vessels brought in for berthing according to tide. Movements from one berth to another inside dock not dependent on tide, but according to convenience of port. Vessels berthed at riverside jetties or river moorings required to have starboard anchor unshackled in order that stbd chain could be tied to buoy. Vessels at river jetties and river moorings if left during Bore Tide are to comply with following:
Half an hour before low water:
(*a*) Gangway to be hoisted up.
(*b*) Pipelines disconnected and triced up (for vessels at Budge Budge Jetty).
(*c*) Heave tight on forward chains to keep vessel about 6 ft. off pontoon. Make sure weight is on bore springs and not on chains aft.

(*d*) Tighten all buoy ropes.
(*e*) When bores expected, all vessels in stream shall have steam on main engines, windlasses and winches and a sufficient number of officers and crew on board to tend vessel in case of emergency.

After bore made, and vessel stopped ranging, slack forward chains to old mark. Bore springs could be had through Agents from local suppliers at Rs. 120/- a set per day of actual use.

Budge Budge (oil terminal) on banks of River Hooghly has river jetties, hence above instructions also apply to vessels berthed at Budge Budge Jetties.

BRIDGES: Two bridges, one collapsible, one swing, situated inside Kidderpore Dock are open for navigation to suit convenience of port.

STEVEDORES: 48 hours notice of arrival at pilot station required by Agent.

RADAR/VHF: No port radar service. RT facilities:
(*a*) HF RT for long-range communication.
(*b*) IF RT for short-range communication.
(*c*) BHF/RT for Port Operational Channel just introduced.
(*d*) WT facilities: as per Solas 1968.

MEDICAL: Masters in need of medical services required cable agents. Hospital facilities. Ships leaving for foreign port or minor Indian port (where no Port Health Officer) required to ensure officers and crew have valid health certificates (for cholera, smallpox and yellow fever if proceeding to a yellow fever area).

TANKERS: Not permitted discharge residue into dock (at C. berth KG Dock).

S.G.	A.P.I. of local types of oil
0·91 and 0·94	0·9430 varying to 0·9550.

Tanker terminal at Budge Budge 15 miles from Calcutta Port. Eight jetties.

BB Jetty	No. 1	for accommodating vessels of OAL		610 ft.
,,	No. 2	,,	,,	510 ,,
,,	No. 3	,,	,,	230 ,,
,,	No. 4	,,	,,	555 ,,
,,	No. 5	,,	,,	610 ,,
,,	No. 6	,,	,,	476 ,,
,,	No. 7	,,	,,	595 ,,
,,	No. 8	,,	,,	705 ,,

Draft. permissible by governing drafts.

Deepest draft alongside jetty berths 30 ft., but vessels brought up according to prevailing draft as per forecast.

DENSITY: Average density in port is about 1000.

FRESH WATER: Fresh water on application from Masters or agents and preferable if at least 48 hours notice given. Supplies through barges and direct from quayline. Rate for supply through barge is Rs. 12/- per 1,000 gallons and for supply from quayline Rs. 11.50 per 1,000 gallons.

FUEL: Redwood 600/700 sec. supplied at Calcutta and require at least week's notice for supplying vessels lying inside dock. Fuel also supplied at Budge Budge terminal, three days notice to suppliers and Port Authorities.

FIRE PRECAUTIONS: Usual non-smoking precautions and Master, Owners, Charterers or their Agents of vessels carrying import cargo or intending to load export cargo of hazardous or inflammable nature, furnish 6 copies of list of cargo involved to Traffic Manager in prescribed form, at least ten days before vessels intend to land or ship cargo. Traffic Manager on receipt of list, categorise items enumerated in list and landing delivery and storage of such cargo be done strictly in accordance with instructions.

DEVELOPMENTS: Subsidiary port to be at Haldia on right bank of Hooghly 56 miles downstream of Calcutta and North of outfall of River Haldia. New port would be on river route to Calcutta and other important cities on banks of Ganges, yet, being on right bank, Haldia would be more effectively linked by road and rail with vast hinterland. By 1971 it would be possible for vessels with 40 ft. draft for about 70 days in year as dredging and other corrective works progress in estuary. Expected by 1974, vessels with 40 ft. draft to use Haldia almost through year, with 42 ft. for 209 days and drawing 44 ft. for about 70 days in year. Project in its first phase is expected to be completed by 1971, envisages following:

1. An Oil Jetty – to provide berthing accommodation for super-tankers with LOA of approximately 875 ft. and draft up to 42 ft. This jetty on river has already been commissioned since August 11, 1968.

2. A Finger Jetty – equipped with grab-bridge cranes capable of transferring salt, rock phosphate and other bulk cargo from ship to barge, or vice versa at an average rate 5,000 tons per day.

3. A Coal Berth – capable of loading bulk carriers of the 60,000 dwt. class at rate 3,000 tons/hour.

4. An ore berth – rate of loading 6,000 tons per hour and with provision for increasing to 8,000 tons per hour. Accommodation for carriers up to 80,000 dwt.

5. A Fertiliser Berth – for handling rock phosphate and sulphur from ships up to 50,000 dwt. class at a rate of 6,000–8,000 tons per day.

6. Two general Cargo Berths – each with a quay of 720 ft. and 120 ft. wide and back-up area of 18 acres. Both will have adequate cranage, latest in cargo handling machinery and direct rail–road facilities. One berth will have a modern 100,000 sq. ft. transit shed and a 30-ton payload Portrainer Crane for handling containers.

7. Container Marshalling Yard – area 180,000 sq. ft. served by two rail-mounted Transtrainer Cranes of 30-ton payload, capable of storing 1,500 containers at a time.

GANGWAY/DECK WATCHMEN: Necessary and recommended by Agents at rate of three watchmen per shift of 8 hours. Rate of wages:

Per head for I and II shifts Rs. 5/-; per head for III shifts Rs. 6/-.

OPENING/CLOSING HATCHES: Normally undertaken by stevedores, unless specifically mentioned that same will be attended to by crew.

CUSTOMS ALLOWANCES: ¼ lb. tobacco and 200 cigarettes. Wine and/or Spirit: One bottle of wine or spirit per head for consumption on board.

CARGO GEAR: Proof of cargo gear tested by a competent authority required.

IDENTIFICATION CARDS: Not necessary if holding seamen's books or passport.

CONSULS:

America	44–3611	Liberia	46–1164
Australia	22–1554	Nepal	45–2024
Belgium	44–3886	Netherlands	23–4442
Brazil	45–2120	Norway	22–4094
Bolivia	23–5615	Nicaragua	44–1329
Burma	22–7071	Pakistan	44–5208
Denmark	23–4069	Peru	23–2331
Dominican Republic	55–5067	Panama	47–6765
UAR	45–4168 and 45–2507	Spain	23–5539
		Sweden	23–2243
		Switzerland	44–8039
El Salvador	55–7392	Thailand	46–0837
Finland	22–4602	Turkey	34–2770
France	23–2958	Turkey	34–2770
France	23–2958	UK	44–5171
Czechoslovakia	46–4542	USSR	44–2006
Greece	23–5615	Venezuela	23–5615
Haity	34–2673	Poland	44–7144
Italy	45–1411	Yugoslavia	44–6881
Japan	44–5455	Philippines	22–0514

REPAIRS: All types of deck and engine repairs undertaken.

DRY DOCKS: Five dry docks owned by Port Commissioners available. Three in Kidderpore Docks and two in King George Docks, dimensions as follows:

KP Dry Dock (Kidderpore) (1) 547 ft.×69 ft.×25 ft. (2) 497 ft.×69 ft.×27 ft. (3) 350 ft.×60 ft.×23 ft. (max. length of vessel 500 ft.).

KG Dry Dock (King George) (1) 581 ft.×80 ft.×32 ft. (2) 596 ft.×80 ft.×22 ft. (max. length of vessel 550 ft.).

King George's Dry Docks arranged in tandem and used as one dock. Power supply, compressed air and fresh and unfiltered water supply, hydraulic capstans for propeller work and cranage service including heavy-lift available all dry docks. Each dock provided with automatic telephones for use on board ships.

REPATRIATION: Facilities exist for effecting crew changes and arranging any necessary repatriation.

AIRPORT: 12 miles; served by regular international airlines with minimum one flight per day.

TIME. GMT plus 5 hours.

HOLIDAYS: Closed Holidays (when no work is permissible): Independence Day, Republic Day, Gandhi's Birthday, Vijaya Dashami and Kali Puja.

Holidays when double wages payable: Saraswathi Puja, Netaji's Birthday; Idul Fitr, Dholjatra, Muharram, Bengali New Year, May Day, Fateh Duaz Dahan, Durgapuja, Guru Nanak's Birthday, Id and Christmas Day.

POLICE/AMBULANCE/FIRE: Police (port) tel. 45–1701 and ask Port Police or dial 100; Ambulance dial 102 or 45–4163; Fire dial 101 or 45–1701 and ask Fire Fighting Service.

TELEPHONES: No arrangements for installing telephones on board, but use of telephones from Port Commissioner's/Superintendent's Office on each dock.

GENERAL: *Important:* Masters of vessels in port should ensure that vessel's engines must not be immobilised without prior permission of the Harbour Master.

SERVICES: Tank-cleaning equipment with minimum notice of at least 7 days. Discharge of tank-washings not permitted while vessels lying in dock. Compass and radar technicians available.

SHORE LEAVE: Seamen permitted to go ashore after cleared by Immigration Officer boarding vessel on arrival. In case of Chinese, special permission to be obtained from Immigration Authorities, through vessel's agents.

PORT REGULATIONS: Booklet "Dock and Jetty Handbook" supplied free by Port Commissioners to incoming vessels.

DELAYS: Delays occur during monsoon.

AGENT: J. M. Baxi & Company, Steamship Agents, 4/5, Bankshall Street, Calcutta 1. Cable "Baxico", Calcutta. Tel. Office 236551. Stevedoring Dept. 6 Lyons Range; Tel. Residence 440775.

CALICUT: 11.15 N. 75.15 E.

DOCUMENTS:
Register.
Articles of agreement in the case of foreign-going vessels staying in port for more than 48 hours.
Nominal list of crew and passengers and the A & B Certificates.
Bill of Health in the case of a vessel arriving from an infected port.
Clearance from last port.
Port and Light dues receipts.
Vessel's manifest and any other document, which may be necessary.

PILOTAGE: No pilotage available.

ANCHORAGE: With Lighthouse bearing 074° in 5 to 5½ fathoms. Mud – good holding ground. Small coasting steamers anchor close to lighted anchorage buoy.

HEALTH: In the case of all infected vessels Health Officer proceeds

aboard, and in the case of all other vessels Health Officer may proceed on board and examine vessel. Master shall give every facility for examination of passengers, crew, personal effects, cargo, provisions, water-supply and any part of vessel Health Officer considers necessary to examine. Health Officer may require written declaration from medical officer (if any) of vessel or from master (or from both) stating whether any death or sickness from an unknown or suspicious cause or any case of any disease occurred on board either during voyage or before departure, and whether any unusual mortality has been observed among rats on vessel. If Health Officer satisfied that such deaths or cases of sickness as may have occurred were not due any of diseases specified he shall permit vessel proceed to usual place of anchorage or berth in harbour and to discharge passengers and cargo without further restriction. Inspection by Health Officer not between sunset and sunrise except in unusual circumstances.

RADIO: Messages through Cochin Radio or Mangalore Radio.

TUGS: Two motor tugs for towing lighters.

BERTHING: No berths.

STEVEDORES: Arranged through Agents and stevedore contractors.

MEDICAL: General Hospital and Medical College Hospital situated about 1 mile and 5 miles away respectively.

DENSITY: Sea water – 1025.

FRESH WATER: Not available. Water barge expected to be commissioned.

FUEL: Nil.

DEVELOPMENTS: At present no plan for development. Beypore, 6 miles from Calicut anticipated berth steamers inside harbour. (Government is proposing to develop 3 other ports under Calicut jurisdiction as commercial harbours, eventually suitable for deep-sea vessels. They are Azhikkal, Beypore and Ponnani.

CERTIFICATES:

Registry.
Radio Telegraphy.
Safety Equipment.
Load Line Certificate.
Certificates of Competency of Captain and other officers.

IDENTIFICATION CARDS: Necessary.

CONSULS: Nil.

REPAIRS: Nil.

DRY DOCKS: Small slipway at Beypore.

AIRPORT: Construction of airport at Calicut is under consideration by the Government.

TIME: GMT plus 5½ hours.

HOLIDAYS: Holidays declared by the State Government are holidays for the port. Cargo work can be arranged on holidays.

FIRE/AMBULANCE/POLICE: Police 100; Ambulance 100; Fire 100.

GENERAL: Ship-to-shore signalling is normally by morse light.

SHORE LEAVE: Permitted.

PORT AUTHORITY: Port Officer PB No. 42, Calicut 1. Tel. Office 3524; Office (Personal) 4604; Residence 3725.

AGENT: J. M. Baxi & Co., 8/184 Beach Road, Calicut 1. Tel. Office 6368. Telegraphic Address "Baxico Calicut".

COCHIN: 09.58 N. 76.15 E.

DOCUMENTS:

7 Crew Lists.
7 Passenger Lists.
1 Last Port Clearance.
4 Store Lists including list of arms and ammunitions.
5 Passengers' and crew's private property declarations.
4 Cargo Manifests.
3 Some bottom cargo Certificates.
3 Deck cargo Certificates.
3 Opium Certificates.
3 Currency declarations.

PILOTAGE: Berthing arrangements, booking of Pilot, etc., normally done by Agent. Advisable send ETA messages at least 48 hours in advance to Agent. Amendments to ETA messages must be sent at least twelve hours in advance. ETA messages may also be sent to Harbour Master, Cochin Port Trust. Messages should contain time and date of arrival at outer roads in IST and also draft fore and aft (in fresh water). On arrival, information must be sent to Signal Station by aldis and sharp watch maintained for further instructions. Presently no VHF station.

No pilot vessel on station in outer roads. A pilot boat with red hull and white superstructure exhibiting the normal international pilot signal comes out to outer roads for embarking and disembarking Pilots. No special light or sound signal need be made for Pilots. All ships awaiting Pilot in outer roads must have engines ready at all times to enter harbour (unless instructed otherwise). Masters should ensure that a good pilot ladder with two man-ropes is lowered about 2 ft. above water for embarking pilots. Also while embarking pilot, lifebuoy must be kept handy and a good lee given. Pilots must be escorted from and to the bridge, to the embarkation deck. Also see "Restrictions".

ANCHORAGE: Cochin roads is open anchorage with good holding ground of oily mud. Masters are required to anchor vessels in Westerly area from North to South of fairway buoy within radius of ½ mile. Deep-drafted vessels may anchor in a Westerly direction from fairway buoy within a distance of ½ to 1 mile. To facilitate entry and departure of deep-drafted ships, Masters not to anchor in line with direction of main channel, Westward of fairway buoy.

RESTRICTIONS: Unless otherwise *specifically* instructed, vessels not to enter main channel at any time without Pilot on board. Pilotage compulsory for all vessels over 100 tons gross. No night entry for crude oil tankers.

MAX. SIZE: Maximum size of general cargo ships presently handled is 700 ft. length OA with maximum draft 30 ft. *fresh water*. Such ships taken in only during slack ebb. Tidal Conditions: In Cochin Port ebb and flood run 2 to 2½ hours before, to 2 to 2½ hours after high and low water times. During monsoons, freshets are encountered and there may not be any flood for several days.

HEALTH: Pratique automatic to all ships coming from any port in India, Pakistan and Ceylon, provided no suspected disease or deaths on board. With all other ships except those coming from yellow fever infected area within 30 days, boarding Pilots empowered to grant pratique provided no deaths or suspected disease on board. To ships coming from yellow fever infected area within 30 days, port health doctor grants pratique after inspection.

RADIO: VWN – 24 hrs. – under Post and Telegraph Department, Government of India.

TUGS: Presently 3 tugs; 2 of 1,000 h.p. and one of 1,400 h.p. Normally, tugs join off Vypeen and tug's wire used as necessary.

BERTHING: If particular ship required arrive at certain time, Agent informed in advance.

STEVEDORES: Booking of gangs undertaken by Agent on receipt of ETA message.

MEDICAL: Medical attention easily available in Cochin. If medical attention required immediately on arrival, Agent to be informed when sending ETA. Valid inoculation and vaccination certificates against cholera, yellow fever and smallpox are essential.

TANKERS: Only two tanker berths at Cochin at present. Maximum permissible draft 30 ft. *fresh water* and maximum length limited to 700 ft. OA at North tanker berth, and 565 ft. at South tanker berth.

DENSITY: Varies from 1000 to 1020 depending on tidal and weather conditions.

FRESH WATER: Available from alongside jetties and from barges at moorings. Advance notice to be given Agent amount of water required. Cost Rs. 3.50 per 1,000 litres for supply through water barges and Rs. 3/- per 1,000 litres for supply at docks, quay and jetties.

FUEL: All grades fuel oils normally available. Essential give advance notice to Agent to make necessary arrangements.

FIRE PRECAUTIONS: Fire wire to be fast and ready on quarter facing channel.

DEVELOPMENTS: Two general cargo wharf berths, a 1,000 ft. long fertiliser berth and a super tanker berth are proposed to be constructed at Cochin Port under Fourth Five Year Plan (1969–70 to 1973–74). New dry dock also proposed to be constructed, and extension of Open Berth quay 9 from 555 ft. 6 in. to 808 ft. Super tanker berth and fertiliser berth, when completed, will have depth of 40 ft. With acquisition of new dredgers envisaged in the plan it is expected to maintain depth in channels and berths at 30 ft.

GANGWAY/DECK WATCHMEN: Watchmen available at nominal cost. Recommended employ watchmen at gangway, on deck and in holds.

OPENING/CLOSING HATCHES: Opening hatches normally done by stevedores. Topping derricks and removing locking arrangements on hatches must be done by ship's personnel.

CARGO GEAR: All cargo gear must have valid test certificates and all other factory act requirements must be complied with.

IDENTIFICATION CARDS: Not required.

CONSULS: Danish, Norwegian, Italian, French and consular agent of Switzerland.

REPAIRS: Minor repair facilities available.

DRY DOCKS: Port dry dock can handle ships of up to 217 ft. in length OA. However, not normally available for foreign craft.

REPATRIATION: Facilities for changing crew and repatriation available and can be arranged.

AIRPORT: Airport about 2 miles from harbour area. Cochin airport handles internal flights only.

TIME: GMT plus 5½ hours.

HOLIDAYS: Closed holidays: Republic Day 26th January; Independence Day (15th August); Gandhi Jayanti (2nd October); 1st May and 25th December.

FIRE/AMBULANCE/POLICE: 6555 Willingdon Island Fire Station; 6005 Willingdon Island Police.

TELEPHONES: Arrangements can be made for telephone connections on board ships on wharf berths only. Rs. 13.35 per line per day or part thereof.

GENERAL: Floating crane 120 tons, fire float.

SHORE LEAVE: All nationalities except Chinese, Pakistanis and Portuguese allowed ashore.

PORT AUTHORITY: Cochin Port Trust, Willingdon Island, Cochin 3, India. Tel. 6271. Harbour Master's Office 24201. Telex 203.

AGENT: J. M. Baxi & Co., M/S Matheson Bosanquet & Co.'s Bldg, Plot No. 17, 5th Cross Road, Willingdon Island, PB No. 561, Cochin 3. Tel. Office 6073, Residence 25717. Telegraphic address "Baxico Cochin".

CUDDALORE: 11.43 N. 79.46 E.

DOCUMENTS:

8 Crew Lists.
8 Passengers Lists.
3 Forms of Import Manifest of Stores.
3 Lists of articles in slop chest.
3 Private Property declaration of Crew.
3 Manifests.
3 Bills of Lading.

PILOTAGE: No pilotage. Open roadstead port.
ANCHORAGE: Vessels anchor in 5 to 7 fathoms with Cuddalore Lighthouse bearing 295° to 315°, which is most convenient anchorage for communicating with shore at all seasons of year. Nature of bottom, sand.
RESTRICTIONS: No restrictions regarding entry of vessels during day or night.
MAX. SIZE: Any size of vessel handled.
HEALTH: On arrival, Master to signal Port Health Officer stating all crew well and requesting free pratique. In event of any crew member suffering from suspected infectious disease, Master to advise Agents sufficiently in advance to enable Port Health Officer to board vessel on arrival. No free pratique necessary whenever vessels call from another Indian port.
RADIO: No radio station. Cables routed through Madras Radio (call sign VWM).
TUGS: None.
BERTHING: No berths.
STEVEDORES: ETA advice required 72 hours in advance to enable stevedores to make adequate arrangements for handling cargo. Average rate of discharge bagged fertiliser 750 tons, and for loading iron ore 1,400 tons per day.
MEDICAL: No advance notice required unless vessel arrives with crew member requiring immediate medical attention. Seamen can be treated at Municipal Dispensary at Old Town near port and also at Government headquarters hospital in charge of District Medical Officer at New Town about 6·5 kilometres from port.
DENSITY: Density of water 1024. State of tide does not affect density.
FRESH WATER: Boat with 16½ tons capacity which goes alongside steamer and this quantity of water supplied. If one steamer at anchorage boat makes two trips a day and about 33 tons of water supplied. Present rate per ton is Rs. 8.50.
FUEL: None.
DEVELOPMENT: Stabilisation of bar channel for maintaining depth of 9 ft. low water on spring tide is in progress and likely to be completed 1971. This enables loading lighters to work in all tides.
GANGWAY/DECK WATCHMEN: Services of watchmen recommended in interest of ship to avoid pilferage. 3 watchmen night and day per shift of 8 hours.
OPENING/CLOSING HATCHES: By stevedores.
CERTIFICATES:
Ship's Register.
Load Line Certificate.
Safety Equipment Certificate.
Safety Radio Certificate.
Deratisation Certificate.
Last Port Bill of Health Authority.
Last Port Clearance.
CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes permitted for each crew member to be held out of bond. Wine/Spirit, one open quart bottle per crew member permitted to be held out of bond.
CARGO GEAR: Register of cargo gear and machinery to be maintained up to date and to be attested by competent authority.
IDENTIFICATION CARDS: Needed.
CONSULS: None.
REPAIRS: No facility for deck and engine repairs.
REPATRIATION: Facilities exist for effecting crew changes and arranging necessary repatriations.
AIRPORT: Nearest airport at Madras, distant 118 miles.
TIME: GMT plus 5½ hours.
HOLIDAYS: Cargo work arranged on all holidays except Republic day, Gandhi's Birthday, Pongal Karinal, Masimagam, Pennayar Festival, Independence Day and Deepavali, on payment of overtime.
POLICE/AMBULANCE/FIRE: Tel. Police 24; Fire and Ambulance 99.
GENERAL: Private launches arranged for purposes of crew going ashore. Such launches ply between 6 a.m. and 5 p.m. Laundry, provisions, etc., can be arranged.
SERVICES: Cleaning of hatches after discharging cargo available.
SHORE LEAVE: Crew members permitted to go ashore within municipal limits.
DELAYS: No delay of anchoring of vessels. Cargo work carried out during day. No night work.

AGENT: J. M. Baxi & Co., Steamship Agents & Stevedores, 49 Clive Street, Cuddalore O.T., Cuddalore 3. Cables "Baxico, Cuddalore". Tel. 369.

HONAVAR: 14.16 N. 74.27 E.

DOCUMENTS:
Crew Lists.
Passenger Lists.
Customs Documents.
Health Documents.
Manifests.
Bills of Lading.
Ship's Papers.
PILOTAGE: Open roadstead port. No system of pilotage. Pilot is however available, on requisition by Master or Agent.
ANCHORAGE: Distance off 3 miles, depth of 5·5 fathoms.
MAX. SIZE: No restrictions on length and breadth. Generally up to 34 ft. draft vessels can anchor within 2 to 3 miles from entrance.
HEALTH: Port Health Officer grants pratique as and when necessary, on requisition.
RADIO: Wireless station at Karwar.
BERTHING: No berthing facilities. Ships anchor on open roadstead.
MEDICAL: Proper hospital facilities available only at Karwar about 60 miles North. At least 24 hours advance notice ETA to be communicated to agents.
DENSITY: Varies 1020/1025.
FRESH WATER: Very small quantities available. No arrangements for delivery to ships.
FUEL: None.
OPENING/CLOSING HATCHES: By crew.
CERTIFICATES: All ship's 'papers such as Certificate of Registry, WT Certificate, Safety Equipment Load Line, etc., to be on board for verification.
CARGO GEAR: Cargo gear Test Certificates, etc., to be produced.
IDENTIFICATION CARDS: Needed, if going ashore.
CONSULS: Nil.,
REPAIRS: Nearest workshops undertaking major repairs available at Mormugao. Minor repairs may be carried out at Karwar.
DRY DOCKS: None.
REPATRIATION: Facilities available.
AIRPORT: Belgaum, about 178 miles.
TIME: GMT plus 5½ hours.
HOLIDAYS: Charter Party Holidays observed. Cargo work can be arranged on holidays. Dates of holidays vary from year to year.
POLICE/AMBULANCE/FIRE: Police 48; Ambulance 32; Fire Kumta 20.
SHORE LEAVE: Crew members are allowed ashore.
DELAYS: Generally no delays are expected.
PORT AUTHORITY: Port Officer, Honavar (North Kanara), Tel. 43.

AGENT: J. M. Baxi & Co., Honavar, North Kanara. Cables "Baxico Honavar".

JAKHAU: 23.15 N. 68.37 E.

LOCATION: In Gulf of Kutch, on Godia Creek about 5 miles inside Aratian Sea. Port is about 7 miles West of Jakhau. Small sub-port exporting salt utilised by foreign-going and coastal traffic. Vessels calling Jakhau anchor in open roadstead about 6 miles off shore. Highest tidal range 14 ft. Current parallel to coast running about 4 knots.
AUTHORITY: Assistant Conservator Jakhau–Kutch.

AGENT: J. M. Baxi & Co., Mundra, Kutch. Cables "Baxico Mundra".

KAKINADA: 16.56 N. 82.15 E.

DOCUMENTS: (a) To be supplied by Master on arrival:
Ship's Register.
Safety Equipment Certificate.
Safety Radiography Certificate.
International Load Line Certificate.
Bill of Health, if coming from a foreign port direct.
Deratisation Certificate.
Last Port Clearance.
ILH Dues Receipt, if coming from an Indian Port.
Crew List: 6 copies to Agents, 2 copies to Emigration Dept., 2 copies to Customs.
Customs Circulating Copy, if coming from another Indian Port.
Import Manifest of Stores (Store List).
Private Property Statement of crew and officers.
(*b*) Master to sign following certificates, in prescribed forms, presented by Agents, on arrival:
Port Entry.
Port Clearance.
Customs Entry.
Customs Clearance.
Departure.
Health.
PILOTAGE: No pilotage, being roadstead port. Vs. to choose anchorage subject to draft, taking own soundings with guidance of chart.
ANCHORAGE: Normally vs. anchor at 298° about 2·8 miles from Vakalpudi Lighthouse where 6 fathoms depth can be obtained. Safe and quick work possible at this point. Deeper draft vs. have to choose their anchorage.
MAX. SIZE: No restriction. Vessels any size can anchor.
HEALTH: Whether vessel coming from foreign port or port in same country, pratique is automatic, unless vessel is in quarantine. Master has to send message to Agents "All Well" by wireless or any other means. If vessel is in quarantine, Master to send advance cable to Agents to arrange health inspection, vaccination, etc., and then pratique.
RADIO: Radio stations are Visakhapatnam and Madras.
TUGS: No tugs.
STEVEDORES: Gangs engaged by party doing stevedoring work. In case of liners, Agents attend. In case of chartered vessels, consignees/shippers attend. Master to give ETA with no. of hatches to be worked on arrival. Revised ETA to be sent whenever there is change.
VHF: VHF radio station at shore near post office. International frequency. Channels 16 and 12 communication from ship/shore and vice versa. If ship requires communication on Channel 12 it should be advised in advance to prepare machine accordingly.
Communication timings:

0745/0815 hours	1045/1115 hours	1445/1515 hours
1745/1815 hours	1945/2015 hours	

MEDICAL: Government hospital available with specialists. Private nursing homes also available with efficient physicians and surgeons. Agents arrange medical aid on advance intimation. Being roadstead port, launches have to be arranged, hence advance intimation of 6 hours necessary through signal station while in port.
DENSITY: Fresh water ranging from 1.000 to 1.025 at 60° C.
FRESH WATER: No equipment or facilities for supply of fresh water.
FUEL: No fuel suppliers. When essential small quantities of 10/15 tons can be arranged from Visakhapatnam, duty paid.
DEVELOPMENTS: Development programmes include: Dredging approach channel, canal protection, transport facilities, port equipment, navigational aids, water supply to the ships, power supply at loading/discharging points and stacking yards at shore, mechanisation of barges, transit sheds, etc.
GANGWAY/DECK WATCHMEN: Arranged by stevedores. Rates: Rs. 6.50 per head per day and night.
OPENING/CLOSING HATCHES: By ship's crew only.
CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes per head per week. Wine and Spirits: 16 oz. per head per week for those who are eligible for supply by ship.
IDENTIFICATION CARDS: Required.
CONSULS: None.
REPAIRS: No facilities. Only minor repairs to winches, welding work, casting and repairing spare parts.
REPATRIATION: Can be arranged.
AIRPORT: Visakhapatnam 105 miles, Madras 350 miles.
TIME: GMT plus 5½ hours = IST.
HOLIDAYS: Charter Party holidays are observed. Work is done day and night. Port and Customs also work on holidays and out of office hours on payment of overtime. No work even on overtime payment on following days: Bhogi, Pongal, Kanumu. Optional holiday to labour on Chollangi Amavasya, in January.
POLICE/AMBULANCE/FIRE: Police 100 and 12; Fire 99, 105; Ambulance 99.
SHORE LEAVE: Shore permits given by Port Registration Officer (Immigration).
PORT AUTHORITY: State Port Officer, Andhra Pradesh, PB No. 11 Kakinadar. Tel. 1 (Office), 24 (Residence), Telegram "Spoka".
AGENT: J. M. Baxi & Company, Steamship Agents and Stevedores, No. 43–1–20, Main Road, Near Bridge (North), Kakinada–1 (AP). Cables "Baxico, Kakinada". Tel. 785.

KANDLA: 23.00 N. 70.12 E.

DOCUMENTS: To be submitted by Masters on arrival:
Customs: Crew List (3 copies).
Crew Private Property List – this should indicate all items they possess (3 copies).
Ship's Stores List (3 copies).
All valid documents of ship in English for verification of customs boarding officer.
Port: Maritime declaration in duplicate.
Health: Valid crew health cards and Deratisation Certificate.
Agents: Stowage Plan, Cargo Manifest and Bills of Lading.
PILOTAGE: Pilot station situated 22° 49½′ N.; 70° 07′ E. Loaded vessels can cross bar only during high water. Vessel to report at pilot station 2½ hours before high water. Masters to keep Agents closely advised of ETA and anchoring time. 12 hours advance notice to be given by Agents for Pilot. No pilot ship or telegraphic address for pilot station (Outer Tunabuoy). Vessels can contact Kandla Tower through VHF Channel No. 16. Pilot station 16 miles away from port. During all weathers vessels have to anchor at above position and await Pilot.
ANCHORAGE: Vessels can anchor 1 mile South-west of above anchoring position. Inside harbour, anchorages allotted by Port Authorities, and Pilots anchor vessels at suitable positions.
RESTRICTIONS: Being a tidal port, entering and leaving of loaded vessels depends on tide and loaded vessels can cross bar at entrance of channel only during high water. No night navigation.
MAX. SIZE: Maximum over-all length 740 ft. No breadth restrictions. Drafts varying according to rise and fall of tide. Generally 28–31 ft. drafts are available alongside berths. For oil tankers maximum permissible over-all length is 620 ft. and displacement 28,000 tons. Movements of oil tankers restricted according to tide.
HEALTH: Circulars issued by Port Health Authorities are to be replied to according to their requirements for obtaining Radio Free Pratique. No pratique required if vessel calls Kandla from another major Indian Port. Cable Address: "Sangrodh" Kandla or "Quarantine" Kandla.
Vessels sailing from Kandla to foreign ports to obtain Bill of Health to be granted by Port Health Officer after inspection of Health Cards of members/officers on board and Deratisation Certificate.
RADIO: Within a range of 35 hours off Kandla, vessels can contact Kandla Radio on call sign VWK. Before 35 hours off, Kandla can be contacted through Bombay Radio only.
TUGS: Port tugs join ships inside harbour off berth. Ship's wires used.
BERTHING: Only daylight navigation permitted. No restrictions for berthing, other than tidal nature of Port. Vessels berthed in a particular tide can only be unberthed in same tide.
STEVEDORES: Minimum 24 hours notice required for arranging stevedoring labour and gangs. Bulk fertiliser and grain average 1,000 tons and 1,500 tons respectively. General cargo 250 tons per hook, subject congestion prevailing in sheds, wharves, warehouses and clearance, and on number of vessels working at particular period.
RADAR/VHF: Masters can contact Kandla Tower through VHF channel no. 16 at frequency 156·8 mc/s or 156·6 mc/s. Kandla radar is of Decca 32 type and is controlled by port. For radar information Masters have first to contact Tower through VHF and then request required information.
MEDICAL: Private Doctors' services available for vessels at berth. For vessels at Pilot Station or inner anchorages minimum advance notice of 12 hours and 6 hours respectively required. Very limited facilities of private practitioners. No hospital facilities. Inoculation and vaccination carried out by Port Health Officer (a Government body) – minimum 48 hours notice is required.
TANKERS: Tankers with maximum over-all length of 620 ft., 28,000 tons displacement and 31 ft. draft permitted to berth. Three main pipe-lines connected to tanks situated about 10 kilometres from berth, two generally used for white oils and one for black oil. White-oil pipe-lines diameter 12 in. and black-oil pipe-line diameter of 14 in. In addition, one 8 in. diameter pipe-line for soyabean oil, one 3 in. diameter pipe-line for acetone and one 4 in. diameter pipe-line for formaldehyde. No facility for residue discharge. Mainly naphtha exported, API 68·6. Only one berth.
DENSITY: Varies from fresh to 35/36 depending on rain and rise of tide.
FRESH WATER: Can be supplied through shore pipe connection and barges.
FUEL: Furnace oil (heavy oil) and light diesel oil can be supplied. Usually 12 hours advance notice required for bunkering. In event of oil tanker discharging at berth, bunker supply can only be commenced 18 hours after completion of discharge by tanker. Quantities up to 500 tons supplied by tank trucks, above 500 supplied through pipe-lines if berth vacant. However, any quantity can be supplied by tank trucks.
DEVELOPMENTS: Berths and bar continuously under dredging and drafts will increase in future. At present 4 berths available and 5th one nearing completion.
GANGWAY/DECK WATCHMEN: All ships engage two watchmen round the clock at gangway. To look after mooring lines, 8 mooring men (4 each at fore and aft) are engaged round the clock.
OPENING/CLOSING HATCHES: Unless specified in relative Charter Party to contrary, ship's crew to accomplish this work.
SHIP CERTIFICATES:
Registration.
Safety Equipment.
Safety Radio and Telegraphy.
International Load Line.
CUSTOMS ALLOWANCES: 200 cigarettes per week per person. Wine and/or Spirit: Two pegs of spirit per person per day or 4 pints beer.
CARGO GEAR: Ships should possess valid Cargo Gear Certificates.
IDENTIFICATION CARDS: Required. See "Shore Leave".
CONSULS: Nil.
REPAIRS: Minor repairs carried out. Chipping and painting work also carried out.
DRY DOCKS: A floating dry dock to accommodate small craft up to 73 m. (240 ft.) in length, 12 m. (40 ft.) beam and 3·7 m. (12 ft.) draft of maximum weight 810 m./tons for repairs, available.
REPATRIATION: Though adequate facilities not available, this can be done in case of necessity.
AIRPORT: Situated about 15 kilometres from port. Daily plane service to Bombay.
TIME: GMT plus 5½ hours.
HOLIDAYS: Holidays for each year declared by Port Authorities, which are Maha Shivratri, Holi, Ram Navami, Muharram, Independence Day, Janmashtami, Mahatma Gandhi's Birthday and Diwali (2nd day).
TELEPHONES: Available on board, only for oil tankers.
GENERAL: Port equipped with 21 electric level luffing shore cranes of 3 to 10 ton capacity used for discharging all ships alongside cargo jetty. For discharging tankers with bulk grain port's vacuvators used.
SERVICES: Tank cleaning by shore labourers. Tank washings and residue not allowed to be discharged in port area.
SHORE LEAVE: Citizens of Communist China and Pakistan not allowed ashore. All other nations are allowed to go up to Adipur situated 16 miles away from port for which shore passes issued by Immigration Authorities.
PORT REGULATIONS: Photography in port area prohibited. No crew members allowed to take with them liquor of any kind ashore and not permitted to drink liquor outside port limit.
DELAYS: Delays in berthing depend on number of ships working in berths and awaiting berth (if any). Loading and discharging depend on prevailing conditions/congestions in jetties/wharfs and warehouses and clearance/arrival of cargo. Delays in bunkering depend on number of ships receiving bunkers by tank trucks and availability of oil berth.
AGENTS: J. M. Baxi & Co. Ltd., 13/14 New Clearing Agents Quarters, New Kandla, Kutch. Tel. 7059, 7086, 7007, 7059, 2290. Telegraphic address "Baxico Kandla".

KARWAR: 14.48 N. 74.06 E.

DOCUMENTS:
8 Crew Lists.
2 Manifests of Stores.
2 Private Property Declarations.
2 Currency Lists.
1 Maritime Declaration of Health.

3 Passenger Lists (if any).
4 Import Manifests.
1 Last Port Clearance.

PILOTAGE: The approach from Northward and Westward is between Oyster Rock Lighthouse and Kurumgad Island. Vessels approaching from Southward may enter between Oyster Rock Light and Karwar Head. Currents in Bay negligible. Ocean-going steamers piloted into anchorage by Departmental Port Officer who is licensed pilot. No pilotage charges at present.

ANCHORAGE: During South-west monsoon vessels anchor North-Eastward of Karkal Island, with lighthouse on Devghad Island bearing 248° and East Island bearing 186°, depth of 6 fathoms (11m.), mud. During strong North-easterly winds, anchorage obtained South-eastward of Karkal Island with lighthouse bearing 298° distant 5 cables in depth over 6 fathoms (11m.).

Vessels may obtain anchorage on Northern side of Karwar Head at a distance 2 to 3 cables off shore, moored head and stern facing West-north-westerly swell in a depth of 4 fathoms (7m3). Vessels will be sufficiently sheltered from South-west monsoon to enable them to work cargo. Vessels proceeding to inner anchorage may steer for light, bearing 124°, and anchor in depths of 4 fathoms (7m3), mud.

Nearest anchorage for shallow-draft steamers is with port signal bearing 120° distance ¾ mile to 2 miles (depending on draft). Anchorage for deep-drafted ships is with signal station bearing 105° distance 3·0 to 5·0 miles.

RESTRICTIONS: No entry restrictions. Karwar Bay may be entered on either side of Sunghiri Island, according to draft and anchorage taken as required. A vessel can enter Karwar either by day or night after having made lighthouse on Devghad Island Lat. 14° 49′ N. 74° 93′ E.

MAX. SIZE: Any size of vessel can be worked as loading and unloading operation done in open sea. Depth at Outer Roads over 7 fathoms increasing accordance distance from land.

HEALTH: District Civil Surgeon acts as Port Health Officer. Free pratique to incoming vessels from foreign ports granted by radio. All vessels calling from foreign destination must give radio message addressed "Civil Surgeon Karwar" at least 48 hours prior entering port giving last port of call, number of crew, health conditions, approximate time of arrival and requesting pratique, same message must be repeated to Agents who obtain pratique on shore. Anchoring time is pratique time. For vessels calling from an Indian port, pratique not required.

Vessels which have taken on board passengers or crew from yellow fever areas, within 30 days of departure from such ports will be under quarantine. Free pratique will not be granted until such time as a mosquito search party, from nearest major port (e.g. Cochin, Goa or Bombay) has inspected, disinfected and certified that ship is fit for granting pratique.

Necessary for Owners or Masters to inform Agents well in advance in case of vessel arriving from yellow fever area to enable arrange mosquito search party and quick pratique.

RADIO: Wireless station "Karwar Radio". Call sign VWY 512 kilocycles, working 24 hours including Sundays and holidays. Range about 450 miles. No radio-telephone. Preferable for vessels calling Karwar to give ETA or Pratique message via Bombay Radio; thereafter when within 300/350 miles vessels can call Karwar Radio.

TUGS: No tugs necessary as vessels work in stream.

BERTHING: No berth, vessels work in open sea. Baithiol Cove is safe berthing place for lighters. Alongside wharves 10 to 12 smaller vessels can obtain safe berth with depth of 6 to 8 ft.

STEVEDORES: 48 hours notice ETA required order enable agents advise shippers and stevedores to keep cargo and labourers ready. Main commodity export of ore. Mechanised barge loading operations in port. Ore loading rate about 2,500 per day on 10,000 ton vessels and up to 5,000 tons per day on ore carriers. General cargo 1,000/1,300 tons per day.

MEDICAL: Good hospital facilities exist. 2 hospitals about 1½ miles from port. In case of inoculations and vaccination at least two days advance notice to be given enabling bring vaccine from nearby town (Hubli or Belgaum) distance 100 and 150 miles respectively.

TANKERS: No facilities for tankers.

DENSITY: 1025.

FRESH WATER: Dumb Water Barge for supply to steamers anchored in open Roadstead. Cost: For supply to steamer anchored in open roadstead in barge load of 100 metric tons (inclusive of all charges) Rs. 15/- p.m.t. For supply to steamer anchored in open roadstead in part barge loads of not less than 10 metric tons Rs. 17.50 p.m.t.

FUEL: No bunkering facilities for ocean-going vessels. Diesel and petrol storage depots within port for supply to small vessels.

DEVELOPMENTS: Proposed to develop port of Karwar into all-weather intermediate port, with 2 berths and one mechanical berth, an approach channel and turning basin. Intended arrangements include ability accommodate up to 60,000 ton deadweight ore carriers, loading up to 8 million tons ore and 1¼ million tons other cargo per year. Also intended develop fishing harbour with facilities accommodate large-scale deep-sea fishing industry for 1 million tons fish per year.

Navigational Aids: Improvement of Koney Light. Two leading lights at Shimahigudda and Kurmaged Isles, Light Buoy for Parker Rock.

Provision of Channel Marks:
1 Fairway buoy.
10 channel marking buoys.
Provision of a mooring boat with equipment for maintenance of buoys.
Experimental dredging.
Dredging approach channel and turning basin.
Land acquisition for future expansion.
Diversion of present main road alongside port wharf.
Improvement of Binga/Karwar Road.
Provision of two berths and one mechanical berth for ocean-going steamers.

OPENING/CLOSING HATCHES: Generally carried out by ship's crew.

CERTIFICATES:
Ship's Register.
Cargo Gear Certificates.
Load Line Certificate.
Safety Radio Certificate.
Safety Equipment Certificate.
Derating Certificate.
Vaccination and Inoculation Certificates.

CUSTOMS ALLOWANCES: 200 cigarettes and 1 bottle spirits.

CARGO GEAR: Before commencement of loading Master to present shippers or their Agents valid international cargo gear certificate, which shall not be more than 12 months old. Validity of said certificate to cover whole period for loading and discharging. Fourth five-year plan includes proposals for mechanical front-end loaders, tipping trucks, mobile cranes and forklift trucks.

CONSULS/DRY DOCKS: None.

REPAIRS: Moderate-sized workshop in town able carry out minor deck and engine repairs.

REPATRIATION: Shipping Master arranges crew changes and necessary repatriation. Crew signing off repatriated via Goa or Bombay.

AIRPORT: No airport, or rail connections. Nearest airports Goa or Belgaum, 60 and 150 miles distant respectively. 2 flights per day to Bombay from Goa.

TIME: GMT plus 5½ hours. Permanent.

HOLIDAYS: Charter party holidays declared and published every year by Honorary Secretary of the Karnatak Chamber of Commerce and Industry, Jaya Chamaraj Nagar, Hubli-20.

Non-working days when work not permitted even on payment of overtime: Republic Day (26th January) and Gandhi Jayanti (2nd October).

POLICE/AMBULANCE/FIRE: Circle Police Inspector 116; City Police Station 33; District Superintendent of Police 7; Reserve Police Headquarters 18; Ambulance 19.

GENERAL: Port functions normally from 16th September to 15th May. Port closed from 16th May to 15th September due South-west monsoon.

SHORE LEAVE: Crew members are allowed ashore provided not of Chinese nationality.

AUTHORITY: Office of the Port Officer, Karwar. (N. Kanara district). Tel. 42.

AGENT: J. M. Baxi & Company, Steamship Agents and Stevedores, Grand Hotel Annexe, Baithkol, Karwar (N. Kanara). Telegraphic address "Baxico", Karwar. Tel. 54.

MADRAS: 13.05 N. 80.15 E.

DOCUMENTS:
3 Private Property Lists.
3 Stores Lists (Bonded Stores).
3 Crew Lists.
1 Last Port Clearance.
1 Valid Derat Exemption Certificate.
1 Bill of Health (only if vessel has touched yellow fever areas).
3 Slop Chest Declarations.
3 Currency Declaration.
Passenger List (if applicable).

Ship's Papers
Ship's Register.
Load Line Certificate.
Safety Equipment Certificate.
Safety Radio Certificate.
Ship's articles (if vessel is Indian or Commonwealth flag).

Ship's papers to be handed over to Agent's Representative for final entry of vessel in Customs House. Same returned to Master.

PILOTAGE: Pilotage compulsory, both inward and outward, also for purpose of shiting inside harbour. Master required to advise ETA at least 48 hours before arrival, when local Agents contact Harbour Authorities for arranging berthing. If any berthing delay vessel has to anchor at Outer Anchorage – anchoring point below 10 fathoms line from breakwater light. Vessels requiring Pilot fly "G" flag by day and one white light exhibited on a conspicuous point on ship by night.

ANCHORAGE: Good anchorage found with breakwater light bearing between 240° and 300° – distance 1 to 3 miles.

RESTRICTIONS: No restrictions of entry. Both day and night navigation. In "Jawahar docks" restriction of movement (sailing/shifting) during night time from 2000 hours to 0600 hours.

MAX. SIZE: No restriction regarding length and breadth of vessel. Vessels berthing at "Jawahar Docks" should not be more than 100 ft. in breadth as width of entrance at "Jawahar Docks only 110 ft. Limiting factor draft, which varies from 26 ft. to 35 ft. depending on particular berth/mooring.

HEALTH: All vessels arriving from foreign ports have to apply for pratique through their radio – not earlier than twelve hours and not later than four hours before arrival. Pratique message to be addressed "Quarantine Madras" and worded as required by Port Authorities on receipt of which Port Health Officer cables ship

granting pratique. In case of any infectious disease on board, Port Health Officer boards vessel and after due inspection grants pratique.
RADIO: Station to route ETA cables to Agents, Receivers, etc., "Madras Radio" (Callsign VWM).
TUGS: Join vessel just inside breakwater. Vessels use own lines and no tugs' lines used/supplied.
BERTHING: Vessels berth at all times except in "Jawahar Docks" where there is no night navigation between 2000 hours to 0600 hours.
BRIDGES: None.
STEVEDORES: A copy of Manifest for stevedores' on board required.
RADAR/VHF: None.
MEDICAL: Advance notice for medical aid useful if vessel anchored/anchoring outside and not coming alongside, as it takes time to arrange for launch, etc. Medical assistance arranged easily if vessel alongside. Various hospitals and private nursing homes with modern equipment available. All crew members to be in possession of valid health cards in respect of inoculations/vaccinations against smallpox, cholera, etc. Facilities for renewal available.
TANKERS: Diameter of load/discharge lines 8 in. Two tanker moorings with maximum permissible draft about 32 ft. One petroleum mooring outside harbour.
DENSITY: 1024 – constant. Not affected by state of tide.
FRESH WATER: Available and can be supplied to vessels either through shore connections or by water barges. Cost per ton of fresh water is Rs. 3/- by shore connections and Rs. 4/- by water barges. During summer months due to scarcity of water, full requirements of vessel may not be possible.
FUEL: Bunkers available, but supply dependent on stock position. At least 48 hours advance notice required. Suppliers should receive nomination from their Head Office. Companies supplying bunkers are:

The Indian Oil Corporation Limited.
Caltex (India) Limited.
Esso Standard Eastern Inc.
Burmah-Shell Oil Storage and Distributing Company of India Ltd.

Usual rate of bunkering is about 40 to 80 tons per hour. Grades of fuel available:

Fuel oil, 700 Secs. Redwood No. 1 at 100° F.
L.D.O., 70 Secs. Redwood No. 1 at 100° F.
Gas oil, 30/30 Secs. Redwood No. 1 at 100° F.

DEVELOPMENTS: Outer dock under construction, expected to provide increased draft of up to 42 ft. – capable of deepening up to 49/50 ft. at a later stage. This will enable berthing oil tankers and ore carriers of up to 100,000 tons dwt. It is expected to provide facilities for three bulk commodities, viz. oil, ore, and food grains, during the period of 1969–74. Also this outer dock will provide three more general cargo berths, one of which can be converted into a container berth.
GANGWAY/DECK WATCHMEN: Services of watchmen are compulsory and they can be engaged from Dock Labour Board.
OPENING/CLOSING OF HATCHES: Work of opening/closing of hatches usually depends on what Charter Party says and also type of hatches of vessel. Liner Term Vessels: – "McGregor Type" – These types of hatches are opened/closed by the crew; but, if Owners/Master desires, rigging gangs may be hired for this work at Owner's expense. Ordinary – Beams & Hatch Boards or Pontoon Type – Opening/closing of this type of hatches is done by stevedores.
CUSTOMS ALLOWANCES: Tobacco. 200 cigarettes and ½ oz. tobacco per week can be held by each crew member. Wine/Spirit. One open bottle of spirit or wine per week can be held by each crew member.
CARGO GEAR: Vessel should be in possession of valid cargo gear certificate issued by competent authority. Port Dock Safety Inspector may inspect cargo gear before or during loading/discharging in spite of vessel being in possession of a valid certificate.
IDENTIFICATION CARDS: All crew members should be in possession of their respective CDC's/Z. Cards/Passports.
CONSULS:

U.S.A.	Tel.	83041	Japan	Tel.	88677
Australia	,,	811393	Netherlands	,,	86411
Britain	,,	86311	France	,,	444203
	and	811376	Belgium	,,	645495
Denmark	,,	22088	U.S.S.R.	,,	73077
Germany	,,	82125	Ceylon	,,	85316

REPAIRS: All types of deck/engine repairs possible. Experienced and established marine workshops available.
DRY DOCKS: None.
REPATRIATION: All facilities for effecting crew changes and arranging repatriation exist.
AIRPORT: The Madras Airport (Meenambakkam) about 15 miles from harbour and served by regular airlines.
TIME: GMT plus 5½ hours.
HOLIDAYS: Declared by authorities are observed, but work completely closed on: Pongul, Republic Day, May Day, Independence Day, Mahatma Gandhi's Birthday and Deepavli.
POLICE/AMBULANCE/FIRE: Police 100; Ambulance 101; Fire 101.
TELEPHONES: Can be placed on board, but only on vessels at certain berths. All berths on West Quay, i.e. WQ1, WQ 2, Centre Berth, WQ 3 and WQ 4, North Quay berth and berths on Jawahar docks (West) only, i.e. JD 1, JD 3 and JD 5. Approximate cost for connection Rs. 10/- per day in addition to charge on each call as per tariff.
GENERAL: This is an artificial harbour situated on a low and sandy coast exposed to heavy seas. Cyclonic season prevails usually during North-east monsoons from October to January. Maximum wind velocities of 100 m.p.h. have been recorded. Tidal range is of the order of 3 to 4 ft. during spring tide and 1 to 2 ft. during neap tide. Currents on coast vary from 1 to 3 knots – their direction depending on monsoons – being Northwards during South-west monsoons and Southwards during North-east monsoons. There are two natural phenomena faced by this port viz. (1) Ranging; it causes three dimensional movements on ships, which is due to artificial geometrical shape of harbour and occurs mainly during depression in Bay of Bengal. (2) Drifts; of about 0·8/1·4 million tons annually around harbour causing silting.

Temperature varies between 12·7° C (55° F.) to 43·3° C. (110° F.). Humidity varies between 62% to 85%. Annual rainfall is about 50 in. (127 cm.).

There are in all 18 cargo berths, 3 moorings, 1 petroleum berth and 1 explosive berth for dangerous and hazardous cargo, which is situated outside harbour. Drafts at these berths/moorings vary from 26 ft. to 35 ft.
RATE OF DISCHARGE/LOADING: Grains, by hooks/derricks:
Bulk: 300 tons per day per hook.
Bagged: 300 tons per day per hook.
By Vacs: 250 tons per Vac. per day.
Fertiliser. By hooks/derricks.
Bulk: 200 tons per day per hook.
Bagged: 300 tons per day per hook.
General Cargo: 150 tons per hook per day.
Liquid Cargo: About 150 tons per hour.
There are spacious and good storage/warehousing facilities; there is about 47,000 sq. metres of uncovered and about 33,000 sq. metres of covered storage area. Harbour encloses a basin of an area of 196 acres. Port entrance on Northern side of harbour is 400 ft. wide.
SERVICES: All special services available.
SHORE LEAVE: Crew members allowed ashore after securing shore passes issued by port security officer. However, they must restrict themselves to city limits.
PORT REGULATIONS: Normal Port Regulations.
DELAYS: When there is heavy arrival of bulk grain and fertiliser, vessels may expect a delay of about a week or so. General cargo vessels may expect a delay of about 2/3 days during congestion.
AGENT: J. M. Baxi & Co., Steamship Agents, 2/21 North Beach Road, Madras 1. Stevedoring Department, 21 Thambu Chatty Street, Madras 1. Telegraphic address: "Baxico" Madras. Tel. 27925, 24933, 28498. Telex 041416 "Njtours Ms", 041626 "Baxi Ms".

MANDVI: 22.49 N. 69.21 E.

DOCUMENTS: Arrival: Arrival Report with ship's details, Voyage Memorandum, Crew Lists, Stores Lists.
Departure: Departure Report with Ship's details, Export General Manifest, Certificate of Cargo Tonnage Loaded.
PILOTAGE: None. All vessels anchor in stream.
RESTRICTIONS: Vessels anchor in open roadstead in 3–5 fathoms, 2–2½ miles from shore. Vessels of 9 ft. draft can reach wharves at high water and vessels drawing 12 ft. can reach Albert Edward breakwater. Vessels having 60–70 tons cargo only can enter port during high tide. Highest tidal range 14 ft., average range 10 ft. Current 2 knots during fair season.
HEALTH: Government Medical Officer attends as health officer.
RADIO: No radio. All messages delivered through Kandla.
TUGS: Services optional. 3 tugs and 1 launch. Charges basis time and BHP.
STEVEDORING: Arranged by Agent with Port Authority.
MEDICAL: 24 hours notice required of any medical requirements.
FRESH WATER/FUEL/CONSULS/REPAIRS/AIRPORT/TELEPHONES/SERVICES: None.
FIRE PRECAUTIONS: Smoking strictly prohibited in port area.
WATCHMEN: Arranged through Agents.
HATCHES: Opened and closed by crew.
CERTIFICATES: Non-carriage of dangerous cargo, Cargo Gear Certificates, Statement that no passengers carried.
CUSTOMS ALLOWANCES: No restrictions for crew of coastal vessels. Stocks of tobacco, wine and spirits to be declared to Customs. Wines and spirits prohibited in Gujarat States but Master permitted daily quota by Customs Authorities.
REPATRIATION: No facilities.
TIME: GMT plus 5½ hours.
HOLIDAYS: Usually possible to arrange work on holidays.
POLICE/AMBULANCE/FIRE: Police 8; Ambulance 32; Fire 10.
GENERAL: Gulf of Kutch Ports, viz. Mandvi, Mundra, Jakhau and Koteswar administered by Director of Ports, Gujarat States, Ahmedabad. Mandvi located on southern coast Gulf of Kutch at mouth of river Bukmavati, seasonable, tidal and intermediate ports.
SHORE LEAVE: Crew of coastal vessels only allowed ashore subject prior permission from Captain of the Port.
DELAYS: Delays to be expected in supply of cargo at times of lowest water.
AUTHORITY; Deputy Engineer & Port Officer, Mandvi-Kutch.
AGENT: J. M. Baxi & Co., Mundra, Kutch. Cables "Baxico Mundra".

MANGALORE: 12.55 N. 74.52 E.

DOCUMENTS:
Crew Lists (6 copies).
Crew's declarations for Customs (4 copies).
Store Lists (4 copies).
Currency declaration (2 copies).
Import Manifest inclusive of Deck Cargo and bottom cargo (3 copies).

Bill of Lading (1 copy).
Ships particulars inclusive of service stand (2 copies).
Declaration of opium, gold, arms & ammunitions and explosives, monkeys on board, last & next port of call (2 copies).
Arrival report and Port and Light dues receipts (2 copies).

PILOTAGE: No pilotage. Open anchorage port. When shifting to nearest safe anchorage, free pilotage assistance rendered by Port Officer.

ANCHORAGES: Vessels anchor in depths of 4½ to 6 fathoms with Mangalore Lighthouse (12° 50·8′ N., 74° 50·3′ E.) bearing between 250° and 270° (T).

HEALTH: Vessel arriving from foreign country sends radio message in code or otherwise to respective Agents who contact Port Health Officer accordingly. If vessel from yellow fever area Master should give prior notice to Agent to arrange for Mosquito Party from Cochin to come to Mangalore and board ship on arrival. If suspected or infected, vessel should anchor not less than half a mile from all other vessels and notify port authorities of situation either by radio or through signal station.

RADIO: Call sign VWL on 500 kc/s and 438 kc/s working frequency.

TUGS: No tugs available.

STEVEDORES: Stevedores available. Average loading/discharging rates per day:
(*a*) Iron ore 400 tons per hook (weather permitting).
(*b*) Fertiliser or wheat bags 200 tons per hook (weather permitting).
(*c*) General cargo bagged 200 tons per hook (weather permitting).

MEDICAL: 24 hours notice necessary to arrange for doctor on board. Charges: Rs. 25/- to Rs. 50/- for boarding. Rs. 15/- to Rs. 25/- for consultation. Government Hospital and Nursing Home available and a charity hospital for poor (Catholics only).

DENSITY: Density of 1022/3 throughout year except in September (immediately after Monsoon at beginning of shipping season) when density about 1016.

FRESH WATER: Supplied by water barge at rate of 125 tons per trip with 48 hours prior notice. Cost of supply inclusive of all charges except crew overtime on holidays, Rs. 15/- per ton, above 110 tons. If below 110 tons rate per ton Rs. 17.50. Minimum order 45 tons.

FUEL: Nil.

DEVELOPMENTS: The development of all-weather 30 ft. draught port in progress at Panambur, 5 miles to the North of river entrance and expected to be completed by 1972.

GANGWAY/DECK WATCHMEN: Available at Rs. 10/- per vessel.

OPENING/CLOSING HATCHES: As per terms and conditions of Charter-Party.

CERTIFICATES:
Ship's Registry.
Deratisation Certificate.
Articles of Agreement.
Dock Safety Register (cargo gear).
Radio Telegraphy Certificate.
Load Line Certificate.
Port Clearance from last port.
Bill of Health.
Safety Equipment Certificate.

CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes or as allowed by Customs Officer. Wine and Spirit, one open bottle of spirit.

CARGO GEAR: Derricks and boat devices to be hoisted in when not required to prevent contact with masts and sailyards of lighers alongside. Advisable that lifeboats be lowered only on non-working side.

IDENTIFICATION CARDS: Passport or identification cards to be carried by crew plus letter of permission from Master for shore leave.

CONSULS: None.

REPAIRS: Minor repairs to engines and gear carried out by auto-workshops.

DRY DOCKS: None.

REPATRIATION: Can be arranged by ship's agents or at shipping office.

AIRPORT: Airport 18 miles distant. Daily flights to Bombay. Monday, Wednesday, Saturday to Bangalore. Services by Airlines Corporation.

TIME: GMT plus 5½ hours.

HOLIDAYS: Observed as declared by Port Authorities. Work can be arranged on all holidays except principal Muslim festival days.

POLICE/AMBULANCE/FIRE: Port Police Station Telephone 5038. Fire service on lighter wharf only (no fire-floats available), tel. 3333.

TELEPHONE: No arrangement for placing telephone on board.

GENERAL: Port open only in fair season from 15th September to 15th May. However, ships may call at port and work between 15th May and 15th September (weather permitting) with prior permission of Port Officer.

SERVICES: None.

SHORE LEAVE: Permitted, except for Pakistan and Communist-Chinese crew.

DELAYS: Adverse bar conditions necessitate stopping work for bad weather.

AGENT: J. M. Baxi and Company, Steamship Agents and Stevedores, P.O. Box No. 49, Bunder, Mangalore 1. (S. Kanara). Telegrams "Baxico", Mangalore. Tel. 3933.

MORMUGAO: 15.25 N. 73.47 E.

DOCUMENTS:
10 Crew Lists.
10 Passenger Lists.
3 Copies of Manifest.
1 Last Port Clearance.
1 Bill of Lading in case of imports.
3 Stores Lists.
3 Personal Property Lists.
1 Letter of Authority to Agents addressed to Asst. Collector of Customs (prepared on arrival).
1 Arrival Report to Immigration Officer.
1 Customs Declaration.
1 Inward Clearance Certificate.
1 List of Particulars.
1 Deck Cargo Certificate.
1 Arrival Report.

Last seven items to be signed by Master in port after arrival.

Ship's papers: Documents placed at disposal of port:
Ship's Registry.
Deratisation, Classification.
Safety Equipment.
Load Line.
Radio Telegraphy.
Indian Light Dues.

PILOTAGE: Hoist flag G. Contact Signal Station: Visual signals (light, flags) or VHF Channel 16. Advance notice 24 hours giving ETA. Pilot boat white launch showing Pilot flag; International light and sound signals requesting Pilot applicable. Fair weather: Pilots board West of fairway buoys; bad weather: Pilots guide vessel from launch until boarding possible. Pilot launch leaves from inner harbour with Pilot and not stationed at any particular position. International regulations for Pilot's ladders applicable. Vessels awaiting Pilot may anchor 2 miles West of fairway buoy 6. Pilotage compulsory.

ANCHORAGE: In bay of Mormugao, West of breakwater (Indian Hydrographic Chart No. 2020).

RESTRICTIONS: Pilotage only during daylight hours. Draft restricted. Deep-laden vessels await high tide. Maximum draft permissible 28 ft to 30 ft. Draft particulars for incoming ships berth No. 3, 4, 5 and 6 – 27 ft., 28 ft., 28 ft. and 28 ft. Maximum draft outgoing ships: berth No. 3, 4, 5, 6 and Anchor Buoys 1 and 2: 27 ft., 28 ft., 28 ft., 28 ft., 28 ft. and 28 ft. respectively. Masters of outgoing vessels wishing to load beyond allocated draughts required to obtain permission 24 hours before sailing/shifting and must sail at fixed time.

MAX. SIZE: Length 650 ft., also see "Entry Restrictions". Vessels loading West of breakwater in fair weather: no restrictions on size or draft. Tankers maximum length 650 ft. Draft restricted to 28 ft.

HEALTH: International Regulations apply. Pratique automatic when calling from another Indian port. Pratique granted by Pilot Officer who boards vessel on arrival. Telegraphic pratique can also be obtained from Port Health Officer cable address "Quarantine Mormugao".

RADIO: Goa Radio, call sign VWG. Frequency 500 kc/s 417 kc/s - A2, 2182 kc/s – A3. Service Continuous. Communication Range 500 miles. Managed by P & T Dept. of Government of India.

TUGS: Tugs usually used inside breakwater. Normally push, but when towing, use ship's line.

BERTHING: Deep loaded incoming vessels berthed two hours before high water. Vessels also use anchor and quarter line to mooring buoy to keep off berth.

BRIDGES: None.

STEVEDORES: Original ETA of 48 hours and a definite ETA of 24 hours required and Master should indicate stowage and gangs required before arrival, also how derrick booms must be arranged so as to enable stevedores to arrange same on arrival.

RADAR/VHF: No radar service. VHF radio telephone station at Signal Station, Headland, managed by Port Administration. Channels: 16–156·8 mc/s for calling; 12–156·6 mc/s for working. Call sign - Goa Port. Procedure:
(i) Ships desiring to contact port on VHF should establish contact by means of (*a*) light signalling, (*b*) hoisting "Z" flag (*c*) blowing "Z" signal on whistle or siren.
(ii) Port VHF station attracts attention of desired ship by hoising "Z" flag with call-letters of ship or by light signalling. (Keeping VHF station open round the clock is under consideration.)

VHF service restricted for port operation, ships' emergencies and movements. All messages to be addressed to Harbour Master Mormugao Port Trust. Third Party communication not allowed.

MEDICAL: No hospital facilities for any serious sickness but facilities available for first aid, which should be informed 24 hours in advance. Port Ambulance can be obtained during daytime only.

TANKERS: Discharge line 14 in. No loading facility. Berths Nos. 4 and 5, white oil, and berth No. 6 for black oil. Permissible draft 28 ft.

DENSITY: Salt water 1025 – slightly fresh during monsoon season.

FRESH WATER: Available alongside berths also from 180 tons capacity barge. Pumped by hose at 20 tons per hour at berth, and 30 tons per hour from barge.

FUEL:

Grades	*Viscosities*
High speed diesel oil	Less than 45 Redwood
Light diesel oil	41 ,, ,,
Furnace oil (also known as light fuel oil)	of 623 ,, ,,

48 hours advance notice required.

FIRE PRECAUTIONS: During discharge of oil tanker, great care taken that no naked lights are visible nearby. Movements of unauthorised persons at point of discharge strictly restricted. Ships alongside or up to a distance of 100 ft. advised not to emit smoke through funnel. Round the clock standby duty carried out by Fire Service, around tanker, till completion of cargo.

DEVELOPMENTS: Contemplating construction of complete iron-ore handling facility for receiving, stockpiling, reclaiming, weighing and sampling, and ship loading of 8 million tons iron ore per annum, with provision for expansion to handle 12 million tons in future.
GANGWAY/DECK WATCHMEN: Necessary to have watchmen in case of loading general cargo to protect goods. In case of loading iron ore no watchman required.
OPENING/CLOSING HATCHES: Usually by crew.
CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes per crew member per week. Wine and/or Spirit: 4/5ths of bottle per week for each member of European crew. 2/5ths of bottle per week for each member of Asian crew.
CARGO GEAR: Certificates to be valid.
IDENTIFICATION CARDS: Not essential but according to Immigration Rule Police landing pass issued to each crew member going on shore.
CONSULS: Panamanian Representative in Mapuca, Goa (tel. 4911).
REPAIRS: No major repairs. Minor repairs only and no underwater welding facilities.
DRY DOCKS: None.
REPATRIATION: Facilities exist for changing and repatriating crew.
AIRPORT: Approx. 7 kms. from harbour. Two local flights daily to Bombay. No international flights from Goa and all outgoing foreign passengers have to be repatriated via Bombay.
TIME: GMT plus 5½ hours.
HOLIDAYS: Republic Day, Mahashivratri, Holi, Gudi Padva Muharam, Good Friday, Independence Day, Ganesh Chaturthi, Mahatma Gandhi's Birthday, Dussehra, Feast of St. Francis Xaviour, Idu'l Fitr, Goa Liberation Day and Christmas Day.
POLICE/AMBULANCE/FIRE: Police 234 through Postal Exchange; Ambulance (Health Centre) 215 through Postal Exchange; Fire 105 through port T. Exchange.
TELEPHONES: No arrangements for installation of telephones on board.
SERVICES: None.
SHORE LEAVE: Crew members allowed to go on shore with Police landing pass.
DELAYS: Difficulties in bunkering experienced lately.

AGENT: J. M. Baxi & Co., Steamship Agents & Stevedores, Collasco Building, 2nd Floor, PO Box No. 93, Vasco Da Gama, Goa. Tel. 327. Telex 223. Cables "Baxico Vasco da Gama".

MUNDRA: 22.54 N. 69.42 E.

LOCATION: In Gulf of Kutch near Navimal Lighthouse, about 2 miles inside Bocha Creek. Port is about 6 miles west of Mundra town. Salt exporting port open for deep sea and coastal traffic. Vessels calling Mundra anchor in open roadstead 2 miles from shore. Vessels of 8 ft. draft can berth alongside jetty. Highest tidal range 17 ft. Current parallel to coastline running about 3 knots.
AUTHORITY: Assistant Conservator, Mundra-Kutch.

AGENT: J. M. Baxi & Co., Mundra, Kutch. Cables "Baxico Mundra".

NAGAPATTINAM: 10.45 N. 79.50 E.

DOCUMENTS: To be completed by Masters of vessels on arrival:
8 Crew Lists.
8 Passenger Lists.
3 Form of Import Manifests of Stores.
3 Lists of articles in slop chest.
3 Private Property. Declaration of the Crew.
3 Manifests.
3 Bills of Lading.
To be handed to Agents:
Ship's Register.
Load Line Certificate.
Safety Equipment Certificate.
Safety Radio Certificate.
Last Port Bill of Health.
Last Port Clearance.
PILOTAGE: No pilot station, being open roadstead port. Vessels not piloted to anchorage.
ANCHORAGE: Vessels anchor according draft and prevailing weather conditions. In fine weather, good anchorage in depths of 3¾ to 6 fathoms with lighthouse bearing 281° to 255°. Holding ground, sand and mud, good. Agents, in consultation with Port Authorities, signal Master on arrival of vessel, anchorage position for guidance.
RESTRICTIONS: None.
MAX. SIZE: No restrictions.
HEALTH: On arrival Master to signal local signal station, addressed Port Health Officer stating vessel arrived and no sick person on board. Agents then obtain free pratique from Port Health Authorities. In event any person having chicken-pox or smallpox on board, advisable that Master informs Agents sufficiently in advance to enable them make necessary arrangements for Port Health Officer to board vessel on arrival and obtain free pratique after Port Health Officer is satisfied that isolation arrangement on board adequate.
RADIO: Madras Radio or Colombo Radio. No radio station locally.
TUGS: None.
BERTHING: Open roadstead port. No berths.
STEVEDORES: Port usually handles fertiliser imported on Government of India account and rate of discharge per day about 750 to 1,200 tons. Advisable that ETA of vessel is passed to Agents at least two days in advance to enable them to advise receivers to arrange necessary gangs.
MEDICAL: No advance notice required unless sickness of serious nature when Medical Officer boards vessel on arrival. In case of sickness to officers or crew, Medical Officer boards vessel or if in condition to go ashore, necessary arrangements made to take sick crew to Doctor. District Headquarter's Hospital with all medical facilities available. Special wards available for sick members of crew. Vaccination, inoculation against yellow fever, cholera, plague, etc., can be arranged.
DENSITY: 1025.
FRESH WATER: Available in limited quantities and dependent upon port getting continuous supply from municipality. Two tanks of 14½ tons capacity each placed in lighter are sent alongside vessel and a petrol-driven pump is used to pump up water from tanks into vessel. Charges Rs. 6/- per ton of fresh water exclusive of boat hire charges, which Rs. 75/- per trip. Wages of Rs. 5/- to be paid to Lascars and Serang, employed in water barge. Actual cost Rs. 11.51 per ton (approx).
FUEL: Not available.
GANGWAY/DECK WATCHMEN: In the interest of vessel, gangway and deck watchmen 2 day time and 2 at night to be employed to avoid pilferage. Wages Rs. 5/- per watchman per shift.
OPENING/CLOSING HATCHES: Opening and closing of hatches on arrival of vessel before commencement of discharge and on completion carried out by stevedores. Time used for opening and closing of hatches not counted.
CUSTOMS ALLOWANCES: Tobacco, One carton per week per crew member. Wine and Spirit, Whisky or brandy one quart each member for a week. No restriction for beer as the issue is based on weather, etc. This rule relaxed if necessary.
IDENTIFICATION CARDS: Needed.
CONSULS: None.
REPAIRS: Minor repairs in engine room and on deck can be effected. Chipping and painting can also be arranged.
DRY DOCKS: None.
REPATRIATION: Facilities available for affecting crew changes and arrangements can be made for repatriation.
AIRPORT: Nearest airport Madras, served by regular airlines.
TIME: GMT plus 5½ hours.
HOLIDAYS: Observed as declared by Authorities. Vessels work on Charter Party and Government holidays but time not counted. No closed holidays but overtime charged for any work done on Government holidays and on Sundays.
POLICE/AMBULANCE/FIRE: Police 267; Ambulance 299; Fire 299.
GENERAL: No regular launch service between ship and shore. Agents hire out private launch and obtain permission from port office to ply launch between ship and shore, to facilitate officers and crew to go ashore and for Doctor, Agent and Port Health Officer. Port Authorities do not permit plying of launch after 1800 hours. Three trips arranged for launch to go to vessel and back from 0600 to 1800 hours every day weather permitting.
SERVICES: Hatch cleaning after discharge of cargo can be carried out.
SHORE LEAVE: Officers and members of crew allowed to go ashore and necessary passes obtained by Agents.
DELAYS: Usually no delay in anchoring vessels and generally all formalities including survey carried out on vessel's arrival. If vessel arrives between 0600 and 1400 hours, she commences discharge same day.

AGENTS: J. M. Baxi & Company, Steamship Agents and Stevedores, First Line Beach, Nagapattinam. Telegram "Baxico", Nagapattinam. Tel. 445 (Office).

NAVLAKHI: 22.57 N. 70.27 E.

DOCUMENTS: Arrival:
Last Port Clearance.
Bill of Health/Maritime Declaration of Health.
Customs Arrival Report.
Port Arrival Report.
Agent's Arrival Report.
List of Same Bottom Cargo.
Crew List (6 copies).
Import General Manifest.
Lighthouse Dues Receipt (in case the last port of call being Indian port).
Store List & Private Property List (8 copies each).
Misc. Declaration.
Departure:
Port Clearance (handed over by Customs).
Bill of Health.
Port Departure Report.
Agent's Departure Report.
Income Tax Clearance Certificate (in case of export cargo).
PILOTAGE: Not compulsory. If required an experienced local guide provided by Port Authorities. In such cases Pilot meets vessel at Tuna Buoy pilot station about 19½ miles from port.
ANCHORAGE: Open roadstead port. Vessels work in stream. Two vessels can be brought to inner anchorage and work conveniently. In case a third vessel arrives, it has to anchor at Buoy No. 5 until one of the vessels sails from inner anchorage. During non-monsoon times vessels can be moored at Buoy (Navlakhi) No. 5.
RESTRICTIONS: Night navigation risky. Generally vessels' movements during daytime high water period. Vessels should arrive Tuna Buoy 3 hours before high water in daytime.
HEALTH: No Port Health Officer available. Customary for Port

Health Officer Kandla to board vessel at Tunabuoy and grant free pratique (in case vessel within 30 days called any other restricted ports). Otherwise Customs Officer grants free pratique after vessel's arrival in port limits.
RADIO: Radio messages intended for this port should be addressed either through Kandla or Bombay Radio Stations.
TUGS: No tugs – anchorage port.
STEVEDORES: At least 24 hours notice to arrange gangs. Rate of loading and discharging for grain and fertiliser about 900 tons a day if one ship working; in case two vessels working simultaneously, average of about 600 tons can be maintained in fair weather days.
RADAR/VHF: No radar/VHF services available.
MEDICAL: No facilities available. Small dispensary under control of Medical Practitioner who undertakes emergency cases. Good medical facilities available at Morvi which is 30 miles away, or Rajkot about 60 miles. Generally doctor called from Morvi to attend vessels.
DENSITY: 1025.
FRESH WATER: Supplied only in small quantities. One barge (port owned) with carrying capacity of about 35 tons a trip. Due very low pressure pipe lines, minimum 20 hours to fill barge.
FUEL: None available.
DEVELOPMENTS: No specific programme so far announced.
GANGWAY/DECK WATCHMEN: Necessary to appoint watchmen on board to avoid possible thefts.
OPENING/CLOSING HATCHES: Depends upon terms of working. Local stevedores generally attend to this operation but charge to vessel (Owners) in case these operations are vessel's account.
CERTIFICATES:
Load Line Certificate.
Safety Equipment Certificate.
Safety Radio Certificate.
Ship's Register.
Derating Certificate.
IDENTIFICATION CARDS: Customs examine and issue pass to land. But if crew go to suburbs (beyond Morvi which 30 miles away), identity cards should be carried.
CONSULS: None.
REPAIRS: Workshop for repairs to port equipment and urgent repairs of minor nature can be carried out.
DRY DOCKS: None.
REPATRIATION: Crew being repatriated from this port would be sent to Kandla (after Customs examination) where facilities are available.
AIRPORT: Navlakhi not connected by air. In case of emergency, Kandla or Rajkot nearest airports.
TIME: GMT plus 5½ hours.
HOLIDAYS: The port holidays are taken as Charter Party Holidays. Except for some restricted holidays, work will be carried on payment of overtime.
POLICE/AMBULANCE/FIRE: Checkpost Police Station without telephone.
TELEPHONES: Few important offices are connected with telephones, and no telephone service can be provided on board vessel.
SHORE LEAVE: The crew members are allowed ashore. See "Identification Cards".
AGENT: J. M. Baxi & Company, Steamship Agents and Stevedores, Opp. Railway Station, Navlakhi Port. Telegrams "Baxico" Navlakhi. Tel. 32 (Office and Residential).

OKHA: 22.27 N. 69.05 E.

DOCUMENTS: Five copies each of Import Manifest, Crew List. Passenger List, Ship's Stores Manifest, Crew Property List.
PILOTAGE: Compulsory. Pilot Station Lat. 22° 30.5′ N.; Long 69°. 04.36′ E.; 1·35 miles North-west of Samiani Light Tower.
ANCHORAGE: Roadstead anchorage near Pilot Station.
MAX. SIZE: 525 ft. OA length during North-east monsoon and 540 ft. OA length during South-west monsoon with comparable breadth.
HEALTH: Cable Port Health Officer in International Health Code giving health position and request for free pratique; if not effected, then Master should present international medical declaration showing full requisite particulars and Customs Boarding Preventive Officer would grant free pratique if answers are as required; if arriving from a foreign port having called at yellow fever area or jigger infectious ports within 30 days, then vs. has to obtain Pratique Clearance from any one of major Indian Port Health Authorities.
RADIO: Port Department Wireless station call sign VUK 9 can be contacted from 0930 to 1130, 1330 to 1530 and 1730 to 1930 IST for transmitting any messages; advisable transmit message to local Agents as they maintain account with port.
TUGS: Port-owned tugs join vessel while entering port channel and/or vacating it at time of berthing and/or unberthing.
BERTHING: Only daylight hours. Vessels should be ready in all respects to move to berth 1½ hours before high water at Pilot Station.
BRIDGES: None.
STEVEDORES: Firm ETA including requirements order avoid delay. (*a*) *Exports:* Mainly cement, bauxite and chemicals and general merchandise, rate 100/125 tons per shift per hook. (*b*) *Imports:* Mineral oils average rate about 200 to 300 tons per hour according to ships pumping capacity; general cargo same rate as export.
MEDICAL: Port Health Officer always available. Well-equipped hospital at Mithapur under Tata Chemicals at a distance of about 12 miles from port. Medical aid available throughout day and night.
TANKERS: All dry cargo vessels regulations apply for tankers, particularly size, etc.
DENSITY: 1025.
FRESH WATER: Limited and uncertain. Port supplying water at Rs. 17/- per ton barge and shore pipe line; maximum quantity 25 tons only in cases of emergency.
FUEL: Available but arrangement should be made through oil companies head offices at Bombay.
FIRE PRECAUTIONS: Port Department maintains a small fire station.
DEVELOPMENTS: In addition to existing concrete jetty a new concrete jetty has been constructed, presently accepting vesels up to 300 ft. length.
GANGWAY/DECK WATCHMAN: Vessel to provide own gangway watchmen. Shore-watchman available for employment on shift basis (8 hour shifts).
OPENING/CLOSING HATCHES: To be attended to by ship's crew if not contracted with stevedores which may cost extra.
CERTIFICATES: Ship's Register, Load Line Certificate, Safety Equipment, Safety Gear, Radio.
CUSTOMS ALLOWANCES: At Customs Preventive Squad's discretion.
CARGO GEAR: Normal gear supplied by stevedores for hire.
IDENTIFICATION CARDS: Necessary.
CONSULS: None.
REPAIRS: Only minor repairs.
DRY DOCKS/CONSULS: None.
REPATRIATION: Necessary formalities to be completed at District Headquarters situated at Jamnagar, a distance of about 110 miles: such as Police, Health, (whereas Customs formality can be completed locally).
AIRPORT: Nearest airport Jamnagar about 110 miles connected with Okha by rail and road. Only local service to Bombay daily operated;
TIME: GMT plus 5½ hours.
HOLIDAYS: As declared by Port Authorities, cargo work can be arranged by paying usual scheduled overtime but labour's observed holidays (about five to six days in a year) completely closed.
TELEPHONES: Only for tankers by respective oil installations.
GENERAL: Port governed by Gujarat State and all rules and regulations laid down by them in addition to Central Government rules applicable to this port. Port connected with hinterland by rail, motor transport, 300 miles by sea from Bombay, two tides in 24 hours, mean high water spring rise about 11·5 ft. and mean low water neap rise 9·5 ft.; current in neap tide is 2 to 3½ knots. Wind force/direction during April/September South-west 3/5 and in October/March North-west to North-east from 2/4.
SERVICE: Tank cleaning by manual labour.
SHORE LEAVE: Crews allowed ashore with Customs permission.
DELAYS: Delay only encountered if berth or moorings are occupied.
AGENT: J. M. Baxi and Company, Shipping Agents and Stevedores, Okha (Saurashtra). Cable address "Baxico", Okha. Tel. (Office) 22 (round the clock).

PANAMBUR:

The development of an all-weather 30 ft. draft port is in progress at Panambur, 5 miles to the North of Mangalore River entrance. Completion expected 1972.

PARADIP: 20.14 N. 86.42 E.

DOCUMENTS:
"No opium" Certificate.
Deck Cargo Certificate.
Arrival and departure reports.
Anchorage Certificate.
Six copies of Crew Lists.
Required certificates to be produced for signature of Master by Agents on arrival.
PILOTAGE: Pilotage during day time only. Last pilotage 1630 hours. Give ETA to Agents at least 24 hours in advance. Agents book pilot and arrange for inward pilotage after arrival. Vessel can anchor depending on draught four cables from Fairway Buoy, positioned Lat. 20° 14.51′ N. and Long. 86° 42.19′ E. After vessel anchored, Pilot boards during day time with help of pilot launch. For safety, Masters to arrive with maximum ballast on board for entering.
ANCHORAGE: See "Pilotage". Anchorage particulars given in chart published as "Paradip Anchorage".
RESTRICTIONS: Vessels not berthed/sailed during night-time after 1630 hours. Vessels to have maximum ballast for entering.
MAX. SIZE: LOA 750 ft. and maximum draft 38 ft.
HEALTH: Send usual quarantine message to "Quarantine Paradip-port" 12 hours before arrival for radio pratique. Pilot gives free pratique on boarding vessel subject no sick person on board. In case of suspected disease or fever on board, Port Medical Officer visits ship at anchorage/berth and cases of contagious disease isolated and sent to nursing home.
RADIO: No radio station, ETA messages sent to Agents via Madras and/or Calcutta Radio. From anchorage vessel can send messages to port and Agents by local signal station, by Aldis lamp.
TUGS: Tugs join vessel just inside approach channel. Ship's lines only used.
BERTHING: One berth only.
STEVEDORES: On account of mechanical loading, stevedores not required. If required, one week's notice.
MEDICAL: After arrival Doctor can board vessel to attend to any urgent case. No hospital facilities. Sick crew sent to Cuttack Bhubaneshwar about 90/100 miles from Paradip.

DENSITY: Varies from 1018 to 1024 with average of 1021.
FRESH WATER: Water supplied at Iron Ore Berth and also roads during fair season by 2 barges total capacity 150 tons. At berth water supplied at average of about 100/150 tons a day at approximate cost of Rs. 1.10 per 1,000 LTC.
FUEL: HSD and furnace oil supplied by port on 15 days notice or procured from Cuttack/Vizag and transported to Paradip by lorry (tanks).
FIRE PRECAUTIONS: No special precautions.
DEVELOPMENTS: Turning basin enlarged to 520 m. One General Cargo Berth will be ready by end of 1972.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Undertaken by crew only.
CERTIFICATES:
Ship's Register.
Load Line Certificate.
Safety Radio Certificate.
Safety Equipment Certificate.
Last Port of Clearance.
Deratisation Certificate.
CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes per head per week. Wine and/or Spirit: One bottle of 24 ounces per head per week.
CARGO GEAR: Valid cargo gear certificate required.
IDENTIFICATION CARD: Authorities issue landing pass.
CONSULS: Nil.
REPAIRS: None.
DRY DOCKS: Nil. Only a slipway under construction.
REPATRIATION: Crew taken to Cuttack and Calcutta as Chief Immigration Officer stationed at Cuttack.
AIRPORT: Nearest airport Bhubaneshwar 102 miles. Only local flights available to Calcutta and Visakhapatnam. Flight timings to Visakhapatnam 1100 hours and Calcutta at 1500 hours daily.
TIME: Local time GMT plus 5½ hours.
HOLIDAYS: Charter Party holidays. Normally work carried out on all days.
POLICE/AMBULANCE/FIRE: Police 27; Ambulance 41. No fire service station.
TELEPHONE: No facilities for telephones on board.
GENERAL: Masters to arrive with maximum ballast during monsoon period.
SERVICES: None available.
SHORE LEAVE: Port Immigration issue shore passes to all foreign nationals excepting Chinese and Pakistanis and with shore passes crew allowed ashore.
DELAYS: Since only one berth available ore loaders get berth on "First Come First Served" basis.
AGENT: J. M. Baxi & Company, Steamship Agents and Stevedores, Flat No. 2/3, Sectional Officers' Block No. 11, Sector 21, Paradip Port (Dist. Cuttack – State Orissa). Cable "Baxico" Paradip. Tel. 13.

PONDICHERRY: 11.56 N. 79.50 E.

DOCUMENTS:
Ship's Register.
Load Line Certificate.
Safety Equipment Certificate.
Safety Radio Certificate.
Last Port Bill of Health.
Last Port Clearance.
Store List with Private Property Declaration in Triplicate.
Crew List (8 copies).
Light Dues Receipt.
Manifest (import or Export).
Bill of Lading.
PILOTAGE: Not necessary as open roadstead anchorage.
ANCHORAGES: Proper anchorage in line with New Pier. Two chimneys in line (276°) will provide good transit in day time and at night green/red light in transit with red pier light can be taken.
MAX. SIZE: Anchorage is 7 fathoms within one mile from New Pier. Above 7 fathoms outside one mile.
HEALTH: Free pratique obtained on arrival and Master expected to address message to Port Health Officer, advising that all are well on board. Free pratique automatic for vessels calling from any Indian ports.
RADIO: Cables routed through Madras Radio (call sign VWM).
TUGS: Tug kept ready at New Pier. Joins vessel 1 mile from New Pier.
BERTHING: No berths.
STEVEDORES: 24 hours notice prior to arrival. Rate of discharge of bagged cargo 1,000 to 1,500 tons per day.
MEDICAL: No advance notice necessary. General Hospital and Jipmer Hospital available.
TANKERS: Transfer operations are carried out at anchorage 1½ miles off shore.
DENSITY: 1025.
FRESH WATER: Can be supplied by barge in 1971.
FUEL: Not available.
DEVELOPMENT: Proposals finalised for construction of new lighthouse near New Pier.
GANGWAY/DECK WATCHMEN: Services not compulsory, but recommended to avoid pilferage. 3 watchmen day/night.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes permitted for each crew member to be held out of bond. Wine and/or Spirit, One open quart bottle per crew member permitted to be held out of bond.
IDENTIFICATION CARDS: Not needed if furnished with Crew List.
CONSULS: Only French Consulate General. Tel. 58.
REPAIRS: Deck and Engine repairs not attended. Special arrangements can be made from Madras. Minor repairs carried out privately.
DRY DOCKS: None.
REPATRIATION: Facilities exist for effecting crew changes and arranging necessary repatriation.
AIRPORT: Nearest airport is Meenambakam Airport, Madras, distant 100 miles.
TIME: GMT plus 5½ hours.
HOLIDAYS: Observed as declared by Authorities but cargo work arranged on all holidays on payment of overtime, except on Republic day, Gandhi's Birthday, May Day, Independence Day, and Deepavali.
POLICE/AMBULANCE/FIRE: Police 64; Fire 99; Ambulance arranged through hospital doctor on duty, tel. 198.
TELEPHONES: No facilities to place on board.
GENERAL: For purposes of crew going ashore, launches arranged between 6 a.m. and 6 p.m. weather permitting, hired from private parties. Laundry facilities, supply of fresh vegetables and provisions arranged.
SERVICES: None.
SHORE LEAVE: Crew members permitted ashore but have to remain within town limit.
DELAYS: Delays occur only under unavoidable circumstances such as Surf Declaration, Cyclone, etc. Vessels arriving at night, commence discharge operations next morning.
AGENT: J. M. Baxi & Company, Steamship Agents and Stevedores, 52 Beach Road, Pondicherry – 1. Telegraphic Address: "Baxico", Pondicherry. Tel. 841.

PORBANDAR: 21.38 N. 69.36 E.

DOCUMENTS:
Crew Lists (6 copies).
Passenger Lists (6 copies).
Customs Documents to be prepared by Agents and signed by Master (4 copies).
Arms and Ammunition Certificate 4 copies duly signed by Master.
Health Documents: all yellow fever, cholera and smallpox books should be valid on arrival as well as on departure, if they are not valid on departure Port Health Officer should visit ship and give required injection to persons for completing health books before obtaining Bill of Health.
Same Bottom Cargo List (4 copies).
Port Clearance: Port Clearance of last port to be submitted to Boarding Officer of Customs.
Private Property List (6 copies duly signed by Master).
Store List (4 copies duly prepared by ship's officer).
Currency Declaration (4 copies).
Bills of Lading: Bills of Lading for export cargo generally to be prepared and signed by Agents.
PILOTAGE: Not necessary as anchorage is in stream in open sea.
ANCHORAGE: Anchor in stream about 1½ miles off shore. 6 fathoms at low water, with good holding ground.
Outer anchorage is with Raja's Old Palace, about 1½ miles South-eastward of lighthouse, bearing 85° and lighthouse bearing 26°, 4½ to 5 fathoms sand and rock (or further out as required).
MAX. SIZE: Any size vessel.
HEALTH: If arriving from yellow fever area within 30 days a grant of free pratique is necessary. Mosquito Party to be deputed from Kandla, which can only be arranged by prior intimation failing which vessel would have to proceed to either Kandla or Bombay for free pratique.
RADIO: Via Bombay Radio.
TUGS: Not necessary as vessel anchors without Pilot in stream.
BERTHING: No berths.
STEVEDORES: 24 hrs. notice of ETA to Agents order arrange gangs.
Export commodities are:

GN. extraction in bags.	Salt in bulk.
Cement in bags.	Clinkers in bulk.
Soda ash.	Wool bales.

Rate of loading and discharging: Three ships work simultaneously. During one ship's stay average rate about 800/900 tons per day, during two ships' stay average rate about 600/700 tons, during three ships' stay average rate about 500/550 tons.
MEDICAL: Hospital facilities available.
TANKERS: No facility for discharging oil.
FRESH WATER: Supplied to ship 50 tons per day. Cost per ton Rs. 12/- (approx).
FUEL: Nil.
DEVELOPMENTS: Work started to convert port into all-weather port. Breakwater wall under construction, expected completed 5–6 years.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Charter Party terms.
CERTIFICATES: (*a*) Load Line Certificate. (*b*) Safety Equipment. Certificate. (*c*) Safety Radio Certificate, all certificates must be valid before departure of vessel.
CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes permitted for use of each crew from bonded stores of ship. Wine and/or Spirit: Customs Officer remains on board from arrival till departure and issues required quantity of wine and spirit from bonded stores.
CARGO GEAR: Tested cargo gear should be used for loading and discharging operations.

IDENTIFICATION CARDS: Necessary.
CONSULS/REPAIRS/DRY DOCKS: None.
REPATRIATION: Can be arranged.
AIRPORT: 3 miles from town, daily flight to Bombay.
TIME: GMT plus 5½ hours.
HOLIDAYS: Observed as declared by Government of Gujarat and can be worked on payment of overtime charges, but work on Indian Republic Day, Holi (2nd Day), Ramnavami, Muhurram, Gokulashthami, Dussera, Diwali (New Year) and Ramzan-Id not possible.
POLICE/AMBULANCE/FIRE: Police Station 114; Ambulance/Fire Brigade 244.
SHORE LEAVE: Police, Port and Customs permission required before landing.

AGENT: J. M. Baxi & Company, Steamship Agents and Stevedores, Sisodia Mansion, Gopnath Plot, Porbandar (Saurashtra). Cables "Baxico", Porbandar. Tel. Office 733.

PORT REDI: 15.44 N. 73.39 E.

DOCUMENTS: Arrival:
Maritime Declaration of Health Form (in duplicate).
Port Clearance from last port of call.
Ship's Stores List (in triplicate).
Crew Private Property List (in triplicate), containing full details of every article such as: cameras, radios/transistors, record players, records, watches, all types of currency, other valuable articles, souvenirs, spirits, etc.
Crew Lists (6 copies).
Ship's Currency List (in triplicate).
Arms and Ammunition Declaration.
Passenger List – if any.
Through Cargo Manifests.
Departure:
Medical Inspection or Examination Certificate (Bill of Health).
Port Clearance.
Consumed stores list in duplicate (a list of stores consumed during the stay of the vessel at port).
PILOTAGE: Compulsory. Port Officer acts as Pilot. Cable via Bombay Radio to Port Officer, Redi, Cable Address: Port Officer Redi (Ratnagiri), ETA of vessel 48 hours prior arrival (cable should reach Port Officer before 24 hours prior arrival). Anchor off Rairi Point – West of Rairi Point – about 1 to 1½ miles where Port Officer boards ship to pilot to proper loading anchorage. Pilotage restricted to daylight hours only. Shifting without Pilot not permitted.

On arrival keep gangway or complete pilot ladder with man-ropes and step-down, ready for Pilot.

No fixed anchorage marked at pilot station; however, vessel should not proceed beyond one mile from Rairi Point (for safety of vessel). Keep engine ready till Pilot boards. If vessel arrives during night hours be ready for shifting next morning.
ANCHORAGE: Anchorage Rairi Point or Redi Point (Lat 15° 44′ N. Long. 73° 39′ E.) is a flat rocky projection, Western extremity of which is 50 ft. (15m2) high. Foul ground and shoal water extend about three-quarters of a mile South-south-westward and about half a mile Westward of this point; at Southern side of foul area is Rairi (Redi) Rock which is 36 ft. (11m) high and steep. Vessel should not proceed into depths of less than 6 fathoms or within one mile Westward in vicinity of this point without Pilot.

Loading anchorages are on both sides of Rairi Point (known as Jetty One anchorage and Jetty Two anchorage).
MAX. SIZE: No restrictions on size. This is a minor port exporting only iron ore, and vessels up to 34 ft. draft load at safe anchorage.
HEALTH: On arrival, Customs Authorities board and grant free pratique to ships arriving under normal conditions and on completion of Maritime Declaration of Health Form. Medical Officer, Candy Dispensary, Vengurla, acts as Port Health Officer (Quarantine Officer) for this port, and boards vessel at his convenience before sailing to conduct Medical Examination and grants Medical Examination Certificate (Bill of Health) on day of sailing. Certificate to be collected from Vengurla Office. No facilities for radio pratique.

If coming from yellow fever or jigger infected regions within 30 days Port Health Officer grants pratique after boarding vessel with mosquito party deputed from Bombay at Owners' cost. Mosquito Party can only be arranged on advance information failing which vessel would have to proceed either Bombay and/or Marmagoa for free pratique. Master and/or Owners to give Agents prior notice to avoid delay in arranging pratique. Vessels transitting through above infected areas for bunkers or water only do not require mosquito party for obtaining pratique.

Advisable inform Agents prior to arrival of last port of call, crew, and nationality, and if arriving from yellow fever and/or jigger infected regions, whether called only for bunkers or water, or purpose of call and vessel's health condition.
RADIO: Bombay Radio.
BERTHING: No berths. Open roadstead port.
STEVEDORES: Port only exporting iron ore in bulk and suppliers, The Minerals & Metals Trading Corporation of India Ltd., make own arrangements to load cargo on FOBT terms.
MEDICAL: Preliminary medical aid available at Port Redi/Shiroda. Well-equipped hospitals situated at Savanwadi and Vengurla about 25 and 45 miles away respectively by road. Cholera inoculations and smallpox vaccination done through Port Health Officer and if required this information may be passed on to agents for arranging with Port Health Officer.
DENSITY: Average 1025.
FRESH WATER/FUEL: None.
GANGWAY/DECK WATCHMAN: Not necessary.
OPENING/CLOSING HATCHES: As per Charter Party. However, opening done by stevedores to save their time and commence loading earliest during free time.
CERTIFICATES: All certificates, particularly Cargo-gear Certificate to be in order and valid.
CUSTOMS ALLOWANCES: 200 cigarettes per week of 7 day per crew. Wine and/or Spirit, one bottle each per crew of spirit or beer as required.
IDENTIFICATION CARDS: Necessary.
CONSULS: None.
REPAIRS/DRY DOCKS: None.
REPATRIATION: Facilities for crew changes. 4 days advance notice required with full particulars of crew.
AIRPORT: Belgaum and/or Vascodagama 90 miles distant.
TIME: Indian Standard Time GMT plus 5½ hours.
HOLIDAYS: Cargo work can be arranged on overtime on all holidays except 26th January, Republic Day; 2nd October, Mahatma Gandhi Birthday; 15th August, Independence Day. On these holidays work not permitted even on overtime.
GENERAL: Regular Post and Telegraphic Officer about 2½ miles from jetty.

Vessels on arrival and at departure thoroughly examined by Customs, and Masters therefore requested to ensure that crew private property list is correctly presented to Customs Authorities and its accuracy maintained throughout stay of vessel.

Ship's wireless station not to be used for despatching cables during the vessel's stay.

Discharge of bilge water and/or dirty waste oil or cargo prohibited.

Fresh vegetables, etc., supplied in limited quantity from 90 miles distance.
SHORE LEAVE: Crew of Chinese and Pakistani nationality not allowed land on shore. Other crew permitted land only after obtaining requisite permission from Police Authorities from Ratnagiri, distant about 160 miles and thereafter from Customs Authorities. On arrival, crew list and guarantee duly signed by Master, are furnished to Police Authorities at port and telegram sent to Ratnagiri requesting landing permission from District Superintendent of Police.

Obtaining landing permission takes 3 days; and therefore, Masters requested not to allow crew members to land on shore unless written landing permission sent on board. Crew members not allowed beyond Port Redi limits, without permission obtained from Police Authorities, Ratnagiri.
PORT REGULATIONS: Port Officer conducts Final Draft Survey on completion of loading in consultation with Master. Master's refusal to allow shifting creates complications. Master should not shift vessel without Pilot on board or permission from Port Officer; this does not apply in case of emergency.
DELAYS: Only two vessels (i.e. one at each jetty) can work at a time on a first come first served basis. Overlapping vessels have to wait turn. Waiting time about 4/5 days.

AGENT: J. M. Baxi & Company, Steamship Agents and Stevedores, Port Redi, PO Redi, District: Ratnagiri. Cable "Baxico", Redi (Ratnagiri). Tel. 22.

TUTICORIN: 08.48 N. 78.10 E.

DOCUMENTS: Required on arrival:
4 Manifests.
2 Bills of Lading.
5 Crew Lists.
5 Passenger Lists.
4 Crew Personal Property Declaration.
4 Crew Currency Declaration.
4 Import Manifest of Store List.
2 Health Report Form.
PILOTAGE: No pilot service.
ANCHORAGE: Anchorage in roadstead with Pandyan Tivu Lighthouse, bearing between 260° and 292°, distant 2 to 2½ miles, in depths 27 to 33 ft. (8m2 to 10ml); holding ground good, mainly sand, mud and shingle.

In North-east monsoon, vessels should have a good length of cable and second anchor always ready, as sea breeze blows on reef Eastward of Pandian Tivu. In South-west monsoon, middle May to middle August, wind though violent, is invariably off shore, West to South-west, and water fairly smooth.
HEALTH: Free pratique granted to vessels carrying food grains or fertilisers on Government of India a/c. Master required wireless Port Health Officer, Tuticorin, requesting grant of free pratique. On receipt of message Port Health Officer grants pratique and message passed by radio to steamer. This applicable only in cases where steamers have no infection, epidemic or disease. Otherwise Port Health Officer boards vessel on arrival and grants pratique after inspection.
RADIO: When vessels within 24 hours distance Tuticorin Radio could be used and call sign VWT. Otherwise according to route followed, steamers use Madras or Bombay Radio.
TUGS: Tugs available but if services required special arrangements have to be made. Ships usually anchor in open roads and enter and sail without tug assistance.
BERTHING: No berths.
STEVEDORES: Agents require 48 hours notice of ETA for arranging gangs, and receivers for lighters. General cargo, average rate load or discharge about 1,000/1,200 tons per weather working day.
RADAR/VHF: No radar service. VHF service available between ship and shore.

MEDICAL: For doctor's visit on board early advice helps to arrange for tug or launch to take doctor from shore. In cases of emergency, medical attention can be arranged but there may be some delay. Hospital facilities available. Personnel should have valid inoculation and vaccination certificates. If certificates expired arrangements made for revaccination/re-inoculation and renewal of certificates.
TANKERS: No facilities.
FRESH WATER: Available. Barge-capacity 100 tons. Rate Rs. 12.75 per ton. Delivery in units of 100 tons only. During summer, usually shortage of water. In other seasons water available but as only one barge, delivery of water arranged by turn depending upon nu nbers of steamers in port.
FUEL: None.
DEVELOPMENTS: A six-berth harbour under construction and expected to be completed within 2 or 3 years.
GANGWAY/DECK WATCHMEN: Engaging watchmen always done at the discretion of Masters. In case required could be engaged on a daily wage of Rs. 10/- plus meals.
OPENING/CLOSING OF HATCHES: By ship's crew. If done by stevedores present rate Rs. 15/- per hatch.
CERTIFICATES:
Ship's Register.
Safety Construction Certificate.
Load Line Certificate.
Safety Equipment Certificate.
Safety Radio & Telegraphy Certificate.
Deratisation Certificate.
Cargo-gear Stability Certificate.
IDENTIFICATION CARDS: Identification cards or seamen's passbook required to be presented to Police and immigration authorities while coming on shore.
CONSULS: None.
REPAIRS: No maritime workshops. Only minor repairs.
DRY DOCKS: None.
REPATRIATION: Could be arranged via Madras.
AIRPORT: Nearest airport is Madurai, distant 100 miles, which could connect Madras.
TIME: GMT plus 5½ hours.
HOLIDAYS: Observed as declared by authorities but boatmen do not work on following holidays as these are days of obligation and festivals: New Year's Day, Republic Day, Maundy Thursday, Good Friday, Tamil New Year Day, May Day, Ascension Day, Corpus Christi, Our Lady of Snows Feast, Assumption Day and Christmas.
POLICE/AMBULANCE/FIRE: As steamers are in open roads about 5/6 miles from shore all emergency to be passed to Port Authorities through signal station and to respective Agents.
SHORE LEAVE: Crew allowed shore leave but movements limited to municipal limits. Must obtain shore permits from police.
PORT REGULATIONS: Usual regulations. All crew members coming into shore and returning to ship must report to Customs and Port Police on every trip.
AGENT: J. M. Baxi & Company, Steamship Agents and Stevedores, LIC Building, 58 Beach Road, Tutocorin – 1. Telegrams "Baxico", Tuticorin. Tel. Office 1047; Residence 1087.

VERAVAL: 20.54 N. 70.22 E.

DOCUMENTS:
Last Port Clearance.
Ship's Stores Manifest (3 copies).
Crew List (5 copies).
Private Property List of Crew (3 copies).
Same Bottom Cargo (3 copies).
Ship and Crew Currency List (3 copies).
Indian Coast Light Dues Receipt (if vessel arriving from Indian port).
Maritime Declaration of Health.
Customs Arrival Report.
Customs Declaration for arms ammunition, etc.
Port Arrival Report.
PILOTAGE: Not required. Vessels anchor midstream.
ANCHORAGES: Veraval light exhibited on coast near Political Residency (occ. 15 sec. 110 ft.). Known as New Lighthouse. Breakwater near harbour under 3 fathoms (5m5). No perceptible tide streams in roadstead. During night/neap tide with low water ships suffer cargo feeding for about five hours, four to five days in month.
Anchorage depth 48 to 60 ft. opposite Phiriya Temple. Good anchorage obtained with Veraval Lighthouse Bearing 317°, breakwater end, True Bearing 336·5°, Bhiria Beacon 27°.
RESTRICTIONS: None, day or night anchorage possible.
MAX. SIZE: No restriction.
HEALTH: Vessels having called yellow fever area and taken on board passengers or crew (other than bunkers or water) granted free pratique by mosquito party deputed from Kandla Port which only arranged by prior notice failing which vessel would have to proceed either Kandla or Bombay for free pratique. Vessels other than above granted pratique by Boarding Officer of Customs upon presenting Maritime Declaration of Health. Radio pratique not available.
RADIO: Messages via Bombay Radio.
TUGS: Not required.
BERTHING: No berths.
STEVEDORING: Particulars of ETA and labour gangs required well in advance. Average loading/discharging:

Loading bagged cargo oilcake, etc.	225/250 Ts. per hook per day
Loading GN oil in drums	150/175 Ts. per hook per day
Discharging fertiliser (bagged)	150/200 Ts. per hook per day
General cargo loading/discharging	150/200 Ts. per hook per day

RADAR/VHF: None.
MEDICAL: Qualified doctors and hospital facilities.
TANKERS: No tanker berths.
FRESH WATER: Supplied at anchorage in stream by prior arrangements with Port Department and Local Municipality. Rate 20 tons a day subject sufficient force available in water tap connection on shore.
FUEL: None available.
GANGWAY/DECK WATCHMEN: Not necessary unless required. Can be arranged through agents.
OPENING/CLOSING HATCHES: Carried out by stevedores. Ships' derricks worked by crew.
CERTIFICATES:
Safety Equipment Certificate.
Load Line Certificate.
Safety Radio-Telegraphy Certificate.
Deratisation Certificate.
Ship's Registration Certificate.
CONSULS/REPAIRS: None.
REPATRIATION: Can be arranged.
AIRPORT: Nearest airport Keshod, 30 miles from Veraval, but motor transport not easily available and advance arrangements have to be made.
TIME: Local Time GMT plus 5½ hours.
HOLIDAYS: On which work not allowed for loading/discharging: Indian Republic Day, Holi (Second Day), Ramnavami. Mohurram (Ashura or 10th day), Gokulashtami, Dussera, Diwali (New Year's Day), Ramzan-Id (Id-ul-Fitr).
POLICE/AMBULANCE/FIRE: Police 3; Ambulance 5; Fire 5.
TELEPHONES: No arrangements for placing telephones on board the ship.
GENERAL: Closed for traffic between 15th May to 15th September every year due to monsoon season.
SHORE LEAVE: Crews permitted ashore with permission from Customs and Port Authorities. While coming ashore and returning to ship crew should pass through Customs.
DELAYS: Three ships can work and fourth vessel arriving waits turn. Therefore some delays possible.
AGENT: J. M. Baxi & Co., Steamship Agents and Stevedores, Veraval (Saurashtra), India. Tel. 11 and 254 (24 hours). Telegraphic address: "Baxico" Veraval.

VISAKHAPATNAM: 170.41 N. 83.20 E.

DOCUMENTS:
12 copies of Crew List.
3 copies of Store List.
3 copies of Private Property List.
3 copies of Currency Declaration.
3 copies of watch lists, giving details of make and value, etc.
The vessel must possess following valid certificates:
Ship's Register.
Load Line Certificate.
Safety Equipment Certificate.
Safety Radio Telegraphy Certificate.
Cargo Gear Test Certificate.
Deratisation Certificate.
Last Port Clearance.
Pilot on boarding vessel before bringing her in gives a copy of Maritime Declaration form which should be filled in and signed by Master.
PILOTAGE: Vessels generally anchor at roadstead where Pilots board. Signal station contacts all vessels arriving and advises all information about Pilot's arrival, etc. A minimum notice of 48 hours of vessel's ETA required.
ANCHORAGES: Anchorages permitted two miles from Roadstead East of Port Lighthouse.
RESTRICTIONS: No full-time night pilotage. Entry restrictions:
(i) Overall length 640 ft. and deepest draft 33 ft. taken inside harbour between 0600 hours and 1800 hours subject to high tide which is twice in 24 hours.
(ii) Vessels having LOA 550 ft. or less and draft of 30 ft. or less are taken inside at all hours.
MAX. SIZE: Maximum permissible length 640 ft. overall. Maximum permissible breadth 100 ft. Maximum permissible draft 33 ft. Fine imposed on vessels in excess of this draft.
HEALTH: A radio free pratique message addressed "Quarantine Visakhapatnam" must be transmitted by all vessels arriving from foreign port not less than 4 hours and not more than 12 hours prior ETA. On information furnished therein Port Health Officer grants free pratique. Pilot boarding ship for taking her in has superseding power to cancel radio free pratique already granted. However, based on information contained in maritime declaration Pilot also grants free pratique. No separate quarantine message. In case of doubt or in case of inspection if necessary quarantine officer boards ship at roads for granting clearance. No necessity for any vessel to obtain free pratique when she arrives directly from any Indian port.
RADIO: Radio station call sign VWY. Working round clock. Range about 600 miles during day time and 1,000 miles during night. Better to use Madras Radio Station for all communications in respect of vessels arriving from Madras side. Vessels coming from Calcutta side, use Calcutta Radio. Generally Visakhapatnam Radio Station used for vessels anchored at roadstead.
TUGS: Will join ships entering harbour at entrance channel, i.e. near fariway buoys. Ship's lines used.
BERTHING: No specific requirements of arrival times for berthing.
STEVEDORES: Agents must give proper notice of vessel's arrival to the stevedores not less than 48 hours to make necessary arrange-

ments for working vessel and also to order sufficient gangs, etc.
RADAR/VHF: No port radar/VHF service.
MEDICAL: All crew and officers must possess individual international vaccination certificates against smallpox and cholera before leaving this port for any foreign port. Smallpox vaccination and cholera inoculation facilities available within 24 hours notice. Well-equipped hospital facilities available round the clock.
TANKERS: Two berths OR I and OR II for discharging and loading oil A/c Caltex Oil Refining (India) Ltd., maximum permissible draft at these berths 33 ft.
DENSITY: Fluctuates from day to day between 1020 and 1023.
FRESH WATER: Normal quantities available and delivery made by Port Trust both from shore and barges. Cost about Rs. 2/- per ton.
FUEL: Esso, Indian Oil Corporation and Caltex, Bombay, to be contacted for particulars of stocks, etc., as local offices controlled by them.
DEVELOPMENTS: Open harbour for export of ore to Japan. Proposal for a second channel with a draft of 38 ft. depth under active consideration. All the jetties namely J I, J II and J III to be made into quay berths, with all facilities like cranes, etc.
GANGWAY/DECK WATCHMEN: Necessary according to demands of local labour unions. Cost of watchman per shift is Rs. 6/-.
OPENING/CLOSING HATCHES: Stevedores.
CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes per head per week. Wine and/or Spirit: Asian Crew 2/5 units per 3 days. Non-Asian crew 4/5 units per 3 days. Bottle of liquor equals unit.
CARGO GEAR: Valid cargo gear test certificate must be on board for all vessels using ships' gear for loading or discharging.
CREW IDENTIFICATION CARDS: Not needed if have valid seaman's books.
CONSULS: None.
REPAIRS: All types of deck and engine repairs possible.
DRY DOCKS: A dry dock under construction, to accommodate vessels of 600 ft. LOA.
REPATRIATION: Facilities exist to foreign countries via Madras, Calcutta or Bombay.
AIRPORT: Distant 6½ miles. Regular flights from Calcutta and Hyderabad, except on Tuesdays and Fridays, by Indian Airlines Corporation. Regular flights to and from Hyderabad all week-days.
TIME: Indian Standard Time is local time, and no alterations made to clocks during the year. GMT plus 5½ hours.
HOLIDAYS: Observed as declared by authorities but port's closed holidays are: Pongal, Kanumu, Mukkanumu, Republic Day, Kotha-Amavasya, Independence Day, Gandjihi's Birthday, Vijayadasami and Nagulachaviti, when work not possible even on payment of overtime.
POLICE/AMBULANCE/FIRE: Police Station 2140; Fire Station 2271, Extension 39; Ambulance 2271 (Port Dispensary).
TELEPHONES: No arrangements exist for placing telephone on board.
SERVICES: Tank cleaning facilities available at Caltex berths.
SHORE LEAVE: Crew members allowed ashore after receiving immigration permits.
DELAYS: Normal delays such as waiting for Pilot, waiting for tugs, etc., since this port can handle only one movement at a time. Other delays such as no power to shore cranes, bad weather, shed congestion, etc., expected.

AGENT: J. M. Baxi & Company, Shipping Agents and Stevedores, Harbour Approach Road, Visakhapatnam – 1. Telegraphic address "Baxico", Visakhapatnam. Tel. 3919 (Office), 3898 (Residence).

Indonesia

AMBON: 03.41 S. 128.10 E.

DOCUMENTS:
Crew List.
Passenger List.
Customs Documents.
Health Documents.
Manifest.
Bills of Lading.
Ship's Papers.
Sailing Permit.

PILOTAGE: No pilot station. Apply for pilot boat by calling Ambon Coast Station (Ambon Radio) or fly "G" Flag. Pilot boat located at Ambon Bay. Entrance in all seasons and weathers. All parts of Ambon bay suitable for anchorage to await Pilot.
ANCHORAGE: Areas of anchorage can take all sizes of vessel.
RESTRICTIONS: Open 24 hours. Tides do not affect entry. But when entering at night ship must anchor and await orders.
MAX. SIZE: Joos Soedarso Pier: length 200 metres, breadth 35 metres, draft 9 metres. Wainitu Pier: length 100 metres, breadth 20 metres, draft 5 metres.
HEALTH: Port Health officer boards vessel together with Pilot.
RADIO: Ambon Coast Radio, call sign PKE. Operating 24 hours. Frequencies 500–470 kc/s., 8472 and 8799 kc/s. VHF all channels used.
TUGS: Normally tugs do not join vessel but when necessary to use tugs call PT "Dock Waijame".
STEVEDORES: Agent arranges. Three stevedore companies: PT. "Gotong Rojong", PT. "Mastra" and PN. "Varuna Tirta Prakarsa".
MEDICAL: Hospital facilities available. No advance notice required.
TANKERS: Berth at Joos Soedarso Pier. Type of pipe, 6 in. and 8 in. Discharging capacity, 125 tons per hour.
FRESH WATER: Available only at Joos Soedarso Pier. Loaded by pipe-line with 10 tons/hour capacity. Cost per ton U.S. $0.45.
FUEL: Only diesel and marine fuel. Cost of diesel per ton U.S. $33.00.
DEVELOPMENTS: Plans for future developments dependent on Government expenditure.
GANGWAY/DECK WATCHMEN: Deck watchmen needed, particularly for tankers.
OPENING/CLOSING HATCHES: Carried out by stevedores.
CUSTOMS ALLOWANCES: Cannot be held out of bond.
IDENTIFICATION CARDS: Needed by Immigration (landing permit).
CONSULS: No consuls available locally.
REPAIRS: Deck and engine repairs available. Floating dock, lifting capacity for 2,000 dwt.
REPATRIATION: Possible. Dealt with by Immigration through Djakarta.
AIRPORT: Distance from airport about 7 miles. Regular airline "Garuda Indonesian Airways" (GIA). Two flights per week from Ambon to Djakarta.
TIME: Local time GMT plus 10 hours.
HOLIDAYS: Port open for 24 hours even in holidays.
POLICE/AMBULANCE/FIRE: Police and Port Health at Port. But when necessary to use fire brigade call by connecting to "Burgomaster".
TELEPHONES: Can place telephones on board. Cost about U.S. $0.04 for 3 minutes speaking.
SHORE LEAVE: All crew members allowed ashore with permission of Immigration.
AUTHORITY: Ambon Port Administration, tel. 2661, Ambon, Indonesia.

BALIKPAPAN: 01.13 S. 117.00 E.

DOCUMENTS: Upon arrival vessels have to produce the following Certificates and Documents, which will remain in the Harbourmaster's custody until cleared:
Nationality (Registry) Certificate.
Seaworthiness Certificate.
Measurement (Tonnage) Certificate.
Deratisation (Exemption) Certificate.
International Loading Line Certificate.
Safety Certificate (passenger ships).
Safety Equipment Certificate (cargo ships).
Safety Radio and Radiotelephony Certificate (cargo ships).
Certificate of Approval (ship's radio station).
Health Book or Bill of Health.
Last Port Clearance.
Subscription of Light and Harbour Dues and wharfage if any.
10 Crew Lists and Passenger's Lists.
Ship's Articles.
2 Stores Lists.

PILOTAGE: Compulsory pilotage. Application for Pilots can be made via Radio Station or the Signal Station on Tokong Hill Vessels arriving by night should anchor off the outer buoy and give their call sign to the Signal Station. Pilot boards in position 1° 19′ 30″ S. 116° 54′ 30″ E. Vessels leaving should order a Pilot at least 6 hours prior to departure and when leaving between 06.00–12.00 application should be made before 20.00 the preceding day. If vessel's draft exceeds 70 dm. same should be mentioned in the pilot's cable application.
APPROACH: The surrounding land is in general low with few conspicuous hill rows as background. Only the high spit on which Balikpapan is built can be used as a landmark with the regular cone-shaped hill Tokong.
RESTRICTIONS: Mooring and unmooring is restricted to daylight hours only.
MAX. SIZE: Tankers: Shell normally permit maximum LOA of 750 ft. Drafts are restricted by the bar where the depth below chart datum is 25 ft. 3 in. Minimum keel clearance required is 1 ft. 3 in. Sailing drafts depending on rise of tide up to a maximum of 33 ft. salt water.
HEALTH: Vessels arriving from abroad have to apply well in advance from the Department of Health (Quarantine Section) for provisional free pratique, as said pratique has to be cabled to the port concerned. The provisional free pratique is only valid for the port concerned, the next port of call must be a First Class Port as no further provisional free pratique will be issued, unless the vessel sails directly abroad.
TUGS: One small tug is available.
BERTHING: Dry-cargo jetty 1: berth length: 240 metres with depths alongside 75 dm at LWS. Combination dry cargo and oil: berth length: 300 metres depth 75 dm at LWS
TANKERS: Jetties 3, 4, 5, 6, 7, and 8 are oil berths. When alongside vessels should keep two wires ready over the water-side that vessels can be towed away in case of emergency.
STEVEDORES: Working hours: 07.00–20.00 Monday–Friday. 07.00–15.00 Saturdays. 07.00–15.00 overtime if required.
FRESH WATER: Available in limited quantity.
FUEL: Available at the berth 200 tons/hour. Coal not available.
PORT SECURITY: Maintained by members of the Indonesian Armed Services, usually, police, Navy or Marine and Army. Crewmembers should be in possession of a shore-pass issued by the Port Authority, accompanied by an identification card when leaving or entering the guarded gates of the Port Area. Shore passes can be obtained via the Agencies.
CUSTOMS: It is strictly prohibited to take undeclared foreign currency ashore. Crew members are not allowed to take more than

Rp. 50.– (fifty Rupiahs only) ashore. It is recommended that Masters consult the Agents with the local prevailing Customs with regard to currency, cigarettes, spirits, etc., to prevent unnecessary difficulties and eventually fines.
AUTHORITY: Department of Sea Communications.

BANJUWANGI: 08.13 S. 114.23 E.

DOCUMENTS: Customs and Harbour Master requires:
Crew List.
Passenger List.
Customs Documents.
Health Certificate.
Port Clearance.
Harbour Report.
Derat. Certificate.
Radio Certificate.
Certificate of Registry.
PILOTAGE: Not necessary because anchorage open.
ANCHORAGE: Position: Lat. 8° 12′ 8″ S. Long. 114° 23′ 16″ E. Depth 25–30 metres.
MAX. SIZE: No restrictions, vessels must be anchored outside harbour.
HEALTH: All vessels boarded by Harbour Quarantine on arrival.
RADIO: Name: Department of Sea Communication. Call Sign: 8 AD 5 with freq. 8110 kc/s. Shore radio station only used for district contact (used by Department of Sea Communication).
TUG BOATS: Two tug boats belongs to P.N. Djakarta Lloyd Banjuwangi Branch.
BERTHING: Distance 500 to 750 metres from lighthouse. Anchorage berths only.
STEVEDORES: 6 gangs available. P.N. Djakarta Lloyd Banjuwangi Branch. One gang consists of 13 labourers, 1 mandor, 1 tallyman, 2 winch drivers, 1 commander.
MEDICAL: Arranged by Department of Health.
FRESH WATER: Available; delivery by barge. 200 tons p/day. Cost p/ton U.S. $0.57 on workdays. After work hours 50% extra. At night 100% extra. On Sundays and holidays 200% extra.
FUEL: None available.
GANGWAY/DECK WATCHMEN: None available from shore.
OPENING/CLOSING HATCHES: Arranged by stevedores.
CUSTOMS ALLOWANCES: 50 cigarettes each crew member. Packs or tins of tobacco must be open before going ashore. Wine and/or spirits: Enough for own use, if more required must pay import duties.
CARGO GEAR: Ship's gear used. Cargo loading on board by lighters.
IDENTIFICATION CARDS: Required.
CONSULS: No local representation.
REPAIRS: No facilities.
REPATRIATION: Not possible.
TIME: GMT plus 7 hours.
HOLIDAYS: On Sundays and holidays no work available, but if necessary, work can be arranged. No work when raining.
POLICE/FIRE/AMBULANCE: Police and ambulance available. No fire brigade.
TELEPHONES: No facilities for placing telephones on board.
SHORE LEAVE: Allowed.
DELAYS: Possible. During loading if it rains.
AUTHORITY: Penguasa Pelabuhan, Djalan Pelabuhan Banjuwangi. Tel. Bwi. 201.
AGENT: P. N. Djakarta Lloyd. Djl. Pelabuhan 32, P.O.B. 7. Port Banjuwangi.

BELAWAN: 03.48 N. 98.43 E.

DOCUMENTS: Upon arrival ships have fo fill in the following Forms:
Harbour Report obtainable from the boarding Pilot, or from the Harbour-master.
Pilot's Certificate.
Upon arrival vessels have to produce the following Certificates and Documents, which will remain in the Harbourmaster's custody until cleared:
Nationality (Registry) Certificate.
Seaworthiness Certificate.
Measurement (Tonnage) Certificate.
Deratisation (Exemption) Certificate.
International Load Line Certificate.
Safety Certificate (passenger ships).
Safety Equipment Certificate (cargo ships).
Safety Radio and Radiotelephony Certificate (cargo ships).
Certificate of Approval (ship's radio station).
Health Book or Bill of Health.
Last Port Clearance.
Subscription of Light and Harbour Dues and wharfage if any.
Crew Lists and Passenger's Lists.
Ship's Articles.
Other certificates and documents as required.
2 Stores Lists.
RESTRICTIONS: Bar is excessively silting and continuous dredging is necessary to keep the shallowest part at 8 metres at LWS. Narrowest part of channel is 50 metres wide.
Outer roads about 600 metres square marked by light buoy. No pilot light vessel. This roadstead is approx. 600 m. wide, the centre of which is the range-line of the swept channel. This channel is provided with buoys and beacons.
PILOTAGE: Compulsory pilotage for vessels over 500 M3 gross, consisting of sea and harbour (docking) pilotage; working hours 06.00–17.00 W.I.T. Pilots must be ordered by the respective Agents at least six hours in advance of the time their service is required. Vessels will not be taken alongside wharf unless the vessel can be berthed before 16.00. Incoming sea pilot embarking at anchorage when berth has been alloted. Harbour pilot boarding on passing harbour limits. Outward harbour & sea pilot will board vessel alongside wharf, while harbour-pilots will disembark at harbour limits and sea pilot at the anchorage in outer roads.
TUGS: Two tug-boats, "Laut Timor" and "Asta", both of 650 h.p., owned and operated by P.N. Tunda Bara (State owned), assist in mooring and unmooring, towing of lighters, supply steam, etc. The "Brahmayuda" of 350 h.p. is owned and operated by the Harbour Board and used in cases of emergency only.
RADIO: Coastal Radio Station: Call sign PKT; Class A1, Frequency 8714, A2, Frequency 8754.4.
BERTHING: *Ocean Quay:* Depth alongside 8.0 to 8.50 metres. *Old Belawan:* Depth alongside 6.0 metres.
Mooring buoys: There are two sets of moorings laid in the river i.e. in Old Belawan, but mooring is subject to the following conditions: approval of Harbourmaster who views each case separately from the point vessel's draft and the tide in the river.
If granted, the following ropes must be used both fore and aft: 2 good manilla ropes, 1 strong steel wire with shackle complete, 1 slip wire.
STEVEDORES: Working hours: Monday–Thursday 08.00–12.00, 13.00–16.00. Friday 08.00–11.00, 13.00–16.00. Saturday 08.00–12.00, 13.00–15.00. Overtime to be applied with authorities concerned is usually granted: on working-days during meal-hours, from 16.00–20.00 and occasionally till 22.00 hours; on Sundays and holidays, except Independence Day, 1st Ramadhan, Christmas and 1st January.
FRESH WATER: Handled by the Harbour Board. Artesian wells all along the Ocean quay with a loading capacity of about 10 tons per hour. The water is regularly laboratory checked and declared drinkable but boiling before use remains recommended.
FUEL: Coal not available. Oil, at 5 points on the quay alongside go down 18 and 19 for Stanvac diesel and marine fuel oil, applications for which must be made 2 weeks in advance. Pumping capacity about 60 tons per hour.
REPAIRS: Slipways available for small craft only. Machine-shops available for minor repairs. Radio repairs available, viz. the Post Telegraph and Telephone Office. Electronic repairs not available.
PORT SECURITY: Maintained by members of the Indonesian Armed Services, usually, police, Navy or Marine and Army. Crew members should be in possession of a shore pass issued by the Port Authority, accompanied by an identification card when leaving or entering the guarded gates of the Port Area. Shore passes can be obtained via the Agencies.
CUSTOMS: It is strictly prohibited take undeclared foreign currency ashore. Crew members are not allowed to take more than Rp. 50.– (fifty Rupiahs only) ashore. It is recommended that Masters consult the Agents with the local prevailing Customs Regulations with regard to currency, cigarettes, spirits, etc., to prevent unnecessary difficulties and eventually fines.
AGENT: P. N. Djakarta Lloyd, Medan Branch Office, Djl. Kesenian No. 4, Port Medan/Belawan.

BIMA: 118.42 E. 08.25 S.

DOCUMENTS:
6 Crew Lists.
6 Vaccination Lists.
6 Stores Lists.
6 Passenger Lists.
PILOTAGE: None available.
ANCHORAGE: 300 metres off the quay in depths of 16 metres.
RESTRICTIONS: None, vessel may enter harbour day or night.
MAX. SIZE: Not limited at anchorage.
RADIO: Coastal Radio Station, cable address Pelni Bima by Post Office.
TUGS: No tug-boat available.
BERTHING: Entering and sailing allowed after dark. No berthing facilities except for very small ships.
STEVEDORES: Ordered by Agent. No work allowed on Muslim holidays, New Year and 17th August.
MEDICAL: One government hospital available.
FRESH WATER: None available.
FUEL: None available.
GANGWAY/DECK WATCHMEN: None available, police and Customs officers posted on board.
OPENING/CLOSING HATCHES: Carried out by stevedores.
AIRPORT: Flights from Bima to Sumbawa, Ampenan, Bali. By AOA Zamrud (Dakota) every Monday, Wednesday and Friday. Aviation Corporation.
TIME: GMT plus 8 hours.
HOLIDAYS: Muslim holidays, New Year, 17th August.
TELEPHONES: No phone connections between ship and shore available.
SHORE LEAVE: Crew members are allowed to go ashore and arranged by Agents.
DELAYS: One motor-boat, four lighters each of 15 tons and one lighter of 25 tons. Loading general cargo live buffaloes and fodder. For heavy cargo max. 7 tons each lift can be handled through lighters.
AGENT: Pelni Bima. Nusatenggara Barat Indonesia. Cable address: Pelni Bima. Tel. Office No. 46. Residence: No. 7.

BITUNG: 01.26 N. 125.12 E.

DOCUMENTS:
4 Crew Lists.
4 Lists Passengers in Transit.
4 Lists Passengers Disembarking.
3 Cargo Lists.
3 Provisions Lists.
1 List of Articles new and Customs-barred in possession each crew member – cameras, binoculars, radios, cigarettes, tobacco, etc.
Ship's Register.
International Vaccination Certificate for Crew and Passengers.
Health Book/Maritime Declaration of Health.
Deratting Exemption Certificate.

PILOTAGE: Contact Coastal Radio Station Bitung (call sign PKM), telegram address: Port Administration Bitung; advance notice of ETA 24 hours. Pilot boat: motor launch, light grey. Requiring a Pilot: flag, sound and Morse Signal: "G" anchorage for vessel awaiting a Pilot: the area between: 01° 26.3′ N., 125° 10′ E.; 01° 25′ N. 125° 10.8′ E. and 01° 24.1′ N., 125° 07.1′W.; 01° 24.1′ N., 125° 09.9′ E.

ANCHORAGE: The area between coast of Lembeh Island and coast of Celebes: 01° 27′ N., 125° 12.3′ E.; 01° 26.2′ N. ,125° 13.5′ E. and 01° 26.3 N., 125° 10′ E.; 01° 25 N., 125° 10.8 E. Depths: 42 ft. to 114 ft.

RESTRICTIONS: No restrictions night entry.

MAX. SIZE: Draft alongside pier, maximum 32 ft.

HEALTH: Vessels coming direct from other countries or coming from infected port: "Q" flag to be flown. Pratique procedure and action necessary to obtain pratique according to the Int. Sanitary Regulations.

RADIO: Bitung Radio/PKM for vessels to route ETA cables to Agents, receivers, etc.

TUGS: None available.

BERTHING: Depth alongside pier 18 to 34 ft. dependent location.

STEVEDORES: Arranged by handling Agent.

MEDICAL: Masters to advise by radio prior arrival if medical attendance required aboard. Vaccination/fever certificates required, 3 copies.

TANKERS: One oil jetty for domestic tankers.

DENSITY: About 1030.

FRESH WATER: Delivered by barge. Capacity 500 ton/day. Cost per ton Rp. 495. Request by radio prior arrival to prevent delays. In 1971 supply by shore installations.

FUEL: Only gas oil. Deliveries by trucks only. Request by radio prior arrival to prevent delays.

DEVELOPMENTS: Total length of the existing pier 1,296 ft. Extension of pier with 525 ft. (1973) and a plan for a coaster harbour next to the deep sea pier with godowns, etc.

GANGWAY/DECK WATCHMEN: Not available.

OPENING/CLOSING HATCHES: Normally by crew/stevedores, otherwise according charter party.

SHIP CERTIFICATES: Registered Tonnage Certificate and all certificates normally required to be on board.

CUSTOMS ALLOWANCE: 100 cigarettes or 20 cigars or 100 gram. tobacco each crew member; 1 bottle wine or spirits for each crew member.

CARGO GEAR: Loading and discharging by ship's own derricks, no shore cranes available.

IDENTIFICATION CARDS: Shore pass issued by the Immigration Office for crew members at Agent's request.

CONSULS: Philippines only.

REPATRIATION: Facilities available.

AIRPORT: About 45 km. from port of Bitung. Regular airlines: "Garuda" seven flights a week, "Mandala" two flights a week and "Zamrud" three flights a week.

TIME: Local time GMT plus 8 hours, permanent.

HOLIDAYS: New Year's Day; Idul Adha; 1st Muharam; Ascension Day; Birthday of Prophet Mohammad; Santa Maria; Proclamation Day (August 17); Ascension Day of Prophet Mohammad; Idul Fitri and Christmas Day.

POLICE/AMBULANCE/FIRE: Police 107; Ambulance 24; Fire 111.

SHORE LEAVE: Crew members are allowed ashore with a shore pass issued by the Immigration Office.

AUTHORITY: Port Administrator, Port Administration Bitung/ Manado, Bitung. Tel. Bitung 60.

DJAKARTA (Tandjong Priok): 06.10 S. 106.50 E.

DOCUMENTS: Upon arrival vessels have to produce the following Certificates and Documents, which will remain in the Harbour-master's custody until cleared:
Nationality (Registry) Certificate.
Seaworthiness Certificate.
Measurement (Tonnage) Certificate.
Deratisation (Exemption) Certificate.
International Load Line Certificate.
Safety Certificate (passenger ships).
Safety Equipment Certificate (cargo ships).
Safety Radio and Radiotelephony Certificate (cargo ships).
Certificate of Approval (ship's radio station).
Health Book or Bill of Health.
Last Port Clearance.
Subscription of Light and Harbour Dues and wharfage if any.
Crew Lists and Passenger's Lists.
Ship's Articles.
Other certificates and documents as required.

IMMIGRATION: Vessels arriving from abroad with passengers must hoist the N Flag. Masters have to supply the boarding Immigration Officer with Passenger's List of: (*a*) disembarking. (*b*) transhipping. (*c*) through passengers.

No persons are allowed on board until the vessel has been examined and the N Flag taken down. Passengers must be in possession of a valid visa: visitor's, entry or a transit visa. Those not having a visa may at the discretion of the Immigration Officer, obtain a landing permit. Members of the crew including the Master must appear in the Articles, in order to get shore permits.

PILOTAGE: Compulsory. Pilots will board the vessel at the Outer Anchorage, from 08.00–18.00. Application for Pilots should be made before 16.00 hrs. via the Harbour-master. Vessels could order a Pilot via the above radio station c/o Harbour-master Tg. Priok also mentioning particulars as tug-boat assistance, quarantine, Immigration etc., and the Harbour-master will notify the respective services.

BOARDING AREA: Harbour Pilots, Quarantine Officer and Immigration will board the vessel at the Outer roads.

RADIO: Coastal Radio Station Call sign PKI Class A1, A2, A3; call sign PKZ Class A3.

TUGS: Tugs are operated by the State-owned P.N. Tunda Bara, Cable address: "Coaltug", which also handle the mooring facilities.

BERTHING:
Outer Harbour: 7 berths (mooring buoys) for ocean going vessels. Coaster Harbour only for coasters.
1st Inner Harbour only for ships for the Interinsular Trade.
2nd Inner Harbour (West side), Berth length 1,000 metres with depths of 87 dm. at LWS.
2nd Inner Harbour (East side), berth length 760 metres with depths alongside of 87 dm. at LWS.
North End Coal wharf Tunda Bara berth length 300 metres for loading/discharging of coal, equipped with 4 transporters with rippers.
North strip between 2nd and 3rd Inner Harbour: Shell operated Tanker Terminal with depths of 73 dm. at LWS.
3rd Inner Harbour (West Side), berth Length: 530 metres with depths of 87 dm. at LWS.
North of Godown 304 is the Passengers Terminal "Samudera Pura". The Southern and Eastern sides of the 3rd Inner Harbour are the terminals of the Indonesian Navy.

LIGHTERAGE: A fleet of 78 lighters owned by Messrs. Tri Daya having a capacity of 8,000 tons including flat-tops 2 of 350 and 2 of 150 tons.

STEVEDORES: *Working hours:* Monday–Thursday 08.00–12.00 hours, 13.00–16.00 hours. Friday 08.00–12.00 hours, 13.30–16.00 hours. Saturday 08.00–12.00 hours, 12.30–14.00 hours. Overtime allowed 14 hours per week.
Speed per gang per hour: 15 to 20 tons for general cargo.

FRESH WATER: Water supply is handled by the Harbour Board. Water can be obtained via pipelines to the wharves. Daytime speed is very low due to low pressure. At night a speed of 15 tons/hour can be achieved and by water barges a speed of 25 tons/hour.

FUEL: Fuel can be obtained to all berths of the 2nd and 3rd Inner Harbour Shell pipelines. Bunkering by means of oil-barges can also be arranged.

REPAIRS: Dry-docking/Repairs: Dry-docking and repairs are carried out by the State-owned P.N. Dok. There are 2 floating docks of 6,000 tons each and 1 concrete floating dry-dock of 800 tons and a slipway for coasters.

Electronic Repair Shop: Repair of electronic navigational aids and radio can be carried out by experts.

Repair and Testing of Navigational Instruments: Carried out by experts of the Hidral (Hydrography of the Indonesian Navy) and those of the P.N. Pelni workshop. Compass can be adjusted by an expert of the above-mentioned Hidral. Testing and issuing of certificates for navigational lamps by the Pelni workshop.

PORT SECURITY: Maintained by members of the Indonesian Armed Services, usually police, Navy or Marine and Army. Crew members should be in possession of a shore pass issued by the Port Authority, accompanied by an identification card when leaving or entering the guarded gates of the Port Area. Shore passes can be obtained via the Agencies.

CUSTOMS: It is strictly prohibited to take undeclared foreign currency ashore. Crew members are not allowed to take more than Rp. 50.– (fifty Rupiahs only) ashore. It is recommended that Masters consult the Agents with the local prevailing Customs Regulations with regard to currency, cigarettes, spirits, etc., to prevent unnecessary difficulties and eventually fines.

AGENT: Head Office: P.N. DJAKARTA LLOYD, Djl. Hadji Agus Salim 28, Djakarta.
P.N. DJAKARTA LLOYD, Tandjung Priok Branch Office, Djl. Ambon 1, Port Tandjung Priok.

DUMAI: 01.41 N. 101.27 E.

DOCUMENTS:
Maritime International Declaration of Health.
Valid Deratisation or Deratisation Exemption Certificate.
12 Crew Lists.
12 Passenger Lists (if passengers carried).
Smallpox Vaccination Certificates for all crew members and passengers.
Certificates of Inoculation against any communicable diseases.
Valid Passports and/or Seamen's Certificates for all crew members and passengers.
Quarantine Certificates if expired, can be renewed.

PILOTAGE: The Dumai crude oil loading installations can be reached by deep draft vessels by proceeding from Malacca Strait into Bengkalis Strait and following a buoyed channel on a Southerly course for a distance of 22 miles to the junction of the Rupat Strait. Vessel must make a turn of approximately 180 degrees to enter the Rupat Strait and thence Westerly for a distance of 33 miles to Dumai. The Bengkalis and Rupat Strait fairways have been wire-dragged clear to a depth of 16 metres (52·5 ft.) LWS. Approach channels marked by lighted radar reflecting beacons and buoys. Channel Pilots are not provided. However, vessels above 225 cubic metres (gross) are subject to pilot fees. Mooring Masters moor, unmoor and supervise the movements of all vessels in the vicinity of the wharves.

ANCHORAGE: The Dumai general anchorage area is North and West of oil wharves. Minimum depth of water in this area 43 ft. 35 ft. shoal spot to East of general anchorage should be noticed. Holding ground in anchorages considered good, bottom clay. Area large with sufficient manoeuvring and swinging room for several vessels of size to be accommodated at oil wharves.

MAX. SIZE: Length: 1,000 ft., draft 54 ft.

ETA ADVICES:

1. Proceeding direct from ports other than Palembang and not stopping at Singapore en route:
   (*a*) Radio 96 hour ETA to "Calpaking Dumai" (include operational data).
   (*b*) If any time this estimated arrival time changes by 2 hours, send an amended ETA message immediately.
   (*c*) 24 hours before arrival, *confirm* or *amend* the ETA message regardless of any change from the last advice.
2. Proceeding from Singapore:
   (*a*) Prior to arrival at Singapore, radio 96 hour ETA Dumai (include words ("From Singapore") to "Calpaking Dumai" predicted on estimated time of stay at Singapore.
   (*b*) At Singapore, when departure time from Singapore is known, confirm or amend the ETA to "Calpaking Dumai" through your Singapore ship's Agent.
   (*c*) Immediately upon departure from Singapore, and when able to use the vessel's radio legally, again *confirm* or *amend* the ETA to "Calpaking Dumai".

RESTRICTIONS: All vessels inbound to Dumai from the time abreast Raleigh Bank light buoy until anchored off Dumai Terminal must display the following recognition signals.

By day: The International Code Flag hoist "CAL" flown from a single hoist from the signal yard.

By night: A red light 6 ft. above a white light both visible all around the horizon at a distance of not less than 2 miles.

Vessels should be prepared to answer identification queries from Indonesian naval patrol crafts. The foregoing is subject to change.

RADIO: There is a Government coastal radio station at Dumai. Any message for Dumai Terminal should be sent through this radio station which operates as follows: Name: Dumai Radio. Call Letters: "PKP".

A CPI operated VHF station is maintained 24 hours a day, and is available for information concerning vessels' port activities. Channel 12 is utllised only. Frequencies: 156·6.

HEALTH: In accordance with international practice, quarantine signals must be displayed by all vessels approaching Dumai. These signals shall be displayed continuously until pratique is granted. These signals are: Sunrise to Sunset, Quarantine flag "Q". Sunset to Sunrise, Signal lights (red over white). The boarding officials attend the vessels alongside the wharf and normally do not board vessels at the anchorage.

TUGS: Mooring and unmooring assistance is provided by two 1,500 h.p. diesel electric tugs which stationed in the immediate vicinity of the wharves. While rendering assistance the tug-boats are under orders of the mooring master on duty.

BERTHING: At Dumai there are four wharves. Three wharves are utilised for loading of crude oil only and referred to as Oil Wharf No. 1, Oil Wharf No. 2 and the T–2 Wharf respectively. The fourth wharf is utilised to handle general cargo. However, this wharf is also equipped to handle crude oil as well as refined products.

(*a*) Oil Wharf No. 1 is located in approximate position latitude 1° 41′ 14″ N., longitude 101° 27′ 1″ E. The basic design is for 84,000 dwt. vessels but it is capable of receiving 100,000 dwt. vessels under favourable weather and sea conditions. In terms of vessel's size this would be a LOA of approximately 940 ft. and a draft of 48 ft. The least depth at the face of the wharf is 51 ft. (MLWS). The overall length of the wharf is 1,170 ft. between dolphins.

(*b*) Oil Wharf No. 2 is located in approximate position latitude 1° 41′ 14″ N., longitude 101° 28′ 7″ E. The basic design is for 150,000 dwt. vessels. In terms of vessel's size and design this would be a LOA of approximately 1,008 ft. and a draft of 54 ft. The least depth at the face of the wharf is 57 ft. (MLWS). The overall length of the wharf is 1,210 ft. between dolphins.

(*c*) The third oil wharf, referred to as the T–2 Wharf, is located between Oil Wharf No. 1 and the Cargo Wharf. The T–2 Wharf is utilised mostly for handling crude oil to inter-insular vessels. The basic design of the T–2 Wharf is for 16,500 dwt. vessels, but it is capable of receiving 28,000 dwt. vessels. In terms of vessels' size this would be a LOA of approximately 625 ft. and a draft of approximately 34 ft. The least depth of the wharf is 36 ft. (MLWS). The overall length of the wharf is 680 ft. between mooring dolphins.

(*d*) The Cargo Wharf is located in approximate position latitude 1° 41′ 14″ N., longitude 101° 27′ 4″ E. The basic design of this wharf is for 16,500 dwt. vessels; however, under favourable weather and sea conditions this wharf will be capable of receiving vessels up to 23,000 dwt. In terms of vessels' size this would be a LOA of approximately 600 ft. and a draft of 33 ft. The least depth of the wharf is 34 ft. (MLWS). The overall length of the wharf is 750 ft. between dolphins.

There are Chicksan units on the Oil Wharves Nos. 1 and 2 for use in loading tankers. These units are equipped with four 12-in. aluminium pipe loading arms which are U.S. Standard flanged, faced and drilled. Loading, including topping off, is under pressure from pumps ashore. The maximum average loading rate is approximately 50,000 barrels per hour. There are two 10-in. cargo hoses for use in loading tankers at the T–2 Wharf. The hoses are U.S. Standard flanged, faced and drilled. The hoses are swung on board by the wharf's derricks and by assistance of the vessel's derrick. The maximum average loading rate is approximately 18,000 barrels per hour. On the Cargo Wharf, if required, on short notice there are two 10-in cargo hoses for use in loading tankers. Both are U.S. Standard flanged, faced and drilled. Hoses are swung on board by ship's gear and with the assistance of a mobile crane on the wharf. Loading, including topping off, is under pressure from pump house ashore. The maximum average loading rate at this wharf is approximately 18,000 barrels per hour.

Hose handling and Mooring Lines

Wharf crews and launch crews are on duty to handle loading arms and/or oil hoses and mooring lines on the wharf. Mooring lines on board vessels will not be handled by CPI personnel. Rat guards must be rigged on all mooring lines.

BALLAST: There are no shore facilities at Dumai for disposal of dirty ballast water. Vessels should arrive with sufficient clean ballast water to enable safe manoeuvring under prevailing weather conditions. All ballast water must be pumped overboard after arrival at berth, and prior to loading, unless "load on top" procedures apply. If, after arriving alongside, a vessel is found to have oily ballast water on board, such vessel will be sent to sea to accomplish the necessary tank cleaning. A new Notice of Readiness to load must then be tendered.

FRESH WATER: Available in limited quantities at all wharves.

FUEL: Not available.

MEDICAL: The port health doctor has only limited facilities for medical treatment. If the services of more complete and/or specialised medical assistance are needed or emergency cases arise on board tankers calling at Dumai, the port health doctor might refer such cases to CPI hospital facilities. However, Masters of all vessels bound for Dumai are requested, if possible, to call at Singapore for medical assistance.

REPAIRS: No repairs shall be carried out to the main propulsion machinery and/or essential auxiliaries while alongside. The vessels' main propulsion machinery shall be in readiness for instantaneous use on short notice.

CUSTOMS: Ships' bonded stores will be sealed by the Indonesian Customs officials on arrival and will remain sealed until the vessels leave Indonesian waters.

WATCHMEN: Strongly suggest that all Masters of tankers calling at Dumai maintain a close security watch while at anchor as well as when alongside the wharves. It is further recommended that on board the tankers unoccupied rooms should be securely locked and port holes closed before vacated.

TIME: GMT plus 7 hours all year round.

REPATRIATION: Due to stringent Indonesia Government regulations, normally no passengers and/or crew members from any vessel are allowed to disembark for repatriation purposes.

SHORE LEAVE: Shore liberty may normally be granted to ship's officers and crew after clearance of the vessel by harbour authorities, except between 2200 hours and 0600 hours. Recreational facilities are not available for seagoing personnel at present and few facilities exist in the village of Dumai. Personnel proceeding on shore liberty should be provided with ship's pass and advised that the CPI compound is out of bounds with the exception of the road from the wharves to the village road.

GENERAL: While alongside, vessels must have the eye of towing (fire) wires lowered to the water's edge from offshore bow and quarter for emergency use. The eye of the wire should be painted white.

AUTHORITY: Caltex Pacific Indonesia (CPI).

KIDJANG: 00.53 N. 104.37 E.

DOCUMENTS: Upon arrival ships have to fill in the following Forms:

Harbour Report obtainable from the boarding Pilot, or from the Harbourmaster.
Pilot's Certificate.

Upon arrival vessels have to produce the following Certificates and Documents, which will remain in the Harbourmaster's custody until cleared:

Nationality (Registry) Certificate.
Seaworthiness Certificate.
Measurement (Tonnage) Certificate.
Deratisation (Exemption) Certificate.
International Load Line Certificate.
Safety Equipment Certificate (cargo ships).
Safety Radio and Radiotelephony Certificate (cargo ships).
Certificate of Approval (ship's radio station).
Health Book or Bill of Health.
Last Port Clearance.
Subscription of Light and Harbour Dues and wharfage if any.

Crew Lists and Passenger's Lists.
Ship's Articles.
Stores List.

RESTRICTIONS: Vessels with destination Kidjang should call at Tg. Pinang first for a Pilot or at Tg. Tilli at about 00° 48′ 12″ North and 104° 35′ 30″ East, slightly South of Tg. Pinang Roads. Fairway East of Tg. Tilli 5.6 metres and Kelong Strait 7.4 metres at LWS.

PILOTAGE: Compulsory pilotage. Pilot stations are in Tg. Pinang Roads or off Tg. Tilli. Vessels should arrive at Tg. Pinang preferably between 06.00 and 12.00. Application should be made 48 hours prior to ship's arrival via radio station addressed to the Agency, mentioning ship's ETA pilot station and draft.

MAX. SIZE: Vessel: Length maximum 160 metres and draft maximum 32 ft.

RADIO: Coastal Radio Station: Refer to Tg. Uban Radio, cables for Tg. Pinang can be sent via Tg. Uban Radio call sign PKI.

HEALTH: A 3rd Class port and can only be called at after obtaining a free pratique at one of the 1st Class Ports.

Vessels arriving from abroad have to fly the Q Flag (Yellow Flag) until boarded and released by the Quarantine Officer. Masters have to fill in the Quarantine Form and signed by him and the Ship's Surgeon, if any, and produce the following:

Health Book or Bill of Health.
Deratisation (Exemption) Certificate.
Valid International Vaccination Certificates of Crewmembers and Passengers.
Crew and Passenger's Lists showing the validity dates of above Certificates.

During the time that the Q Flag is flying no one is allowed to board or leave the vessel except with the permission of the boarding Quarantine Officer.

TUGS: Tug assistance not available.

BERTHING: Vessels are moored alongside 2 jetties on dolphins, with 4 good manilla fore and 4 ft. At springtide a Hercules wire is available. Shifting only during slack tide.

STEVEDORES: Working hours: Loading to be effected with customary quick dispatch on clear working days, whereby Sundays, Holidays, governmental, local holidays and Saturdays between noon and midnight and Mondays between zero a.m. and 8 a.m. are always excepted.

Overtime. At Master's request, work on Sunday, holidays, governmental, local holidays and Saturday between noon and midnight and Mondays between zero a.m. and 8 a.m. can usually be arranged.

Working capacity: Loading capacity by conveyor belt, 200–350 tons/hour.

FRESH WATER: Not available.

FUEL: Not available.

SHORELEAVE: Crew members are not allowed to leave Kidjang and have to report back aboard at 23.00 hours. Identification cards must be carried along. It is prohibited to lower the boats with the purpose of visiting the other islands, fishing, etc.

CUSTOMS: It is strictly prohibited to take undeclared foreign currency ashore. Crew members are not allowed to take more than Rp. 50.– (fifty Rupiahs only) ashore. It is recommended that Masters consult the Agents with the local prevailing Customs Regulations with regard to currency, cigarettes, spirits, etc., to prevent unnecessary difficulties and eventually fines.

AUTHORITY: Dept. of Sea Communications.

LABUANTRING BAY: 08.44 S. 116.04 E.
AMPENAN: 08.34 S. 116.04 E.

DOCUMENTS:

Health Certificate.
1 Vaccinations List (Smallpox and Yellow Fever, Cholera/Typhus).
9 Crew Lists.
7 Passenger Lists (landing/transit).
4 Lists of Personal Effects.
7 Ship's Store Lists.
2 Cargo Manifests (discharge/transit).
4 Dangerous Cargo Lists.
1 Stowage Plan; all to be signed by Ship's Master and/or Chief Officer.

PILOTAGE: Normally not provided. When Pilot required, vessel must request via Agent or via Ampenan Radio at least 24 hours before arrival. Pilot service will then be given by Harbour Master from Ampenan to Labuantring Bay.

ANCHORAGE: Overseas vessels not familiar enter Labuantring Bay, normally calling Ampenan awaiting particular information and/or Pilot to enter Labuantring Bay (outer buoy). Good holding ground in about 16 metres. Vessels with a draft of more than 6 metres must keep clear from channel to inner harbour. Navigating in channel without Pilot may cause difficulties; channel equipped with buoys, depth approx. 7 metres.

APPROACHES: When approaching Ampenan, harbour is marked by light tower. Excellent holding ground in about 16 metres.

RESTRICTIONS: Vessel may enter Ampenan and Labuantring Bay (outer buoy) day and night. Vessel not visited by port authorities between 18.00 hours to 07.00 hours (local time), exceptional cases allowed. Vessels are not allowed enter into inner harbour (Labuantring Bay) after sunset.

BERTHING: Length of quay at Labuantring Bay approx. 40 metres. Vessels with a length of less than 100 metres and a draft of less than 6 metres may berth safely. Berthing at Ampenan (anchorage) for all sizes of vessel.

WEATHER: November till April rainy season. Quite heavy winds and rain can affect cargo work.

HEALTH: Pratique granted by port doctor after boarding vessel. Vessels from an infected port have to hoist "Q" flag. If any suspected disease or fever on board, necessary inform Agent by cable or via radio station. Treatment of crew members for illnesses other than quarantinable diseases arranged by Government's practitioners through ship's Agent.

MEDICAL: Cable or radio before arrival if medical assistance necessary on entry. Government's hospital facilities available. Some specialised surgery is not. Smallpox vaccination and Yellow Fever Certificates inspected on arrival.

TANKERS: Berthing at Ampenan.

FRESH WATER: Not available.

FUEL: Not available.

TUGS: One tugboat of 125 h.p. Two motor launches only, for cargo handling purposes.

RADIO: Ampenan Radio. Call sign PKD 9. Freq. 500 kc/s. and 430 kc/s. Qtu: 0000z–0100, 0500z–0600; except Friday and Saturday: 0000z–0100z, 0900z–1000z. Sunday and holiday closed.

SHIP'S CERTIFICATES: Registered Tonnage Certificate, Load-Line Certificate, Safety Radio Certificate, Safety Equipment Certificate, Light dues Receipt, Deratisation Certificate, Clearance from previous port, all to be shown on arrival.

IDENTIFICATION CARDS: All crew's passports must be certificated by Immigration Officer on arrival, whereafter to be used as shore passes.

WATCHMEN: Usually employed during loading and discharging operations.

CARGO GEAR: Wire and rope-slings, nets and net-slings, lighters all supplied by stevedores except rain-tents. No shore cranes available. Loading and discharging usings ship's derricks.

STEVEDORES: Ordered by Agent. To enable Agent ordering necessary gangs, vessel must give accurate ETA at least 24 hours in advance. Working on Sunday and holidays allowed by agreement in exceptional cases.

OPENING/CLOSING HATCHES: Normally carried out by stevedores; ship's crew may if required by vessel to do so.

CUSTOMS ALLOWANCES: No restrictions. Custom's Officer supervises opening and resealing of bond.

CONSULS: None available locally.

AIRPORT: Served by regular airlines to Bali and Java.

TIME: GMT plus 8 hours.

HOLIDAYS: 1st January; Independence Day (17th August); Christian, Islamic and Balinese holidays as appointed by the Indonesian Government.

GENERAL: Vessels should not use ship's radio station. Harbour Police and Customs' guards on board during ship's stay in harbour.

SHORE LEAVE: Crew allowed ashore; passports required whilst ashore.

DELAYS: Normally minimal.

AGENTS: P.N. "Pelajaran Nasional Indonesia" (PELNI), 192 Djalan Pabean, Ampenan, Nusa Tenggara Barat, Indonesia. Tel. Ampenan 94–101–160. Cable: Pelni Ampenan.

MACASSAR: 5.05 S. 119.24 E.

DOCUMENTS:

Certificate of Registry.
Crew List.
Log Book.
Certificate of Seaworthiness.
Certificate of Plimsoll Mark.
Radio Certificate.
Health Certificate.
Equipment Certificate.

Shipping documents as follows:

Manifest of Cargo.
Bills of Loading.
Charter Party (if necessary).

PILOTAGE: Compulsory for: (*a*) national vessels over 1,000 tons; (*b*) for every foreign vessel; (*c*) every vessel more than 5,000 tons has to use Port Authority's tug-boat. To order Pilot contact Makassar Radio, call sign PKF. Besides, Agent contacts the Harbour Master (Inspektur Keselamatan Pelajaran). Pilot boards vessel at anchorage, about 1 mile off shore. Exact area where vessel waits for Pilot or anchorage is between Lay-Lay Island and Samalona Island. Depth of anchorage is 3 fathoms.

RESTRICTIONS: Every ship needs permission from Dit. Kjen. Perhubungan Laut (General Directorate of Sea Communication) to enter Makassar Harbour. When ship has no permission, Agent must apply to Port Authority and gives details of ship, i.e. name of vessel, nationality, name of shipping enterprise, ETA, ETD, last port of call, next port of call, charging or discharging and aim of entry. No entry after 18.00 hrs.

MAX. SIZE: No limit on length or breadth. The port consists of two bases: (1) Soekarno base, 1·435 metres long. (2) Hatta base, 500 metres long. Draft at Soekarno base 7·50 metres. Draft at Hatta base 7·50 metres. Beside these bases there is a special pier for oil carriers outside main port area not far from Soekarno base.

HEALTH: Every vessel must have a certificate of health on board. When vessel enters a member of Port Health Authority boards. If there is any disease on board the vessel must go to quarantine area.

RADIO: Macassar Radio with call sign PKF.

TUGS: One tug "Anggada VII". Used for vessels of 5,000 dwt. or over.

STEVEDORES: Stevedoring by shipping enterprise or shipping enterprise agent. Capacity for discharging about 15 tons every gang/hour. No heavy cranes.

MEDICAL: Doctor and clinic available.
FRESH WATER: Ground-pipe with 10 ton/hour capacity. Barge with machinery pump 25 ton/hour capacity. Cost on normal days:

07.00–14.00	1 ton = $0.60
14.00–18.00	1 ton = $0.90
18.00–07.00	1 ton = $1.20

Cost on holidays:

07.00–18.00	1 ton = $1.20
18.00–07.00	1 ton = $1.80

FUEL: Fuel capacity in a day 300 tons.
DEVELOPMENTS: In near future, Macassar to have bonded warehouse.
GANGWAY/DECK WATCHMEN: There are no special deck watchmen services but can be arranged through Agent.
OPENING/CLOSING HATCHES: Work carried out by stevedores.
CUSTOMS ALLOWANCES: Tobacco – only sufficient for personal use. Wine and/or spirits – none permitted out of bond.
CARGO GEAR: Local regulations comply with Bureau of Classification with which vessel registered.
IDENTIFICATION CARDS: Identification cards needed by Immigration Office.
CONSULS: None available locally.
REPAIRS: No deck or engine repairs possible.
AIRPORT: Macassar Airport, called "Mandai Airport". Distance from town about 23 km. Services (1) Macassar – Kendari once a week; (2) Djakarta – Surabaja – Macassar – Manado three times a week.
TIME: Middle Indonesian Time. GMT plus 8 hours.
HOLIDAYS: Every Sunday; New Year (1st January); Idul Adha (27th February); 1st Muharam 1389 H. (19th March); Isa Almasih (15th May); Maulud Muhammad (29th May); Sancta Maria (15th August); Proclamation Day (18th August); Mikradj Muhammad (9th October); Idul Firit (11th and 12th December); Christmas Day (25th December). Work can be arranged at overtime rate.
POLICE/FIRE/AMBULANCE: Police, Fire 6218; Ambulance 7227.
TELEPHONES: No arrangements exist for placing telephones on board.
SHORE LEAVE: Crew members are allowed ashore.
DELAYS: Caused by rain; no mechanical equipment for cargo handling.
PORT AUTHORITY: Departemen Perhubungan, Direktorat Djenderal Perhubungan Laut, Port Administrator Macassar. Address: Pangkalan Soekarno Macassar. Tel. 6999, 6449.

AGENT: P. N. Djakarta Lloyd, Djl. Pankalan Bung Karno, Port Makassar.

MUNTOK: 02.04 S. 105.10 E.

DOCUMENTS:
Register Book.
Load-line Certificate.
Deratization Certificate.
Harbour Report.
Radio Certificate.
Nationality Certificate.
Safety Equipment Certificate.
Port of Call List.
Last Port Clearance.
Light dues Payment.
Health Book.
6 copies Crew List.
3 copies Store List.
6 copies Passenger List (if any).
Navy Book.
Next Port Manifest from every port.
Vaccination Certificate.
All loading Custom paper from every port.
PILOTAGE: Not available.
ANCHORAGE: Safe anchorage in 10 m.
RESTRICTIONS: None.
MAX. SIZE: 2 m. draft at quays length 100 m., breadth 30 m.
RADIO: Not available.
TUGS: 7 tugboats available for communication between shore and ships, with capacity 340 h.p. each.
BERTHING: Anchorage 165° Tg. Kalian, 2 miles from shore. Only small vessels draft 7 ft. alongside quays.
STEVEDORES: Ordered by Agent.
RADAR SERVICE: None.
MEDICAL: Facilities available.
TANKERS: None.
FRESH WATER/FUEL: None.
CUSTOMS ALLOWANCES: 200 cigarettes per man; 1 bottle per man.
INDENTIFICATION CARDS: Not necessary.
CONSULS/REPAIRS/DRYDOCKS: None.
AIRPORT: None.
HOLIDAYS: On Moslem holidays, no cargo work.
POLICE OFFICE: 334 Mkt phone;
AMBULANCE: 556 Otm.
SHORE LEAVE: After permit by Chief of Police.
PORT REGULATIONS: Customs, Harbour Master, Police Maritime, visit ship on arrival.
DELAYS: Delays due shortage lighter space.

AGENT: P. N. Djakarta Lloyd, Muntok Branch. Port Muntok.

PALEMBANG: 02.59 S. 104.45 E.

DOCUMENTS: Upon arrival ships have to fill in the following Forms:
Harbour Report obtainable from the boarding Pilot, or from the Harbourmaster.
Pilot's Certificate.
Upon arrival vessels have to produce the following Certificates and Documents, which will remain in the Harbourmaster's custody until cleared:
Nationality (Registry) Certificate.
Seaworthiness Certificate.
Measurement (Tonnage) Certificate.
Deratisation (Exemption) Certificate.
International Load Line Certificate.
Safety Certificate (passenger ships).
Safety Equipment Certificate (cargo ships).
Safety Radio and Radiotelephony Certificate (cargo ships).
Certificate of Approval (ship's radio station).
Health Book or Bill of Health.
Last Port Clearance.
Subscription of Light and Harbour Dues and wharfage if any.
Crew Lists and Passenger's Lists.
Ship's Articles.
2 Stores Lists.
PILOTAGE: Compulsory, consisting of Outer (River) and Harbour Pilots. Application being cabled to radio station; pilot station: at Tandjung Bujut and boarding off Tandjung Bujut. Vessels arriving in the afternoon, not willing to navigate the river by dark should not hoist the pilot signal. The signal station is at the mentioned pilot station, which answers the pilot signal as follows:
By night: A flare-up light slightly over the railing or waving with a white light means: the pilot will soon board the vessel. One red light vertical over a white light means: no pilot available, vessel allowed to proceed without one, until one is met.
By day: 1. The International Flag-Signal KYS from the International Code of Signals meaning: the pilot motor-boat can't come out due to motor defect or heavy seas, the Pilot can be picked up by a ship's motor-boat.
2. The Flag signal KXO meaning: no Pilot available, vessel allowed to proceed until one is met.
The use of a Harbour Pilot in Palembang is compulsory.
ANCHORAGE: *Musi Bar:* anchorage position 2° 08′ 30″ S. 104° 58′ 30″ E., in depth of 9 fathoms, used for topping up ocean tankers from river craft.
RESTRICTIONS: Palembang is 54 miles upstream. The main entrance is the river arm between Tg. Tjarat and Tg. Gedeh.
Depths from sea to Palembang:

Outer Bar	63 dm at Mean Level.		
Channel East of Pajung	56 dm	,,	(for incoming vessels)
Channel West of Pajung	63 dm	,,	(for outgoing vessels)
Channel South of the Light-buoy South of Pajung	59 dm	,,	
Bar off Kg. Upang	75 dm	,,	(23′ past Pajung)
Bar downstreams of Kg. Peradjin (9 miles from Palembang)	67 dm	,,	
Bar downstreams of S. Lais (opposite Kundur)	69 dm	,,	

Further average river depths are over 70 dm considering the shoals as charted.
Priority in passing the Outer buoy: Incoming ships have priority in passing the Outer bar from 2 hours to 1 hour prior to HW. From 2 hours to 45 minutes prior to HW, outgoing ships have to wait between Tandjung Gedeh and Tandjung Tjarat.
Channel East of Pajung for incoming ships.
Channel West of Pajung for outgoing ships.
RADIO: Coastal Radio Station call sign PKC Class: A1 Frequency: 6491.5. Class: A3 Frequency: 8799.2.
HEALTH: Vessels arriving from abroad have to apply well in advance from the Department of Health (Quarantine Section) for a provisional free pratique, as said pratique has to be cabled to the port. The provisional free pratique is only valid for this port, the next port of call must be a First Class Port as no further provisional free pratique will be issued, unless the vessel sails directly abroad.
TUGS: No tugs available at the Government's terminal. Available at Shell and Stanvac terminals.
BERTHING: Anchorage in the vicinity of the quay, see chart for Prohibited Anchorage.
Harbour Board Quay: berth length 250 metres, depth alongside 60 dm (left bank).
Coal wharf—Kertapati Quay (Right bank): berth length 225 metres, depth alongside 63 dm. Situated 2.7 miles upstream from Harbour Board Quay.
TANKERS: *Pladju Terminal* (right bank): downstream of Harbour Board Quay, operated by Shell.
Sungai Gerong terminal (right bank): downstream of Harbour Board Quay, operated by Stanvac.
STEVEDORES: Working hours: Monday–Friday 08.00–12.00 and 13.00–16.00; Saturday 08.00–13.00; Monday–Friday 16.00–18.00; Saturday 13.00–18.00. Gang's capacity: average 20 tons/hour.
FRESH WATER: Obtainable at the berths.
FUEL: Obtainable at Shell and Stanvac terminals.
REPAIRS: Slipway maximum 200 tons. Minor facilities only.
PORT SECURITY: Maintained by members of the Indonesian

Armed Services, usually, police, Navy or Marine and Army. Crew members should be in possession of a shore pass issued by the Port Authority, accompanied by an identification card when leaving or entering the guarded gates of the Port Area. Shore passes can be obtained via the Agencies.

CUSTOMS: It is strictly prohibited to take undeclared foreign currency ashore. Crew members are not allowed to take more than Rp. 50.– (fifty Rupiahs only) ashore. It is recommended that Masters consult the Agents with the local prevailing Customs Regulations with regard to currency, cigarettes, spirits, etc., to prevent unnecessary difficulties and eventually fines.

AGENTS: P.N. Djakarta Lloyd, Palembang Branch Office, Djl. Pasar No. 158, Ilir No. 16, Port Palembang.

PANARUKAN: 07.42 S. 113.56 E.

DOCUMENTS:
Port Clearance.
5 B Model/Customs Clearances.
Customs Papers.
Store List.
Crew List.
Passengers List.
Ship's Registry.
Load Line Certificate.
Safety Equipment Certificate.
Safety Radio Certificate.
Deratting Certificate.
Light Dues Certificate.
Personal Effects List.

PILOTAGE: Nil.

ANCHORAGE: With bearings: Patjaron Hill, 275°; white light, 128°; red light, 187°. This anchorage leaves ship 300 metres from 20 metre line and over 500 metres from 7½ metres patch.

RESTRICTIONS: No restrictions, vessel may enter and leave port at any time.

MAX. SIZE: In anchorage position draft permissible up to 15 metres.

HEALTH: Pratique will be arranged by Sourabaya Agent and especially if the ship is just coming from a country suspected of special disease or fever, otherwise pratique is automatic and a quarantine doctor from Sourabaya boards. When vessel coming from domestic port, pratique is not necessary.

RADIO: (*a*) Coastal station: Call sign, PKD 2; medium wave, 500 kc/s.; WF, 474 kc/s.; working hours GMT, 00.00–01.00, 04.00–05.00. (*b*) Fixed station: Call sign, 8 AD 3; short wave, 8 Mc/s.; working hours GMT, 01.00–04.00, 05.00–06.00.

TUGS: Tugs join vessel at anchorage position. Vessel can use tug's lines and the Agent will arrange. Usual charge for use of tug's lines is Rp. 750 a trip, from vessel to shore V.V.

BERTHING: There are no berths alongside quays.

STEVEDORES: 24 hours before ETA advice needed to arrange gangs. Average rate for loading or discharging g.c. Rp. 125 a ton in normal time and plus 100% in overtime.

MEDICAL: Hospital facilities available, vaccination/fever Certificates for crew can be issued by authority.

FRESH WATER: No facilities.

FUEL: No facilities.

GANGWAY/DECK WATCHMEN: Available, consist of security team of P.N. Djakarta Lloyd Panarukan Branch.

OPENING/CLOSING HATCHES: Carried out by stevedores.

CUSTOMS ALLOWANCES: No restriction as long as goods remain on board ship.

CARGO GEAR: All gear supplied by stevedores except rain tent.

IDENTIFICATION CARDS: Needed if crew going ashore.

CONSULS: No local representation.

REPAIRS: No facilities.

TIME: GMT plus 7 hours.

HOLIDAYS: Sundays; 1st January; 17th February; 9th March; 7th May; 18th May; 15th August; 17th August; 28th September; 30th November; 1st December; 25th December. Work cannot be arranged on 30th November and 17th August but on other holidays cargo work can be arranged.

SHORE LEAVE: Can be arranged.

AGENT: P.N. Djakarta Lloyd, Tjabang Panarukan, Port Panarukan, Java, Indonesia. Tel. Panarukan 8–10–15; after office hours, Situbondo 29–47–159. Telegraphic address: Djakarta Lloyd, Panarukan.

PANDJANG (Teluk Betung): 05.27 S. 105.19 E.

DOCUMENTS: Upon arrival ships have to fill in the following Forms:
Harbour Report obtainable from the boarding Pilot, or from the Harbour-master.
Pilot's Certificate.
Upon arrival vessels have to produce the following Certificates and Documents, which will remain in the Harbourmaster's custody until cleared:
Nationality (Registry) Certificate.
Seaworthiness Certificate.
Measurement (Tonnage) Certificate.
Deratization (Exemption) Certificate.
International Load Line Certificate.
Safety Certificate (passenger ships).
Safety Equipment Certificate (cargo ships).
Safety Radio and Radiotelephony Certificate (cargo ships).
Certificate of Approval (ship's radio station).
Health Book or Bill of Health.
Last Port Clearance.
Subscription of Light and Harbour Dues and wharfage if any.
Crew Lists and Passenger's Lists.
Ship's Articles.
Ships Stores Lists.

PILOTAGE: Pilots are in Government Service. Pilot signals according the International Code of Signals. Pilots can be ordered direct by cable to the Harbourmaster or via the ship's Agents.
Harbour pilots available (2) from 08.00 to 14.00 daily, and till 17.00 upon request. Rules are that incoming vessels are served first.

HEALTH: A 3rd Class port and can only be called at after obtaining a free pratique at one of the 1st Class Ports.
Vessels arriving from abroad have to fly the Q Flag (yellow flag) until boarded and released by the Quarantine Officer.
Masters have to fill in the Quarantine Form and signed by him and the ship's surgeon, if any, and produce the following:
Health Book or Bill of Health.
Deratization (Exemption) Certificate.
Valid International Vaccination Certificates of Crew members and Passengers.
Crew and Passenger's Lists showing the validity dates of above Certificates.
During the time that the Q Flag is flying no one is allowed to board or leave the vessel except with the permission of the boarding Quarantine Officer.

TUGS: None available.

BERTHING: 1 quay on the south side with a length of 160 m. and minimum depth 7.90 m. LWS. 1 quay on the East side with a length of 145 m. and a minimum depth of 8,1 m. LWS. The latter one is used by the P.N. DKA and Messrs. Swan Liong vessels. The P.N. DKA serves the Merak-Pandjang route as ferry boats service.
Ocean vessels can be berthed at 3 buoys in the outer harbour.

LIGHTERAGE: 3 lighters of 100 tons capacity owned by the P.N. DKA can be hired.

STEVEDORES: 18.00–12.00 (13.00 on Saturdays), 13.00–16.00. Overtime possible after granted by the Authorities concerned.
Gang's capacity average 20 ton/hour.

FRESH WATER: Not available.

FUEL: Not available.

MEDICAL: There is a port doctor.

CUSTOMS: It is strictly prohibited to take undeclared foreign currency ashore. Crew members are not allowed to take more than Rp.50.– (fifty Rupiahs only) ashore. It is recommended that Masters consult the Agent with the local prevailing Customs Regulations with regard to currency, cigarettes, spirits, etc., to prevent unnecessary difficulties and eventually fines.

AGENT: P. N. Djakarta Lloyd, Pandjang Branch Office, Djl. Jos Sudarso Pelabuhan, Port Pandjang.

PANGKALBALAM: 02.06 S. 106.08 E.

DOCUMENTS:
Register Book.
Load-line Certificate.
Deratization Certificate.
Harbour Report.
Radio Certificate.
Nationality Certificate.
Safety equipment Certificate.
Port of Call List.
Last Port Clearance.
Light dues payment.
Health Book.
6 copies Crew List.
3 copies Store List.
6 Copies Passenger List (if any).
Navy Book.
Next Port Manifest from every port.
All loading Custom paper from every port.
Vaccination Certificate.

PILOTAGE: Not available.

ANCHORAGE: Safe anchorage at green buoy, 10 m.

RESTRICTION: No night entry. No anchoring at Eliot (red buoy).

MAX. SIZE: Length 140 m., breadth 30 m

RADIO: Port radio station. Working times 08.00–1300 except Sunday. Call sign PKC 7.

TUGS: 1 tugboat available owned by PN Djakarta Lloyd for communication between shore and ships. Capacity 120 h.p.

BERTHING: Near green buoy, and as near as possible to shore. Sounding 10 m. Only small vessels 8 ft. draft alongside quays.

STEVEDORES: Ordered by Agent.

MEDICAL: Facilities available.

FRESH WATER: Not available.

FUEL: Not available.

CUSTOMS ALLOWANCES: 200 cigarettes, 1 bottle per man.

IDENTIFICATION CARDS: Not necessary.

CONSULS: None.

REPAIRS/DRY DOCKS/REPATRIATION: None.

REPATRIATION: Not available.

AIRPORT: Airport service by regular airlines 6 times per week.

HOLIDAYS: On Moslem holidays, no cargo work.

POLICE/AMBULANCE/FIRE: Police 386SM; Ambulance 444 Otm; Fire 39 LB.

SHORE LEAVE: After permission by Chief of Immigration.

PORT REGULATION: Every ship on arrival must be passed by

Customs, Harbour Master, Police Maritime, Health service and Chief Immigration.
DELAYS: Due shortage of lighter space.
SIZE OF VESSEL: Only steamers drafted 8 ft. allowed to discharge alongside the quays.
AGENT: PN. Djakarta Lloyd, Pangkalpinang Branch.

PULAU SAMBU: 01.09 N. 103.54 E.

DOCUMENTS: Upon arrival ships have to fill in the following Forms:
Harbour Report obtainable from the boarding Pilot, or from the Harbourmaster.
Pilot's Certificate.
PILOTAGE: Pilots are in Government Service. Pilot signals according the International Code of Signals. Pilots can be ordered direct by cable to the Harbourmaster or via the ship's Agent. Pilot boards in position 1° 10′ 38″ N., 103° 52′ 12″ E.
RADIO: Vessels calling at Pulau Sambu for bunkers should communicate with PKC 11 Pladju and Tunasix, Singapore.
HEALTH: Vessels arriving from abroad have to fly the Q Flag (yellow flag) until boarded and released by the Quarantine Officer. Masters have to fill in the Quarantine Form and signed by him and the ship's surgeon, if any, and produce the following:
Health Book or Bill of Health.
Deratization (Exemption) Certificate.
Valid International Vaccination Certificates of Crew members and Passengers.
Crew and Passenger's Lists showing the validity dates of above Certificates.
During the time that the Q Flag is flying no one is allowed to board or leave the vessel except with the permission of the boarding Quarantine Officer.
TUGS: No tug assistance available.
BERTHING: Pulau Sambu has an excellent location 8 miles South of Singapore and approximately 3 miles from the International Waterway. It has two deep water jetties with a maximum depth of 36 ft., a maximum length of 170 ft. and the length of the navigable channel is 1,500 ft.
FUEL: Ideally, it is necessary to advise suppliers of bunkers required at least fifteen days before the ETA of the vessel. The authorities at Pulau Sambu also require the vessel to contact them twenty four hours prior to their ETA.
Bunkers available: Fuel Oil, 1000 seconds, and MDO.
CUSTOMS: It is strictly prohibited to take undeclared foreign currency ashore. Crew members are not allowed to take more than Rp.50.– (fifty Rupiahs only) ashore. It is recommended that Masters consult the Agents with the local prevailing Customs Regulations with regard to currency, cigarettes, spirits, etc., to prevent unnecessary difficulties and eventually fines.
AUTHORITY: Department of Sea Communications.

SABANG: 05.50 N. 95.20 E.

DOCUMENTS: Upon arrival vessels have to produce the following Certificates and Documents, which will remain in the Harbourmaster's custody until cleared:
Nationality (Registry) Certificate.
Seaworthiness Certificate.
Measurement (Tonnage) Certificate.
Deratization (Exemption) Certificate.
International Load Line Certificate.
Safety Equipment Certificate (cargo ships).
Safety Radio and Radiotelephony Certificate (cargo ships).
Certificate of Approval (ship's radio station).
Health Book or Bill of Health.
Last Port Clearance.
Subscription of Light and Harbour Dues and wharfage if any.
Crew Lists and Passenger's Lists.
Ship's Articles.
Stores List.
PILOTAGE: *Approach:*
Vessel should steer on the light of Klah Islet and keep at least one mile offshore, especially of Udjung Masam owing to an inward drift, until the bay is well open. When entering the bay, the light-buoy South of Udjung Lho Me should be kept on port side.
The Signal Station at Peunimpun reports day and night the arrival of ships, by night an unofficial white light, showing all around is shown, visible at a distance of 12 miles. Signals by day with flags according the International Code of Signals and by night by signal lamp.
HEALTH: Vessels arriving from abroad direct have to apply well in advance from the Department of Health (Quarantine Section) for a provisional free pratique, as said pratique has to be cabled to the Port. The provisional free pratique is only valid for this Port, the next port of call must be a First Class Port as no further provisional free pratique will be issued, unless the vessel sails directly abroad.
TUGS: A small tug available for mooring assistance.
BERTHING: The usual anchorage in the inner roads is the North side of the bay, vessels can approach shore until in 32 and 29 metres depth. There is good holding ground. During S.W. or S.S.W. squalls in the West monsoon vessels have to be kept free from the quays by means of the mooring buoys moored off the berths.
Western coal Wharf, usable berth length 210 m. with depths alongside of 8·1 metres at LWS.
Eastern coal wharf: usuable berth length 160 m. depths 8·6 metres at LWS.
Commercial wharf, usable berth length 100 m. depths 8·3 metres at LWS (length: 220).
At the head of the oil jetty there is a depth of 10 m. at LWS.
FRESH WATER: The water position here is excellent with pipes to all berths with an average loading speed of 25 tons/hour per hose.
FUEL: Not available.
REPAIRS: Minor repairs can be carried out at the West end of the Coal Wharf at the repair shop and electrical power station.
CUSTOMS: It is strictly prohibited to take undeclared foreign currency ashore. Crew members are not allowed to take more than Rp.50.– (fifty Rupiahs only) ashore. It is recommended that Masters consult the Agents with the local prevailing Customs Regulations with regard to currency, cigarettes, spirits, etc., to prevent unnecessary difficulties and eventually fines.
AUTHORITY: Department of Sea Communications.

SEMARANG: 07.01 S. 110.27 E.

DOCUMENTS:
Crew Lists.
Passenger Lists (if any passengers to be disembarked).
Customs Documents.
Health Clearance from last port of call.
Harbour Report forms supplied by Harbour Master.
PILOTAGE: Ships with deadweight of more than 900 tons and with draft of more than 3·5 metres must anchor in roads. To enter the Harbour, Pilot required. Pilot can be applied for by raising "G" flag while ship is anchoring/arriving.
ANCHORAGE: Anchorage 3 nautical miles from coast, where depth 9 metres. For smaller ships safe anchorages 1,900 metres from pier, where depth 5–7 metres.
HEALTH: Vessels arriving must hoist "Q" flag. Work can only begin after inspection of security team boarding vessel upon arrival during working hours.
RADIO: Name, Semarang Radio. Call sign, PKR.
TUGS: Normally tugs join vessel in roads.
BERTHING: Ships anchoring in roads can anchor any time of day. For berthing alongside quays ships with a draft maximum 3·6 metres require Pilot. Entering port guided by a pilot vessel.
STEVEDORES: Necessary to inform Agent exact time of arrival. Labour gangs to be arranged one day before. Also details of cargo to be discharged needed to arrange stevedoring materials, especially for ships anchoring in roads.
MEDICAL: Medical assistance can be given upon ship's arrival. First aid can be given by harbour doctor in harbour area. Serious cases taken to hospitals in town. Four hospitals available. Port Health Officer can issue vaccination/fever Certificates if required.
FRESH WATER: Suggest take on water in Djakarta or Surabaja.
GANGWAY/DECK WATCHMEN: No gangway/deck watchmen needed. In cases where such watchmen are required by vessel the cost will be: On normal working day, U.S. $1 per day/men. Overtime as from 15.00 up to 24.00 hours, U.S. $0.15 per hrs./men. night watch, 18.00–06.00, U.S. $2.60 per man.
OPENING/CLOSING HATCHES: Opening and closing hatches done by stevedores.
CUSTOMS ALLOWANCES: 200 cigarettes or equivalent in tobacco permitted for each crew member to hold out of bond. Wine and/or spirits, maximum value of U.S. $10.
IDENTIFICATION CARDS: Needed.
CONSULS: No local representation.
REPAIRS: Minor repairs only. Small dock only for repairing vessels no longer than 36 metres.
REPATRIATION: Repatriation of crew members arranged by Agents by contacting Immigration Officer for permits concerned.
AIRPORT: 5 mins. drive from harbour. Domestic flights only.
TIME: GMT plus 8 hours.
HOLIDAYS: New Year (1st January); Labour Day (1st May); Independence Day (17th August); Id el Fitr; Christmas Day (25th December).
POLICE/AMBULANCE: Semarang 245 or 726.
TELEPHONES: No facilities for placing telephones on board.
SHORE LEAVE: Crew members allowed ashore.
DELAYS: Normally the speed of loading of bulk cargo is 20–25 tons one gang/hours. Delays by bad weather during December, January and February, where it is impossible to come out of the inner port to ships anchoring on the roads.
AUTHORITY: Administrator Pelabuhan Semarang, Djl. Tambaksari No. 8, tel. Sm. 245–726.
AGENT: P. N. Djakarta Lloyd, Djl. Mpu Tantular No. 23, Port Semarang.

SOURABAJA (Tandjong Perak): 07.12 S. 112.44 E.

DOCUMENTS: Upon arrival vessels have to produce the following Certificates and Documents, which will remain in the Harbour master's custody until cleared:
Nationality (Registry) Certificate.
Seaworthiness Certificate.
Measurement (Tonnage) Certificate.
Deratization (Exemption) Certificate.
International Load Line Certificate.
Safety Certificate (passenger ships).
Safety Equipment Certificate (cargo ships).
Safety Radio and Radiotelephony Certificate (cargo ships).
Certificate of Approval (ship's radio station).
Health Book or Bill of Health.

Last Port Clearance.
Subscription of Light and Harbour Dues and wharfage if any.
Crew Lists and Passenger's List.
Ship's Articles.
2 Stores Lists.

PILOTAGE: Pilots are in Government Service. Pilot Signals according to International Code of Signals. Pilots can be ordered direct by cable to the Harbourmaster or via the ship's Agents.

Compulsory pilotage, consisting of sea and harbour pilotage.

Western Channel: The Sea Pilot will board the vessel at the Entrance of the Western Channel where the pilot vessel is stationed. Application for Pilots can be cabled via above radio station and must be received at least 6 hours prior to the ship's arrival at the boarding area, by the Harbourmaster of Tg. Perak. Upon arrival at the Pilot Station by day, ships should hoist the International Code Flag G and the Ship's International Call Sign. The following local signals regarding Pilots should be observed if shown by the pilot vessel:

(*a*) By night: a flare-up light (white) or waving a white light above the railing means: pilot will soon board your vessel.
(*b*) By day: the First Substitute vertical over the Code Flag D means: no Pilot available, vessel allowed to proceed until she meets the Pilot. By night: A red light over a white light.
(*c*) By day: 2 black cones one vertical over the other points downwards or by night: 2 green lights one over the other means: No Pilots are available for ships of lesser than 1000 m^3 gross. If this signal is made by the pilot vessel, incoming ships of lesser than 1000 m^3 gross don't have to show the pilot signals.
(*d*) By day: The International Signal GFM, or by night: a green light over a white light means: Pilot will board your vessel by rowboat as no motor-boat is available.

Eastern Channel: No pilot vessel. Pilots will board the vessel at the entrance by means of a pilot barge dispatched from Tg. Perak pilot station at the Harbourmaster's Office.

Sea Pilots will take the vessel up to the Inner Roads, where the Harbour Pilot takes over.

RESTRICTIONS: There are 2 entrances: Western and Eastern Channels.

Western Channel: used for deep-drawing vessels with least depths mid-channel of 83 dm. at LWS. Distance to Tg. Perak about 23 miles.

Eastern Channels: least bar depths through this channel is 46 dm. at LWS. Distance to Tg. Perak is about 24 miles. Least depth of Jansens Channel is 39 dm. at LWS.

Boarding Area: Harbour Pilots Quarantine Officer and Immigration will board the vessel at the inner roads (anchorage).

IMMIGRATION: (Department of Defence and National Security). Vessels arriving from abroad with passengers must hoist the N Flag. Masters have to supply the boarding Immigration Officer with Passenger's List of: (*a*) disembarking. (*b*) transhipping. (*c*) through passengers.

No persons are allowed on board until the vessel has been examined and the N Flag taken down. Passengers must be in possession of a valid visa: visitor's, entry or a transit visa. Those not having a visa may at the discretion of the Immigration Officer, obtain a landing permit. Members of the crew including the Master must appear in the Articles, in order to get shore permits.

RADIO: Coastal Radio Station call sign: PKD. Class: A1 Frequency 430, 500, 8730, A2 Frequency 430, 500. A3 Frequency 8754, 4.

TUGS: For poor steering vessels and those with deep drafts tug assistance is indispensable from light buoy no. 5 till light buoy no. 4 is passed.

Tug-boat assistance is handled by the State-owned Tunda Bara with 4 tugs, 2 of 1,000 h.p., 1 of 650 h.p. and 1 of 600 h.p.

BERTHING: Anchorage opposite Djamrud Utara, where ships can load and discharge by lighters.

Quays:	Depths at LWS 5 metres offshore	
Djembatan Djamrud Utara		42 dm.
Djembatan Djamrud Barat	,,	46 dm.
Djembatan Djamrud Selatan	,,	63 dm.
Djembatan Perak	,,	62 dm.
Djembatan Dok Utara	,,	62 dm.
Djembatan Dok Selatan	,,	62 dm.
Djembatan Mirah	,,	18 dm.
Djembatan Intan	,,	32 dm.
Djembatan Berlian Timur	,,	62 dm.
Djembatan Berlian Utara	,,	46 dm.
Djembatan Berlian Barat	,,	65 dm.
Djembatan Nilam	,,	63 dm.

Total berth length of above berths is 5459 metres.

Tanker Terminal:

Government Petroleum Pier	Depth alongside at LWS is	90 dm.
Semampir East	,,	120 dm.
Semampir West	,,	100 dm.

Coal Wharf: Situated at the Southern end of Tambatan Nilam, equipped with 1 transporter and 2 bunker barges with steam operated grippers, owned by P.N. Tunda Bara.

STEVEDORES: Working hours: Monday–Friday 07.00–12.00; 13.00–15.00. Saturday 07.00–12.00. Overtime: Monday–Friday 15.00–17.00. Sunday/holidays 07.00–12.00 and 13.00–15.00. Night work allowed after permission from the Port Authority.

Speed per Gang per hour: 15 tons for general cargo.

FRESH WATER: Supply is handled by the Harbour Board to the berths and by 2 water barges. Present capacity about 400 tons per day for the whole harbour. Priority is for Passengers vessels and application required 48 hours prior to ship's arrival.

FUEL: Fuel can be obtained via pipelines to all berths, capacity up to 300 tons/hour, coal see coal wharf.

REPAIRS: Dry-docking and all sort of repairs are carried out by the State-owned P.N. Dok. There are floating docks, capable of lifting 15,500, 3500 and 4,000 tons. There are several slipways for coasters.

Electronic Repair shop: All sorts of electronic repairs such as radar, echo-sounder, etc., can be repaired by experts of the Navy.

PORT SECURITY: Maintained by members of the Indonesian Armed Services, usually, police, Navy or Marine and Army. Crew members should be in possession of a shore pass issued by the Port Authority, accompanied by an identification card when leaving or entering the guarded gates of the Port Area. Shore passes can be obtained via the Agencies.

CUSTOMS: It is strictly prohibited to take undeclared foreign currency ashore. Crew members are not allowed to take more than Rp.50.– (fifty Rupiahs only) ashore. It is recommended that Masters consult the Agents with the local prevailing Customs Regulations with regard to currency, cigarettes, spirits, etc., to prevent unnecessary difficulties and eventually fines.

AGENT: P. N. Djakarta Lloyd, Surabaya Branch Office, Djl. Pahlawan 26–28, Port Surabaya.

TANDJUNG UBAN: 01.03 N. 104.13 E.

P.T. Stanvac Indonesia Oil Terminal.

DOCUMENTS:
11 Crew Lists.
Harbour Report (form to be supplied by the Agent).
Maritime Declaration.
Vaccination List.
2 Stores Lists.
2 Bonded Stores Lists.
2 Personal Effects Lists.

PILOTAGE: Agent requests Pilot upon arrival of vessel. 72 hours advance notice of ETA required. Pilot boards vessel in harbour area.

ANCHORAGES: $\frac{1}{2}$–$\frac{3}{4}$ mile opposite oil jetties.

MAX. SIZE:

	Dock no. 2	no. 4	no. 5
Length	800 ft.	650 ft.	650 ft.
Breadth	any	any	any
Draft	34 ft.	33 ft.	32 ft.

HEALTH: Health Officer will board vessel after berthing. No pratique granted, even for vessel after calling at another port in same country.

RADIO: Tandjung Uban Radio – call sign PKJ.

TUGS: No tugs available.

BERTHING: Agent arranges berthing vessel. Dimension of oil hoses used: 6 in. and 8 in. Very limited slop facilities, depending on available ullage.

MEDICAL: Very limited facilities. Only a clinic with experienced wound dresser available. Valid smallpox and cholera certificates for crew members required.

DENSITY: 1.0254.

FRESH WATER: Available ex-pipe-line – 5 tons/hour – cost Rp. 130 per ton.

FUEL: Medium fuel oil, viscosity Redwood I, 600–900 seconds; heavy fuel oil, viscosity SSF, 30–40. Prior approval from PT Stanvac Indonesia, Djakarta, required for obtaining bunker fuels.

GANGWAY/DECK WATCHMEN: Port authority provides one safety guard during vessel's stay in port. Cost: U.S. $5, per 24 hours; U.S. $3 less than 12 hours (approx).

CUSTOMS ALLOWANCES: Reasonable quantity allowed to be used during vessel's stay in port.

CREW IDENTIFICATION CARDS: Possession of a valid Seaman's Book sufficient.

REPATRIATION: No facilities available.

AIRPORT: Distance to airport, 60 miles. Served by Garuda Indonesian Airline 3 times a week (Mondays, Thursdays and Saturdays) to Djakarta only.

TIME: GMT plus 7 hours.

POLICE/AMBULANCE/FIRE: Police, tel. 55; Clinic, 37 and 58; Fire, 44 and 13.

TELEPHONES: Agents place telephone on board at no cost.

AUTHORITY: Penguasa Pelabuhan (Port Authority), tel. 53 (office), 57 (home).

TARAKAN: 03.20 N. 117.45 E.

DOCUMENTS: See Djakarta.

PILOTAGE: Compulsory pilotage consisting of sea and harbour pilots. Ships requiring pilot service should notify the harbourmaster at least 24 hours before arriving at outerbuoy. Tide: semi diurnal.

HEALTH: Vessels arriving from abroad direct in one of the 2nd Class Ports have to apply well in advance from the Department of Health (Quarantine Section) for a provisional free pratique, as said pratique has to be cabled to the port concerned. The provisional free pratique is only valid for the port concerned, the next port of call must be a First Class Port as no further provisional free pratique will be issued, unless the vessel sails directly abroad from the 2nd Class Port concerned.

RADIO: Call sign: PKO Class A1.

TUGS: Owned by Shell Oil; difficult to arrange for commercial purposes.

BERTHING: Anchorage: two.

Wharf no. 1 – Shell oil jetty; depth LWS 31 ft., length 442 m. not strong. For bunkering oil and water only.

Wharf no. 2 – Shell (commercial) jetty; depth LWS 13 ft., length 454 m.

STEVEDORES: Working hours: 7 hours on normal working days. Overtime can be arranged.

FRESH WATER: Available in very limited quantity. Maximum water supply to vessels per call: 25 tons drinking water, 150 tons boiler water.
FUEL: Only fuel oils and lubricants available. Capacity fuel oil bunkering up to 500 tons per hour.
GENERAL: Port doctor available.
Carrying a camera ashore or even on deck of a ship for photography is strictly prohibited.
PORT SECURITY: Maintained by members of the Indonesian Armed Services, usually, police, Navy or Marine and Army. Crew members should be in possession of a shore pass issued by the Port Authority, accompanied by an identification card when leaving or entering the guarded gates of the Port Area. Shore passes can be obtained via the Agencies.
AGENT: P. N. Djakarta Lloyd, Tarakan Branch Office, Djl. Djendral Sudirman 1/16, Port Tarakan.

TEGAL, Java: 06.55 S. 109.10 E.

DOCUMENTS:
Health Certificate/Free Pratique.
Port Clearance from last port.
Customs Clearance.
8 Crew Lists.
2 Stores Lists.
2 Passenger Lists.
All necessary Ship's Papers.
If port is first port of call in country, require 6 Stores Lists.
PILOTAGE: None.
ANCHORAGES: Tegal roads. Safe anchorages: Lat. 06° 49′ 00″ S. Long. 109° 08′ 07″ E. Lighthouse 210°. Distance 2·5 miles off.
RESTRICTIONS: No restriction night entry, but work is done next day (after 18.00 hours).
MAX. SIZE: Length and breadth no restriction. If draft above 25 ft. will be 2·5 or 3 miles off shore (anchorage on roads).
HEALTH: Maritime Declaration of Health needed from Master, if vessels coming direct from continents/countries abroad. If vessel comes from other Indonesian ports, automatic free pratique.
RADIO: Coast-to-coast (radio station. Call sign Tegal Radio (fixed station) 8.AC.2. Wavelength 5316 kc/s., 8080 kc/s. VHF: None.
TUGS: Only used for towing lighters to vessels on the roads.
BERTHING: None. Anchorage only.
STEVEDORES: Ordered by Agent. If possible before arrival of vessel, some information mainly concerned with requirements of the Shipmaster advises Agents to arrange gangs and available space for Tegal cargo. Stevedores owned by Agent.
MEDICAL: Normally medical attention for crew to be arranged by Agent at order of Master.
FRESH WATER: Nil.
FUEL: Nil.
GANGWAY/DECK WATCHMEN: Services of watchmen if necessary to be ordered by Master. Cost of watchmen, U.S. $1.00 per day (not including overtime) (approx).
OPENING/CLOSING HATCHES: Is carried out by crew – sometimes by stevedores.
CUSTOMS ALLOWANCES: Tobacco, wine and/or spirits not allowed to be taken ashore.
IDENTIFICATION CARDS: Necessary.
CONSULS: None available locally.
REPAIRS: None.
REPATRIATION: Agents arrange necessary repatriation of crew.
TIME: Indonesian Western Time = GMT plus 7½ hours.
HOLIDAYS: Only Moslem holidays: Id el Fitr. For 2 days no cargo work can be arranged.
POLICE/AMBULANCE/FIRE: Accident, Police, tel. 14; First Aid for Ambulance (Texin Hospital), tel. 387; Fire Departments (Texin), tel. 17.
TELEPHONES: No facilities for placing telephones on board.
SHORE LEAVE: Crew members allowed ashore from 08.00 up to 21.00 hours every day. Not allowed to spend night on shore.
PORT REGULATIONS: Crew members not allowed to bring cameras, foreign money, on shore leave.

AGENT: P.N. Djakarta Lloyd Tegal Branch Office. Office address: Djl. Laksamana Madya R.E. Martadinata No. 5, Tegal, Indonesia. Telegraphic address: "Djakartalloyd Tegal". Telephone Office: Branch Director: Tegal 86. Terminal Manager: Utara 850. Shipping Manager: Tegal 539.

TELUK BAJUR: 02.10 N. 117.25 E.

DOCUMENTS: See "Djakarta".
PILOTAGE: Compulsory harbour pilotage. Ships have to wait for Pilot inside the roads limits, anchoring as near the breakwater as possible. Pilot is available each day from 06.00–18.00.
HEALTH: Vessels arriving from abroad direct have to apply well in advance from the Department of Health (Quarantine Section) for a provisional free pratique, as said pratique has to be cabled to the port. The provisional free pratique is only valid for the port and the next port of call must be a First Class Port as no further provisional free pratique will be issued, unless the vessel sails directly abroad.
TUGS: One tug-boat (SAMP 8) of 250 h.p. is stationed at Teluk Bajur, the use of which is compulsory for incoming and outgoing ocean-going ships.
BERTHING: A dynamite jetty amidst the breakwater inside the harbour (repairs in progress) No. VII, intended for vessels carrying explosive loads, such as petrol in bulk, etc. Only quay no. II is suitable for ocean-going vessels. Godown No. II-B was destroyed and hasn't been rebuilt yet. Total length of quay no. II is 326 m., with a minimum depth of 78 dm. LWS. Alongside the Harbourmaster's office, forming a right-angle with quay No. II is quay No. III with a length of 96 m. and a minimum of 89 dm LWS. Ships can also berth alongside the coal jetty on the NE side of the harbour, which has a length of 30 m. and a minimum depth of 66 dm LWS.
STEVEDORES: Working hours: 08.00–11.00/12.00; 13.00–16.00/17.00 (in normal times 18.00). Overtime till 21.00.
Gang's capacity: average 13 ton/hour.
FRESH WATER: Available at wharf, officially at a rate of 8 m_3 per hour, unlimited quantity during the wet season (September-April). During the dry season with a maximum of 150 m_3 and a capacity of 4–6 m_3 per hour. Water should be boiled or chemically treated before consumption.
FUEL: Coal not available. Fuel not available.
REPAIRS: Dry dock available for ships up to 150 tons. Machine-workshops for minor repairs available.
MEDICAL: Teluk Bajur has harbour clinic for emergency cases. Hospitals at Padang.
AUTHORITY: Department of Sea Communications.

TJILITJAP: 07.41 S. 109.05 E.

DOCUMENTS: Upon arrival vessels have to produce the following Certificates and Documents, which will remain in the Harbourmaster's custody until cleared:
Nationality (Registry) Certificate.
Seaworthiness Certificate.
Measurement (Tonnage) Certificate.
Deratization (Exemption) Certificate.
International Load Line Certificate.
Safety Certificate (passenger ships).
Safety Equipment Certificate (cargo ships).
Safety Radio and Radiotelephony Certificate (cargo ships).
Certificate of Approval (ship's radio station).
Health Book or Bill of Health.
Last Port Clearance.
Subscription of Light and Harbour Dues and wharfage if any.
Crew Lists and Passenger's Lists.
Ship's Articles.
Other certificates and documents as required.
Ship's Stores List.
RESTRICTIONS: Least depths at the bar and in the channel are 70 dm at LWS.
Current: semi-diurnal. By the influence of the Donan River, especially during the rainy season, is the duration of the outgoing current longer than that of the ingoing. In the rainy season the outgoing current can reach 5 knots.
PILOTAGE: Compulsory. The pilot station is in Tjilitjap. Outbound vessels, application for Pilots must be made 2 hours before departure, provided that ships sailing before 08.00, must apply before 18.00 of the preceding day. Ships arriving by night must hoist the pilot signals at daybreak. Pilot signals as in the International Code of Signals until the Pilot boards the vessel or till a central signal is made at the signal yard of the Coastal Light "Gunung Tjimiring", where Tjilitjap will be phoned about approaching ships. The Lighthouse-keeper can make the following contra signals:
(*a*) The Indonesian Flag at the signal yard meaning the Pilot is coming out.
(*b*) One black ball over two black cones pointing upwards meaning wait for the next message.
(*c*) Double cones meaning no Pilot available permission granted to enter without.
(*d*) Black ball over a black cone pointing upwards meaning Pilot is not coming out, permission to enter without Pilot until you meet one.
Pilotage by night is not available except in very extraordinary cases. It takes the Pilot one hour from Tjilitjap to sea. If a ship can't enter on the same day 2 black cones pointing upwards will be shown with a black ball in between.
HEALTH: Vessels arriving from abroad direct have to apply well in advance from the Department of Health (Quarantine Section) for a provisional free pratique, as said pratique has to be cabled to the port concerned. The provisional free pratique is only valid for the port concerned, the next port of call must be a First Class Port as no further provisional free pratique will be issued, unless the vessel sails directly abroad.
TUGS: Not available.
BERTHING: Outer roads while waiting for the Pilot during the West monsoon a safe anchorage in 12 m. water. During the S.E. monsoon not a safe anchorage.
Inner roads, under all circumstances a safe Anchorage in 9 m. water in the vicinity of Nusa Kambangan opposite the quays for small crafts and East of Tg. Sodong. Vessels over 80 metres length have to moor due to limited swinging space, current and winds.
Berth length:
Berth I 120 metre depth alongside 70 dm at LWS.
Berth II 146 ,, ,,
Berth III 142,5 ,, ,,
Berth IV 130 ,, ,,
TANKERS: Shell Tanker Terminal: Petroleum jetty with dolphins where tankers of 85 metres length can berth.
STEVEDORES: Working hours Monday–Thursday 07.30–12.00 and 13.00–15.30 and Saturday. Overtime Friday 07.30–11.30 and 13.00–15.30; Sunday–holidays 07.30–12.00 and 13.00–15.30; Night shift 17.00–23.00.
Gang's capacity: Loading manganese ore average 15 tons/hour;

loading scrap iron average 6 tons/hour; loading copra cake average 10 tons/hour.
FRESH WATER: Water is supplied through pipelines to the wharves, capacity 7 tons/hour.
FUEL: Not available.
PORT SECURITY: Maintained by members of the Indonesian Armed Services, usually, police, Navy or Marine and Army. Crew members should be in possession of a shore pass issued by the Port Authority, accompanied by an identification card when leaving or entering the guarded gates of the Port Area. Shore passes can be obtained via the Agencies.
CUSTOMS: It is strictly prohibited to take undeclared foreign currency ashore. Crew members are not allowed to take more than Rp.50.– (fifty Rupiahs only) ashore. It is recommended that Masters consult the Agents with the local prevailing Customs Regulations with regard to currency, cigarettes, spirits, etc., to prevent unnecessary difficulties and eventually fines.
Ship's Inspection Team: Consisting of members of the Port Authority. This team will search the vessel, after the ship is cleared by the Port Medical Officer. Prior to mentioned search no Cargo handling is allowed. This Team will search the Store Rooms and Cargo Hatches, and subsequently seals the Bonded Stores and Radio Transmitter. Careful attention should be given in making up the Store Lists, as any difference found in the items declared and discovered during the search may lead to difficulties.
SHORE LEAVE: Leaving and entering the Custom's Area the crew is checked on the basis of the Crew's List and Identification cards and searched.
AGENT: See "Semarang."

TJIREBON: 06.41 S. 108.33 E.

DOCUMENTS:
Crew List.
Passenger List.
Customs Documents.
Manifest.
Bills of Lading.
Ship's Papers/Certificates.
Health Documents.
PILOTAGE: Not compulsory. Applications made through Agent or to Port Administrator via coast station Tjirebon radio.
ANCHORAGES: Boundaries of port area are coast line, meridian of 108° 40′ E. and the parallel of 6° 40′ S. Greatest depth within this area is 10 m. on position 06° 04′ 40″ S., 108° 38′ 10″ E. where mooring buoy placed.
RESTRICTIONS: Tjirebon roads only accessible for ships with 7 m. maximum draft. Only ships with 3·5 m. max. draft can enter inner harbour and moor alongside wharves. All other ships anchor in roads. Entering inner harbour only from 0600 hours till 1800 hrs. (Western Indonesia Time) after permission from port signal station (call sign of ship hoisted at signal mast).
HEALTH: Usual international procedures.
TUGS: Tug services available. Order through Agents.
RADIO: Call sign PKZ2. Working freq. 6491·5 kc/s. and 8799·5 kc/s., watching freq. 6265–6285 kc/s. and 8204–8249 kc/s. Working time 0030–0130 and 0600–0700 GMT.
STEVEDORES: Arranged by Agent.
MEDICAL: Normal hospital facilities available. Agent will arrange for medical attention. Advance notice required.
TANKERS: Berthing for only 300 dwt. tankers at special oil jetty.
DENSITY: 1.025.
FRESH WATER: Delivered by water lighter. One delivery 75 tons, discharged within 6 hours. Price U.S. $0.67 per ton. For quick delivery 2 days advance notice to Agents required.
FUEL: None available.
DEVELOPMENTS: Surveys being made for extension and development of port with 10 m. deep basins, container facilities and a 10 m. deep channel for accommodation of 10,000 dwt. ships and future shipping.
GANGWAY/DECK WATCHMEN: Recommended. Arrange with Agent.
OPENING/CLOSING HATCHES: Usually done by stevedores. Appreciated if done by crew.
CERTIFICATES: Port clearance last port of call. Certificates as required by vessel's country of registry and by SOLAS 1960.
CUSTOMS ALLOWANCES: 200 cigarettes per person. Wine/spirits: One bottle per person. Bottle opened.
IDENTIFICATION CARDS: Preferably passports, seamens ID cards (issued by maritime authorities; vessel's country).
CONSULS: At Djakarta, 280 kilometres from Tjirebon.
REPAIRS: Light repairs only by local dockyard.
DRY DOCK: Graving dock of 600 dwt. capacity.
REPATRIATION: Can be arranged by Agents.
AIRPORT: Komayoran International Airport, 250 km. from Tjirebon.
TIME: Local time (Western Indonesia Time) is GMT plus 8 hrs.
HOLIDAYS: New Year (1st January); Ascension of Christ (15th May); Santa Maria (15th August); Independence Day (17th August); Maulud, Mir'adj and Idul Firti determined by Moslem calendar and differ from year to year by International calendar. For definite dates consult Port Administrator. Cargo work on Idul Fitri (2 days) not guaranteed due to labour shortage.
POLICE/AMBULANCE/FIRE: Police tel. 336 and 348; Ambulance 531 and 380; Fire 606.
SHORE LEAVE: Allowed after satisfactory fulfilment of immigration requirements and in possession of crew's Harbour Card.
DELAYS: Bad weather (mostly rain).
AUTHORITY: Port Administrator, Djalan Bali 1, Tjirebon, tel. 531 and 471.
AGENT: P. N. Djakarta Lloyd, Djl. Pasuketan No. 5, PO Box 44, Port Tjirebon.

Iran

ABADAN: 30.20 N. 48.16 E.

Port of Abadan situated on right bank of the Shatt, about forty miles up river from Rooka Buoy.
OPERATORS: Iranian Oil Refinery Co.
DOCUMENTS/PILOTAGE: See "Khorramshahr".
ANCHORAGES: On arrival of pilot boat vessel can anchor with no depth restriction. On entering the Shatt-el-Arab River the following are the recognized anchorages: Kasba Anchorage position about 2 miles above Fao with a maximum draft of 35 ft. in fresh water. Bawarda Anchorage position about 2 miles above Abadan with a maximum draft of 35 ft. in fresh water. Vessels which are too deep to pass out of the river on one tide will be required to anchor at Kasba.
RESTRICTIONS: The port is open for day and night navigation with arrivals and sailings being controlled by the tide. Vessels normally enter the river at two hours after high water at the bar, and leave Abadan, for sea, from six to four hours before high water at the bar.
MAX. SIZE: Max. draft at jetties 29 ft. fresh. Max. length 600 ft.
HEALTH: Inward clearance is affected on board after receiving free pratique. Also see "Khorramshahr" – "Documents".
RADIO: Masters should radio Agents via station EQK Khorramshahr (500 kc/s) of ETA at Rooka buoy at least 48 hours in advance asking for load/discharge instructions.
TUGS: Not available.
BERTHING: While no changes have actually occurred in the production capacity of the Abadan Refinery, the number of jetties on the Abadan riverside have been reduced to six. Nos. 3, 4, 5, 9, 11, and 26 have been maintained and are used for bunkering purposes and dry cargo operations.
Ships pass day and night so it is necessary that mooring lines be kept taut at all times to prevent surging on the jetties thereby breaking lines and causing damage to Company property.
MEDICAL: Emergency cases: an ambulance will be dispatched on demand by calling telephone number 5555.
In ordinary cases of sickness or dental treatment: Agents will arrange transportation of patients, and advise Masters regarding necessary medical attention forms. If patient does not speak English he should be accompanied by an interpreter. Only in exceptional cases will a medical officer visit a patient on board.
TANKERS: Deliveries of the refined oil products of Abadan Refinery are effected to ocean-going tankers at Bandar Mahshahr since the inauguration of the new products terminal of the Iranian Oil Refining Company at that port, therefore such shipments are not taking place from Abadan any more.
DENSITY: Fresh.
FRESH WATER: Available at all jetties.
FUEL: Ships' bunkers are available; however not all types are available at all jetties, therefore, ships' Master should advise by radio the exact quantity and kind of bunkers required. Bunkers are delivered concurrent with loading unless otherwise requested by Master. Due to heavy bunkering commitments it is mandatory that vessels take their bunkers when convenient for the terminal, any delay incurred by a vessel taking bunkers after loading is the responsibility of the Master.
GENERAL: All other items, see "Khorramshahr."
AGENT: See "Khorramshahr."

BANDAR ABBAS: 27.15 N. 56.19 E.

DOCUMENTS:
Quarantine officer
Crew List (1 copy, also all crew vaccination cards for inspection).
Customs Officer
Crew List (2 copies).
Stores List (2 copies).
Port Authority
Crew List (1 copy).
Agents
Crew List (2 copies).
Order avoid any delay in entering and discharging, the following documents must be sent by all loading port Agents to Bandar Abbas. Agents as far in advance of vessel's arrival as possible:
Cargo Manifest (6 copies).
Freight Manifest (2 copies).
B/L Copies (2 copies each).
All cargo shown on Manifest must be landed at the port, and it is therefore essential that short-shipments, cancellations, diversions, etc. (if any) be reported earliest possible and manifest should be corrected before submission to Port Authorities to avoid payment of fines. Stowage plans and hatch lists should also be sent ahead, giving ample time to be studied by Cargo Supervisor for unloading arrangements.
PILOTAGE: Application for Pilot to be made well in advance through Bandar Abbas Port Radio EQI. Agents may also arrange Pilotage but should be advised of ETA well in advance.

ANCHORAGE: Approx. position 27° 04′ N. 56° 04′ E.
RESTRICTIONS: Entry or departure day or night.
MAX. SIZE: Length 570 ft., draft 29 ft.
RADIO: Bandar Abbas Port Radio EQI – 500 kc/s.
Port telecommunications working from 0600 hrs to 2400 hrs every day.
TUGS: Two tugs 550 h.p. each, for harbour services, as well as for towage, in case of necessity.
BERTHING: Vessel can be berthed and unberthed during darkness at the rate of Rls 4000.00 being paid as overtime to pilots and tug workers.
Quay of 1,050 metres length and 35 metres wide, for accommodating six vessels each of 175 metres L.O.A. Two transit warehouses with capacity of 4,000 square metres each, and one general cargo warehouse of 6,000 square metres.
Ore landing installation not yet in operation. The ore is loaded from general cargo berths hired by Ore Company and the average daily loading rate is 1500 tons per day running from 0630 hrs to 2200 hrs daily.
One floating crane with lifting capacity of 60 tons, as well as two mobile cranes of 25 ton and 7 ton capacity. 23 fork-lift and pallets, 2 and 3 ton capacity. Six tractors of 10 ton capacity. 30 trailers, 2·5, 5 and 10 ton capacity. 500 pallets. 50 of hand carts.
STEVEDORES: No organised stevedoring company, and the cargo is discharged and loaded by ordinary labourers engaged by vessels, Agents on shift basis.
VHF: Channels 13, 16, 18 and 25. HF cal-sign EQI available. Also see "Radio".
MEDICAL: 24 hours notice of medical requirements to be passed to agents. Doctor available for vaccinations and inoculations.
FRESH WATER: Available at berths ex-pipelines. Cost 40 Rials per ton (approx.).
FUEL: Available. Bunker stems should be arranged through National Iranian Oil Co. Tehran. Cables "Naftmellie" Tehran.
CUSTOMS: Customs Officer will seal the store-room. All liquor and cigarette stocks will be placed under bond and reasonable ship's requirements should be taken from store before sealing.
IDENTIFICATION CARDS: According to regulations in force seamen should hold shore pass issued by respective Agents and signed by the Port Health, Port Police and local town Police Authorities. All shore passes should bear a photo of the holder, in order to facilitate checking at exit of port area. It is therefore necessary for Officers and crew to have a photo ready on arrival at the port to facilitate obtaining shore passes.
CONSULS: None.
REPAIRS: Minor repairs available at private workshops.
AIRPORT: About 15 km. distant. Local domestic flights only at present.
TIME: GMT plus 3½ hours.
TELEPHONES: May be placed on board. Cost of calls 38 Rials per minute (approx.).
AUTHORITY: Port Director.
AGENT: See "Khorramshahr".

BANDAR MAHSHAHR: 30.27 N. 49.20 E.

Refined Products Loading Terminal of the Iranian Oil Refining Company.
Iranian Flag: All vessels required fly Iranian flag from foremast during daylight hours, while in port.
DOCUMENTS:
8 Crew Lists.
2 Bonded Store Lists.
International Health Form.
If cargo aboard, Manifest certified by Iranian Consulate.
Clearance from Last Port.
GENERAL: Khor Musa is deep tidal inlet at head of Gulf. Consists of triangular-shaped entrance 35 miles wide and 22 miles long followed by a channel, approximately 14 miles long with average width about 1,000 ft., ending at Port of Bandar Mahshahr. Khor Musa is entered by deep water approach channel 25 miles long and 0·8 miles wide, commencing at Khor Musa light float, located in position 29° 36′ 32″ N. 49° 34′ 47″ E. At end of approaches channel, near buoy no. 12, restricted depths and channel widths extend for distance of 8 miles, in vicinity of Khor Musa Bar. A deep water channel then exists up to commercial port of Bandar Shahpour, and to oil port of Bandar Mahshahr, a total distance of 37 miles from end of Bar Channel. Refined products delivered to Bandar Mahshahr Terminal from Oil Company's Refinery at Abadan.
TERRITORIAL WATERS: The 12 mile limit of Iranian territorial waters crosses approaches channel in vicinity of Khor Musa Approaches Buoy no. 8, which is approximately 20 miles from Khor Musa light float.
KHOR MUSA APPROACHES:
Navigational Dangers. Numerous shoals and sand banks in Khor Musa with low-lying shore lines and few conspicuous marks. However, shipping channels well marked with light beacons and buoys and present no navigational difficulties in clear weather. A small unlit tide gauge platform located on edge of shoal West of shipping channel in 29° 42′ 30″ N., 49° 03′ 48″ E., approximately 1·75 miles West of Khor Musa Approaches Buoy no. 4, and shown on Admiralty Chart.
Outer Khor Musa Channel. Approaching vessels should steer for Khor Musa light float, in position 29° 36′ 32″ N., 49° 34′ 47″ E., and from there a course should be set along marked channel for buoy no. 12 in position 29° 56′ 03″ N., 49° 06′ 47″ E., bearing 308° 45′ from Khor Musa light float.
Note: Buoys South of and including buoy no. 12 above are referred to as Khor Musa Approaches Buoys. Buoys North of no. 12 above are referred to as Inner Khor Musa Buoys.
PILOTAGE: Compulsory. Service operated by Bandar Shahpour Port Authorities up to Bandar Shahpour, and by Oil Company between Bandar Shahpour and Bandar Mahshahr. Pilot vessel maintains station approximately 1 mile, 135° from Khor Musa Approaches Buoy no. 12. Vessels requiring Pilot should approach within 2·5 cables of pilot vessel. During adverse weather conditions, pilot vessel may proceed above bar for shelter; in such cases vessels should not attempt to proceed inward without Pilot. Essential that ETA Bandar Shahpour is transmitted to Coastal Radio Station EPY8 as soon as possible after Pilot has embarked at pilot station. If for any reason a vessel is required to wait for any time at Bandar Shahpour, it will be advised through EPY8. See under "Radio". Marine Operations Section, Bandar Mahshahr Terminal, on receipt of ETA Bandar Shahpour, will arrange for Berthing Master to board vessel at Bandar Shahpour Anchorage and allocate jetty berth Bandar Mahshahr.
BANDAR MAHSHAHR APPROACHES:
Navigational Dangers. Khor Musa channel well marked with buoys and beacons, but attention is drawn to following:
(*a*) *Outer Khor Musa Bar.* 29° 59′ N., 49° 04′ E. and inner Khor Musa bar 30° 02′ N., 49° 01′ E., where restricted channel widths and depths exist and minimum depth 30 ft. Buoyed channel over bar is 600 ft. wide, but declared minimum depth of 30 ft. only applicable to central half of channel. Towards edges of channel, shallower depths exist.
(*b*) *Qassar bin Siswan.* A rocky shoal, in 30° 12′ N., 48° 58′ E. approximately 10 miles North of inner Khor Musa bar, marked by buoy no. 9 with minimum depth 6 ft.
(*c*) *Khor Wastah to Beacon* 18. Near sharp bend to East in channel, where tidal streams reach rate of over 4 knots at ebb.
Khor Musa Bar. Reached approximately 5 miles North-west from pilot vessel, and normally does not restrict passage of inward vessels.
Khor Musa Channel. After leaving bar, channel is followed up Khor Musa for about 32 miles to anchorage at Government Bandar Shahpour.
Bandar Shahpour. All inward bound ships required to anchor on arrival off Bandar Shahpour, where Pilot disembarks and a Government Medical Officer comes on board to grant pratique. For this purpose an accommodation ladder should be rigged and ready before arrival.
Bandar Mahshahr Roadstead. Shortly after leaving Bandar Shahpour, channel to Bandar Mahshahr entered between two beacons: port hand, no. 2, flashing red and starboard hand, no. 1, flashing white. Channel well marked by light beacons to entrance of Bandar Mahshahr, at beacon no. 4. All port hand lights flash red and all starboard hand lights flash white. Distance from Bandar Shahpour Anchorage to Bandar Mahshahr about 7 miles. Before arriving at Bandar Mahshahr, the accommodation ladder must be taken in and the ship's side cleared for tugs and berthing.
ANCHORAGE: No anchorages in Bandar Mahshahr or Bandar Mahshahr roadstead. Inward bound vessels must anchor on Northern side of Khor Musa channel, West of Bandar Shahpour, and await arrival of Oil Company Berthing Master.
WIND AND TIDE:
Khor Musa Bar. Classified as Standard Port in Admiralty Tide Tables, Volume II. Tidal predictions considerably affected by strong winds. Variations up to 3 hours in time, and 3·5 ft. in height have been recorded. North-westerly winds tend to lower level and retard predicted times of high and low waters; South-easterly winds have opposite effect. At Khor Musa bar, Mean Higher High Water has rise of 11·6 ft. and Mean Lower High Water has rise of 9·6 f.. above chart datum. Rise of tide at bar is also given by automatic tide indicator established near inner Khor Musa buoy no. 8. Masters may obtain expected depth of water on Khor Musa bar at any time by telephone to Marine Operations Office, Mahshahr, 4264.
Khor Musa. Tidal range increases between bar and Mahshahr. Maximum tidal velocities in Khor Musa about 3·5 knots on flood and 4·5 knots on ebb, at bend near inner Khor Musa beacon no. 18.
At Ports of Shahpur and Mahshahr. Average time high water is 1 hour 35 minutes later, and low water 16 minutes later than on Bar. Mean High High water has rise of 17·0 ft., and Mean Lower High Water rise of 14·6 ft. above Mahshahr chart datum.
Mahshahr Terminal. North-west prevailing winds blow across jetties, from shore. On average, 60% of prevailing winds from North-west, 30% from South-east, and 10% variable. North-west and South-east winds frequently reach Force 8, but winds from other directions normally do not exceed Force 4. Maximum tidal range 18·9 ft. At springs, flood tide has velocity of 2 knots and ebb tide velocity 3 knots.
MAX. SIZE: 35,000 to 60,000 d.w.t. Least water depths: 37 ft. Berth No. 4, up to 43·5 ft. Berth No. 6, subject rise of tide on bar, and maximum LOA 780 ft.
HEALTH: Owners should check with Agent respecting any recent imposition of anti-epidemic regulations and requirements for additional injections for crew members. Medical officer boards at Shahpur Anchorage. Subject no infectious diseases reported on board during voyage, Medical Officer will grant pratique.
RADIO: Oil Company has coastal radio station near Mahshahr Terminal, call sign EPY8. Station handles messages to and from oil ports of Mahshahr, Abadan, Kharg Is and Cyrus Terminal.
Nomination and Loading Orders. Signalled by Iranmash on receipt vessels' first ETA. Vessels should signal tentative ETA Khor Musa bar, 72 hours in advance, confirming ETA not less than 48 hours before arrival Khor Musa pilot vessel station.
Radio Watches. Continuous watch on 500 kc/s. to be maintained

at all times while navigating Khor Musa waterway, and ordinary listening watches maintained when at anchor.

STATION EPY8 SCHEDULES AND FREQUENCIES

Schedule of Watch (GMT)	*Listening Watch Frequency* (kc/s.)	*Transmitting Frequency* (kc/s.)	*Receiving Frequency* (kc/s.)	*Remarks*
Continuous	500	500	500	Distress Frequency
Continuous	500	428	405–535	Traffic list every 2 hours from 0105 to 2305 hrs. GMT
1600–1700 hrs.	4177–4187	4290	4187–4238	Traffic lists at 1605 hrs. GMT
0600–0900 hrs.	8354–8374	8740	8374–8476	Traffic lists every
1000–1300 hrs.	8354–8374	8740	8374–8476	2 hours from 0605
1400–1600 hrs.	8354–8374	8740	8374–8476	to 1605 hrs. GMT

During Scheduled Watches on HF, while station EPY8 is not actually working a ship, traffic lists are transmitted automatically and continuously on frequency 8740 kc/s.

TUGS: Three tugs at terminal, one 1,500 b.h.p. and two 1,000 b.h.p., all fully equipped for fire fighting. Incoming ships are met by tugs in channel about 1 mile below port limits. Two tugs always used berthing, and one or two unberthing, according to state of tide and direction of ship's head. Vessels take tug's ropes.

BERTHING: Vessels arriving on flood tide berthed starboard side to jetty, vessels arriving on ebb tide berth port side to jetty. Six bulk loading jetties, each fitted with Woodfield loading unit. 12-in. loading arms, 10-in. bunker arms. Minimum number mooring ropes or wires required is 14, as follows: (Forward) – 4 head ropes, 2 breast ropes, 1 back spring. (Aft) – 4 stern ropes, 2 breast ropes, 1 back spring. For additional security one extra breast line forward and aft should be used. Unless breasts of adequate strength are used, there is every possibility of vessel when in light condition being blown off jetty by North-west wind and damaging loading equipment.

Maximum loading rates are:

Liquid propane/butane	1,500	tons	per hour
Aviation gasolines	1,000	,,	,,
White spirits (solvent)	450	,,	,,
Motor gasolines	3,000	,,	,,
Naphthas	3,000	,,	,,
Turbine fuels	3,000	,,	,,
Kerosines	1,500	,,	,,
Gas oils	3,000	,,	,,
Marine diesels	1,250	,,	,,
Fuel oils	5,000	,,	,,

VHF: Mahshahr Terminal equipped with International Maritime VHF/FM Radio Telephone Service, using standard international frequencies. Masters recommended use this facility when within range of Mahshahr Terminal. Channels available on continuous watch basis:

No. 16 Safety and Calling.
No. 20 Port use, tankers and tugs.
No. 20 Port use, telephone extension.
No. 26 Port use, telephone extension.

Initial contact should be made on Channel 16 and then transfer to Channel 12 for port operations, or Channel 20 or 26 for telephone extension.

MEDICAL: No medical facilities at terminal. Agents may arrange medical attention through Oil Company clinic in Abadan. In event hospital treatment required, patient would be taken Abadan.

FRESH WATER: Limited supply potable water available all jetties, but supply very limited during months June to October.

FUEL: Fuel and diesel oil available each jetty. 10-in. loading arms connected to 6-in. flexible hoses. Loading rates, fuel max. 1,000 tons/hour, diesel max. 500 tons/hour. 48 hours notice required.

FIRE PRECAUTIONS: On arrival Shahpur Anchorage Master is given six copies of Fire and Safety Regulations. Fire Station and Emergency tel. 48.

CUSTOMS ALLOWANCES: Reasonable quantity spirits and tobacco for consumption in port may be issued prior sealing store rooms. Strict supervision imposed by Customs and prohibited items, particularly tobacco and cigarettes, should not be taken ashore in excess of 50 cigarettes, or cigars, or 1 oz. tobacco.

CONSULS: Consulates situated in Khorramshahr.

REPAIRS: No repair facilities at Mahshahr or Shahpur. In emergency, the Oil Company may be able to undertake minor repairs. No main engine repairs whilst alongside loading jetties without permission from Terminal Superintendent.

TIME: GMT plus 3·5 hours.

TELEPHONES: Available at each jetty. If requested, telephone may be placed aboard.

SHORE LEAVE: Restricted to foreshore area only. Recreation centre opposite No. 2 jetty.

CURRENCY: The unit of currency is the Iranian rial. The official rate of exchange is 75 rials to 1 U.S. dollar or 180 rials approximately to 1 pound sterling, the latter rate being subject to small day-to-day fluctuations. It is illegal to use any other than Iranian currency ashore and heavy fines have been imposed for infringement of this regulation. Masters are requested to bring this matter to the individual notice of their officers and crew. Currency denominations are:

Notes: 5,000, 1,000, 500, 200, 100, 50, 20 rials.
Coins: 10, 5, 2, 1 and ½ rials.

AGENT: Gulf Agency Co. (Iran) Ltd., Bandar Mahshahr. Cables "Confidence". Iranian Head-office: Gulf Agency Co. (Iran) Ltd., POB 110, Khorramshahr, Iran. Tel. 2280, 2791; Cables "Confidence", Khorramshahr. Telex: 4033 (answer back: "Confidence Kor").

Due difficulty reaching Khorramshahr with international telex messages, communicate via Tehran office, telex No. 2507 Tehran, (answer back: "Confidence" Tehran), stating "For Khorramshahr".

Ships' mail and spare parts for vessels calling at Bandar Mahshahr to be routed by flights arriving directly to Abadan Airport without transshipment at Tehran, and addressed to: Gulf Agency Co. (Iran) Ltd., POB 62, Abadan, Iran.

Cables from vessels should be sent via Khorramshahr Port Radio to "Confidence", Khorramshahr, as well as to "Confidence" Bandar Mahshahr.

BANDAR SHAHPOUR: 30.27 N. 49.05 E.

DOCUMENTS:

Quarantine Officer
Crew List (1 copy, also all crew vaccination cards for inspection).
Customs officer
Crew List (2 copies).
Stores List (2 copies).
Port Authority
Crew List (1 copy).
Agents
Crew List (2 copies).

Order avoid any delay in entering and discharging, the following documents must be sent by all loading port Agents to Bandar Shahpour Agents as far in advance of vessel's arrival as possible:
Cargo Manifest (6 copies).
Freight Manifest (2 copies).
B/L Copies (2 copies).

All cargo shown on manifest must be landed at the port, and it is therefore essential that short-shipments, cancellations, diversions, etc. (if any) be reported earliest possible and manifest should be corrected before submission to Port Authorities to avoid payment of fines. Stowage plans and hatch lists should also be sent ahead, giving ample time to be studied by Cargo Supervisor for unloading arrangements.

PILOTAGE: Application for Pilot to be made well in advance through Bandar Shahpour Port Radio – EQN – 500 kc/s. If Agents required to arrange Pilot they should be informed well in advance.

Pilotage operated by Shahpour Authorities up to Shahpour. Pilot vessel approximately one mile, 135° from Khor Musa approaches Buoy No. 12. Approach within 2·5 cables of Pilot vessel. During adverse weather pilot vessel may proceed above Bar, in such cases, do not attempt proceed inward without Pilot.

APPROACHES: Shipping channels well marked with lightbeacons and buoys and present no navigational difficulties in clear weather.

Small unlit tide gauge platform located on edge of the shoal West of shipping channel in lat. 29° 42′ 30″ N., long 49° 03′ 48″ E., approximately 1,75 miles West of Khor Musa Approaches Buoy No. 4, and shown on Admiralty Chart.

Approaching vessels should steer for Khor Musa light float, in position lat. 29° 36′ 32″ N., long 49° 34′ 47″ E., and from there a course should be set along marked channel for Buoy No. 12 in position lat. 29° 56′ 03″ N., long. 49° 06′ 47″ E., bearing 308° 45′ from Khor Musa light float.

WEATHER AND TIDE: (*a*) *Khor Musa Bar.* Khor Musa Bar classified as Standard Port in Admiralty Tide Tables, Volume II. Tidal predictions considerably affected by strong winds. Variations of up to 3 hours in tide, and 3·5 ft. in height have been recorded. North-westerly winds tend to lower level and retard predicted times of high and low waters; South-easterly winds have opposite effect.

At Khor Musa Bar, mean higher high water has rise of 11·6 ft., and mean lower high water has rise of 9·6 ft. above chart datum. Rise of tide at bar is also given by automatic tide indicator established near Inner Khor Musa Buoy No. 8.

(*b*) *Khor Musa.* The tidal range increases in Khor Musa between bar and Shahpour. Maximum tidal velocities in Khor Musa are about 3·5 knots flood and 4·5 knots on ebb, at the bend near Inner Khor Musa Beacon No. 18.

(*c*) *Shahpour.* Average time high water is 1 hour 35 minutes later, and low water 16 minutes later, than on bar.

Mean high high water has a rise of about 17·0 ft., and mean lower high water a rise of about 14·6 ft., above chart datum.

MAX. SIZE: Draft not exceeding 29 ft. Entry day or night.

HEALTH: Medical Officer boards at Shahpour. Subject no infectious diseases reported on board during voyage, Medical Officer will grant pratique.

RADIO: Bandar Shahpour Port Radio EQN 500 kc/s.

Continuous watch on 500 kc/s. is to be maintained at all times while navigating in Khor Musa Waterway,

TUGS: Normally not required, but available if necessary due to bad weather.

VHF: Channels 13, 16, 18 and 25.

MEDICAL: 24 hours advance notice of requirements to be sent to Agent.

FRESH WATER: Not available at Shahpour, but if absolutely necessary *non-chlorinated* water may be supplied by railway wagon from Ahwaf, which it is understood has been taken from Karoon river. Approx. cost 110 Rials per ton including pump hire and overtime costs.

FUEL: Not available. In case of absolute need can be arranged at Bandar Mahshahr but jetty fees extremely high (approx. U.S.$2000).

DEVELOPMENT: Improvement of jetties and facilities.

HATCHES: Opening and closing by ship's crew.

CUSTOMS ALLOWANCES: Reasonable quantity spirits and tobacco for consumption in port may be issued prior sealing store rooms. Strict supervision imposed by Customs and prohibited

items, particularly tobacco and cigarettes, should not be taken ashore in excess of 50 cigarettes, or cigars, or 1 oz. tobacco.
IDENTIFICATION CARDS: According to regulations in force seamen should hold shore pass issued by respective Agents and signed by the Port Health, Port Police and local town Police Authorities. All shore passes should bear a photo of the holder, in order to facilitate checking at exit of port area. It is therefore necessary for officers and crew to have a photo ready on arrival at the port to facilitate obtaining shore passes.
CONSULS: See "Khorramshahr."
REPAIRS: Radio and radar repairs can be arranged from Khorramshahr. At B. Shahpour minor technical and mechanical repairs possible by private workshops. Repair shop and slip of 1,500 tons capacity in process of construction.
AIRPORT: Distant 110 km. Regular flights.
TIME: GMT plus 3½ hours.
AUTHORITY: Port Director.
AGENT: See "Khorramshahr."

BUSHIRE: 29.00 N. 50.45 E.

DOCUMENTS:
Quarantine Officer
Crew List (1 copy, also all crew vaccination cards for inspection).
Customs Officer
Crew List (2 copies).
Stores List (2 copies).
Port Authority
Crew List (1 copy).
Agents
Crew List (2 copies).
Order avoid any delay in entering and discharging, the following documents must be sent by all loading port Agents to Bushire Agents as far in advance of vessel's arrival as possible:
Cargo Manifest (6 copies).
Freight Manifest (2 copies).
B/L Copies (2 copies each).
All cargo shown on manifest must be landed at the port, and it is therefore essential that short-shipments, cancellations, diversions, etc. (if any) be reported earliest possible and manifest should be corrected before submission to Port Authorities to avoid payment of fines. Stowage plans and hatch lists should also be sent ahead, giving ample time to be studied by Cargo Supervisor for unloading arrangements.
PILOTAGE: Application for Pilot to be made well in advance through Bushire Port Radio EQM, 500 kc/s. Agents may also arrange pilotage but should be advised of ETA well in advance.
ANCHORAGE: In outer port in (approx.) position 28° 58′ 30″ N. 50° 44′ 50″ E.
RESTRICTIONS: Entry and departure day or night. Depth in inner channel 16 ft. LLW.
MAX. SIZE: Draft not to exceed 16 ft.
RADIO: Bushire Port Radio EQM, 500 kc/s.
TUGS: Normally not used. In event of bad weather tug will assist berthing. Cost for three hours 4000 rials (approx.).
VHF: VHF radio, operating on International VHF Marine Channels 13, 16 and 25. HF call sign EQM available at following zone times: 0500 to 0800 and 1200 to 1500.
BERTHING: Jetty 360 m. long, depth alongside 27 ft.
MEDICAL: 24 hours advance notice of medical requirements to be passed to Agents. Doctor available for vaccinations and inoculations.
FRESH WATER: Available at berths ex-pipeline at 40 rials per ton. (approx.).
FUEL: Not available.
DEVELOPMENTS: Channel widening and dredging in progress to facilitate entry of larger vessels.
HATCHES: To be opened and closed by ships crew.
CUSTOMS: Customs Officer will seal the store room. All liquor and cigarette stocks will be placed under bond and reasonable ship's requirements should be taken from store before sealing.
CARGO GEAR: Discharge by ship's gear. Heavy-lift crane capacity 15 tons available. There are also some private cranes available, but these cranes are stationed in Bushire for limited periods only. The lifting capacity of these cranes varies from 35 to 100 tons.
IDENTIFICATION CARDS: According to regulations in force seamen should hold shore pass issued by respective Agents and signed by the Port Health, Port Police and local town Police authorities. All shore passes should bear a photograph of the holder, in order to facilitate checking at exit of port area. It is therefore necessary for officers and crew to have a photograph ready on arrival at the port to facilitate obtaining shore passes.
CONSULS: None.
REPAIRS: Minor repairs possible by local workshops.
AIRPORT: 7 km. from port. Regular flights.
TIME: GMT plus 3½ hours.
TELEPHONES: May be connected on board. Cost of calls 38 rials per minute.
SHORE LEAVE: Permitted.
DELAYS: Occasional delays awaiting berth turn.
AUTHORITY: Port Director.
AGENT: See "Khorramshahr."

CYRUS TERMINAL: 29.01 N. 48.29 E.

Oil loading terminal of the Iran Pan American Oil Company.
LOCATION: Open, unsheltered submarine export mooring, Lat. 29° 01′ 27″ N. Long. 49° 28′ 51″ E. Storage vessel (S.S. "Pazargad"). Lat. 29° 01′ 57″ N. Long. 49° 29′ 30″ E.
APPROACHES:
Obstructions. In addition to submarine export mooring and storage vessel "Pazargad", various oil wells and production structures located in immediate vicinity, which constitute hazard to navigation, as follows:

	Lat.	*Long.*
Well C–2A and the Production Stations	29° 03′ 07″ N.	49° 29′ 57″ E.
C–3	29° 02′ 38·7″ N.	49° 27′ 23·1 ″ E.
C–4	29° 00′ 15″ N.	49° 32′ 00″ E.
C–5	29° 02′ 52″ N.	49° 31′ 34″ E.
C–6	29° 03′ 57″ N.	49° 29′ 57″ E.
C–7	29° 03′ 31·2″ N.	49° 29′ 05·6″ E.
C–8	29° 03′ 31·2″ N.	49° 30′ 48″ E.
C–9	29° 02′ 15″ N.	49° 29′ 57″ E.
C–10	29° 03′ 33″ N.	49° 27′ 22·5″ E.
C–11	29° 04′ 51″ N.	49° 26′ 31″ E.
C–12	29° 03′ 33″ N.	49° 23′ 56·5″ E.
C–13	29° 02′ 41″ N.	49° 25′ 39·5″ E.

Safest and most desirable direction of approach to Cyrus Terminal is from South-east. Due to numerous obstructions noted above any approach should be made with extreme caution.
Navigation Aids. All structures located within Cyrus Terminal area display interrupted quick flashing white lights and sound a fog horn. The storage tanker "Pazargad" displays, as required, those day and night signals as prescribed by articles 4 (b) and 11 (c) of International Rules. The six mooring buoys for the Cyrus Terminal are not lighted. A spar buoy located approximately 50 ft. N.N.W. of submarine terminal proper displays an interrupted quick flashing white light.
DOCUMENTS:
Bill of Health.
Health Declaration (International Health Form to be filled out by Master on arrival).
Manifest (if with cargo certified by Iranian Consulate. If vessel is in ballast, no legalisation dues).
Clearance (from last port).
Register.
5 Crew Lists.
Passenger Manifest (if any passengers are on board).
5 Store Lists.
Bonded Store List.
PILOTAGE: Vessels will be boarded by Mooring Master of IPAC within 2 miles, approximately 180 degrees true from "Pazargad". Mooring Master will advise Master on approaches to berth, mooring and unmooring, connecting and disconnecting submarine hose and all other operations within berthing area. All manoeuvring within loading berth area shall be done only in accordance with advice of an IPAC Mooring Master, subject to understanding that Master shall remain solely responsible for safety and proper manoeuvring. Master or qualified deck officer must be on bridge at all times while ship manoeuvring.
Vessels requested to have pilot ladder safely and securely rigged, ready for immediate use, and long enough to reach Mooring Master's launch. If at night, adequate lighting must be rigged overside for Mooring Master to approach side of ship and climb ladder safely. Adequate searchlights should also be rigged on both wings of bridge when mooring at night, to assist in running lines to buoys.
ANCHORAGE: Area bound by: 28° 59′ 00″ N. to 29° 01′ 00″ N. between meridians 49° 28′ 00″ E. to 49° 31′ 00″ E. Depth of water 24 fathoms.
Masters cautioned not to anchor North of Lat. 29° 01′ 00″ and East of Long. 49° 31′ 00″ as there are numerous flow lines on sea bed connecting various structures, storage tanker and submarine terminal. During winter months, November through March, severe South-easterly storms often encountered with little or no indication of impending storm. Vessels at anchor, and loading in submarine terminal, must have engines ready with full power for immediate use. Masters cautioned to use adequate scope of chain while anchored awaiting berth.
RESTRICTIONS: None. Terminal operates 24 hours per day, 7 days a week. Ships moored, loaded and unmoored at any hour, weather and other circumstances permitting. Terminal will never be closed due to religious holidays.
MAX. SIZE: Ship loaded by means of submarine pipe-line and one hose at one loading berth, located in approximately 140 ft. of water. Mooring buoys numbered 1, 2, 3, 4, 5 and 6. Starting with no. 1 East of mooring and numbered consecutively in clockwise direction. Max. capacity 150,000 dwt., max. length 950 ft.
HEALTH: The rules governing quarantine are the same as found in other ports of the world. Owners should check with Agent respecting any recent imposition of anti-epidemic regulations and requirements for additional injections for crew members.
RADIO: *Advice of arrival:* Incoming tankers must send ETA at least three days before arrival. The IOE and PC main radio stations at Bandar Mahshahr will handle IPAC's radio traffic, pre-arrival messages etc. for vessels calling Cyrus Terminal. The station call sign is EPY8. Messages for IPAC should be prefixed with "Cyrusiran IPAC", with copy to Agent. Further ETA messages should be sent when vessel 24 hours and 12 hours distant from Cyrus Terminal and at any other time any appreciable change occurs in original ETA or those subsequent thereto. The 12 hours ETA should include a positive statement regarding "ship's readiness to load" on arrival and the number of hours that will be required to discharge clean ballast after ship is berthed in mooring.
EPY8, Schedules and Frequencies

(*a*) A 24-hour watch is kept on 500 kc/s. (distress frequency) and any calls answered on that frequency.

(*b*) Traffic is passed on 460 kc/s. and incoming signals are accepted in the band 405–535 kc/s.

Traffic lists are transmitted on 460 kc/s. following an announcement to that effect on 500 kc/s. at: 0105, 0305, 0505, 0705, 0905, 1105, 1305, 1505, 1705, 1905, 2105, 2305 hours GMT.

(*c*) A schedule watch is maintained over 4 Mc/s. band (i.e. 4177–4187 kc/s.) and calls are answered on 4290 kc/s.

Traffic is accepted in the band 4187–4238 kc/s. Traffic lists are transmitted at 1605 GMT on 4290 kc/s.

(*d*) A scheduled watch is maintained over the 8 Mc/s. band (i.e. 8354–8374 kc/s.) and calls are answered on 8740.

Traffic is accepted in the band 8374–8476 kc/s. Traffic lists are transmitted at: 0605, 0805, 1005, 1205, 1405, and 1605 hours GMT on 8740 kc/s.

During scheduled watches on HF while the station is not actually engaged in working a ship, an automatic and continuous traffic list is transmitted on 8740 kc/s. or 4290 kc/s.

The scheduled watches are at the following times GMT:

0600 hrs. – 0900 hrs., 8740 kc's.
1000 hrs. – 1300 hrs., 8740 kc/s.
1400 hrs. – 1600 hrs., 8740 kc/s.
1600 hrs. – 1700 hrs., 4290 kc/s.

Radio Watches. While at the anchorage off Cyrus Terminal, vessels should maintain normal listening watches on both HF and W/T.

TUGS: A charge for each tug movement will be made in accordance with rates established by IPAC. When tug/tugs are standing-by vessel mooring/unmooring, for use if required, the full fee will be charged. IPAC maintains launches to assist in mooring and unmooring.

BERTHING: (Also see "Max. Size".) Tankers to have ready: (*a*) Windlass and deck winches fore and aft. (*b*) Ten good manila or synthetic mooring lines, each not less than 120 fathoms in length, with efficient stoppers for each line. (*c*) On port or starboard side as directed, opposite ship's manifold, equipment capable of lifting submarine hose safely and expeditiously. Weight of lift 5·5 tons. (*d*) One bower anchor ready for immediate use, with minimum of 120 fathoms of chain. Anchors, chains and anchor windlass must be in good condition. (*e*) Equipped to fit flanges on submarine hoses, which are of ASA standards.

Permanent moorings in the berth consist of six steel cylindrical buoys each fitted with a quick release hook to which ship's mooring lines attached by mooring launches. The berth is laid out on a two heading basis, using ten mooring ropes (two bow, four beam, and two quarter and doubled on windward bow and quarter).

LOADING: Maximum crude oil loading rates for a tanker using one 12-in. deck hose and 20 p.s.i. at ship's rail is approximately 12,000 b.p.h. Requested that ships receive oil as fast as it can be delivered, with due regard for safety, also that any fittings on manifold such as "Y's", strainers, or mud boxes, which tend to restrict flow of crude oil into the ships, be removed before arrival at terminal. Preferable that connections be provided so that a 12-in. deck hose can be used.

VHF: Cyrus Terminal base ("Pazargad") is not equipped with VHF radio telephone and does not maintain a radio watch. Vessels arriving at Cyrus Terminal may communicate with the "Pazargad" via blinker light.

MEDICAL: Neither medical nor hospital facilities provided by IPAC. Private doctors and hospital facilities available at Tehran or Abadan. Emergency hospital cases only can be handled on Kharg Island, approximately 53 miles from Cyrus Terminal.

DENSITY: Salinity approximately 20% more than normal sea water.

TIDE/CURRENT: Tidal range between 6 and 8 ft. Currents generally on axis of ship berthed in mooring; however, rotary currents can be expected.

FRESH WATER: No fresh water available.

FUEL: No bunkers or lubricants available.

FIRE PRECAUTIONS: A continuous and efficient fire watch must be kept on deck and in engine room. In event of fire breaking out in any part of a vessel, however minor it may be, fire alarm must be given immediately. This will consist of a succession of long blasts on ship's whistle, together with a rapid continuous ringing of ship's bell.

CUSTOMS ALLOWANCES: Present regulations allow each seaman to retain a maximum of 50 cigarettes or 1 oz. of tobacco or 5 cigars. The balance of all smoking items must be collected and carefully listed prior to arrival. This list will be checked by Customs before sealing locker. If any discrepancies, vessel is subject to a fine.

CONSULS: No consulates at Cyrus Terminal; consular or diplomatic representatives for most nations maintain offices in Tehran.

REPAIRS/STORES: Port is considered an "open roadstead", and under no circumstances may engines be shut down for repairs while ships are moored in submarine berth. No facilities for making vessel repairs. No spare parts, stores or supplies should be sent to Cyrus Terminal for delivery to a ship.

REPATRIATION: No facilities.

TIME: GMT plus 3½ hours.

SHORE LEAVE: There is no shore leave permitted due to lack of facilities. No visitors permitted on tankers loading.

INSPECTION SERVICE AND MARINE SURVEYS:

Petroleum inspection services available at Cyrus Terminal from Saybolt. IPAC also inspects cargoes on specific request of off-taker companies.

Classification agencies: Lloyds Register of Shipping (maintain office with Surveyor in Khorramshahr). American Bureau of Shipping (to be arranged from Bahrain where nearest ABS office available, with at least 5 days advance notice. A non-exclusive Surveyor available in Tehran). Bureau Veritas (Agents and Surveyor in Khorramshahr). Norske Veritas (Agents in Khorramshahr). German Lloyd (Agents and Surveyor in Khorramshahr).

AGENT: Gulf Agency Co. (Iran) Ltd., POB 110, Khorramshahr, Iran. Tel. 2278, 2280. Cables "Confidence", Khorramshahr. Telex 4033 (answer back: "Confidence Kor").

Due difficulty reaching Khorramshahr with international telex, communicate via Tehran office, telex no. 2107 Tehran (answer back "Confidence" Tehran), stating "For Khorramshahr".

Ships' mail for vessels calling Cyrus Terminal to be addressed to: Gulf Agency Co. (Iran) Ltd., POB 62, Abadan, Iran.

KHARG ISLAND: 29.14 N. 50.19 E.

A. DARIUS TERMINAL. Oil-loading terminal of the Iran Pan American Oil Company.

B. KHARG TERMINAL. Oil-loading terminal of the Iranian Oil Exploration and Producing Company.

C. KHEMCO TERMINAL. Loading terminal of Kharg Chemical Co.

GENERAL: (Items common to all Terminals): There are no ballast disposal facilities at Kharg and it is of the utmost importance that all vessels arriving at the anchorage should ensure that all water ballast and pipe-lines are completely clean.

FLAG: All vessels required to fly Iranian Ensign on foremast during daylight hours in Iranian waters. Iranian territorial waters extend 12 miles seaward from mainland and adjacent islands. Iranian flags may be obtained from Agent.

DOCUMENTS:

Bill of Health (certified by Iranian Consulate port of origin or port of call. If no Iranian Consul available, the legalisation fees are payable at Kharg Island).
Health Declaration (International Health Form to be filled out by Master on arrival).
Manifest (if with cargo certified by Iranian Consul (see "Bill of Health" above). If vessel is in ballast, no legalisation fees due).
Clearance (from last port).
Register.
Crew List.
Passenger Manifest (if any passengers are on board).
Store List.
Bonded Store List.

APPROACHES: Vessels approaching Kharg from South, should keep at least 2 miles to East of Island. Vessels approaching Kharg from North should keep to West of Island, as Khargu Island to the North is very low lying and difficult to see at night until dangerously close-to.

Landfall. 3 high gas flare towers, 2 in the South and 1 to the North of the Island, make a most conspicuous landfall. At night, from a distance, the light from these flares tends to obliterate the various navigation lights. At night the glow from the 3 gas flares is visible from great distance, far beyond the range of any navigation lights. However on occasions, one or more or all of the flares may not be burning, making the main navigation lights more readily visible.

Navigational Dangers. Eastern coast is open and free from navigational dangers, except for coral reef, which extends for about ¼ mile seawards along whole coast line. To South-west of Island, numerous oil platforms in positions up to 5 miles offshore.

Kharg South Beacon. 29° 12′ 46″ N., 50° 19′ 15″ E. At Southern end of Island, rotating white light, on steel tower, 295 ft. above MHHW, 2 flashes every 12 seconds, visibility 24 miles. Obscured by high ground and oil tanks between 151° and 160° from seaward. Light beam partly diverged upwards for aircraft. This is the main navigation light for Kharg area.

Kharg North Beacon. 20° 15′ 02″ N., 50° 18′ 18″ E. At Northern end of Island, white light on steel tower, 261 ft. above MHHW, 2 flashes every 6 seconds, visibility 12 miles. Obscured by high ground and oil installations between 330° and 352° from seaward.

Khargu Beacon. 29° 20′ 20″ N., 50° 21′ 18″ E. At Northern end of Khargu Island, on a steel tower 59 ft. above MHHW, a white light with 10° red sectors towards Ganaveh and Kharg Island to indicate general directions of submarine pipe-lines, 3 flashes every 8 seconds, visibility, 10 miles red sector, 15 miles white sector. Obscured between 011° and 041° from seaward by Kharg Island. Radar reflectors fitted to North and East sides of tower top.

Ganaveh Beacon. 29° 35′ 20″ N., 50° 29′ 50″ E. On mainland, at start of submarine pipe-lines to Island, 2 miles North-west of Ganaveh village, on steel tower, white light with 10° red sector along general direction of submarine pipe-lines, one flash every 5 seconds, visibility 10 miles red sector, 15 miles white sector. Light beam partly diverged upwards for aircraft.

South-east Buoy. 29° 12′ 22″ N., 50° 20′ 02″ E. Red can buoy, white light, one flash every 2 seconds. Near edge of reef, South-east Kharg Island.

North East Buoy. 29° 14′ 54″ N., 50° 20′ 18″ E. Red conical buoy, white light, one flash every 6 seconds. On Northern boundary of port limits.

Channel Buoy. 29° 16′ 42″ N., 50° 20′ 30″ E. Red conical buoy, white light, one flash every 3 seconds. In Eastern end of channel between Kharg and Khargu Island.

Radio Masts. At South end of Kharg Island a high radio mast painted red and white positioned at 29° 12′ 47″ N., 50° 19′ 15″ E., approximate elevation 510 ft. Fitted with fixed red lights. Another radio mast, also painted red and white, positioned at 29° 14′ 10″ N., 50° 18′ 26″ E., approximate elevation 367 ft., fitted with fixed red light.

Dideban Tomb. On highest point of Kharg Island, 29° 14′ 57″ N., 50° 18′ 29″ E., a small domed building located, elevation 290 ft.

Mir Muhammad Tomb. On North-eastern part of Kharg Island at 29° 15′ 10″ N., 50° 18′ 46″ E., conical shaped tower surmounted by small dome, elevation 165 ft.

Khargu Trees. On Khargu Island, at 29° 18′ 45″ N., 50° 20′ 30″ E., a small group of trees, only ones on island, visible from long distances.

Notice Boards. On North South-east coast and South-west of Kharg Island and along coasts of Khargu Island, large white notice boards indicating prohibited anchorages surrounding submarine pipe-lines.

Port Area. The area within:

29° 12′ 23″ N.	29° 14′ 53″ N.
50° 18′ 36″ E.	50° 21′ 17″ E.
29° 12′ 21″ N.	29° 14′ 53″ N.
50° 21′ 40″ E.	50° 20′ 20″ E.

offshore from Kharg Island has been proclaimed a port area. Port area used by vessels manoeuvring to and from oil-loading terminals. The whole of area within port limits declared a Prohibited Anchorage, and, a Restricted Manoeuvring Area. Vessels must not enter within port limits unless Berthing Master is on Board.

PILOTAGE: Vessels should proceed to Eastern Anchorage, outside port limits (Prohibited Anchorage and Manoeuvring Area) approximately 1½ miles East of Terminals, and await arrival of Berthing/Mooring Master.

ANCHORAGE: The approved Anchorage Area is to East of Eastern boundary of Port Limits, where holding ground is good. All vessels on arrival at Kharg must proceed to anchorage area and await instructions.

Prohibited Anchorages. Three Prohibited Anchorages in the Kharg Area:

(*a*) Submarine Pipe-lines. Anchorage prohibited in vicinity of submarine oil pipe-lines laid between North coast of Kharg Island and mainland near Ganaveh.

(*b*) Offshore Oil Platforms. Anchorage prohibited to South-west of Kharg Island in vicinity of numerous oil wells and drilling platforms extending 5 miles or more out to sea.

(*c*) Port Area. Area within 1½ to 1¾ miles offshore from East coast of Kharg Island generally, has been proclaimed a Port Area. Anchorage within Port Area prohibited.

Cautions. (*a*) Unlit mooring buoys at south east of Kharg Island (see Darius Terminal). (*b*) Oil Platforms to South-west of Kharg Island. (c) Aircraft approach lane South-east of a point mid-way between Naval Boat Harbour and Kharg North Buoy, in North-west corner of Port Area.

HEALTH: On completion of mooring, after ship's gangway has been lowered, Medical Authorities will board vessel and grant pratique, subject no infectious diseases having been reported on board during voyage.

N.B.: Owners of vessels proceeding to Kharg from Iraq, India or Pakistan, should check latest quarantine regulations with Agents. For example, in the past, regulations have been in force requiring vessels coming from Iraq to pass a 24-hour quarantine period from time of arrival at anchorage, and vessels coming from Pakistan to pass a quarantine period of 5 days from time of leaving Karachi before Oil Company accepts respective Notices of Readiness. Understood that these regulations presently withdrawn, but might be re-imposed from time to time on basis of cholera situation. Voyage from Karachi to Kharg takes about 3 days, therefore, tanker proceeding directly from Karachi could incur one or two days delay, if quarantine ban in operation.

RADIO: IOE and PC main radio station at Bandar Mahshahr will handle radio traffic. Call sign EPY8. Vessels bound for Kharg Terminal should prefix messages with "Khargiran", and vessels bound Darius Terminal should prefix with "Khargiran Ipac" in both cases with copy to Agents.

Advice of Arrival. It is important that ships establish radio contact when three days distant from Kharg Island and maintain this contact until just previous to arrival. All ships should send a 72 hours ETA message with copy to Agents, giving best estimate of ship's arrival time. (First ETA message should also include a definite statement of details of any equipment required from shore for connecting submarine hoses to ship's manifold – Darius Terminal.) Further ETA messages should be sent when vessel 24 hours 12 hours distant from Kharg Island and at any other time any appreciable change occurs in original ETA or those subsequent thereto. 12 hours ETA should include a positive statement regarding "ship's readiness to load" on arrival, and number of hours that will be required to discharge clean ballast after ship is berthed/moored; any expected delays for repairs or other reasons, prior to berthing, should also be included in the message.

Radio Watches. While at anchor off Kharg Island, vessels should maintain normal listening watches with station EPY8 on WT, and Kharg Terminal on VHF. Use of the ship's radio station and/or battery charging equipment prohibited during cargo transfer operations.

STATION EPY8 SCHEDULES AND FREQUENCIES

Schedule of Watch (GMT)	*Listening Watch Frequency* (kc/s.)	*Transmitting Frequency* (kc/s.)	*Receiving Frequency* (kc/s.)	*Remarks*
Continuous	500	500	500	Distress Frequency
Continuous	500	460	405–535	Traffic list every 2 hours from 0105 to 2305 hrs. GMT
1600–1700 hrs.	4177–4187	4290	4187–4238	Traffic lists at 1605 hrs. GMT
0600–0900 hrs.	8354–8374	8740	8374–8476	Traffic lists every
1000–1300 hrs.	8354–8374	8740	8374–8476	2 hours from 0605.
1400–1600 hrs.	8354–8374	8740	8374–8476	GMT

During Scheduled Watches on HF, while station EPY8 is not actually working a ship, traffic lists are transmitted automatically and continuously on frequency 8740 kc/s.

VHF: Kharg Terminal equipped with VHF radio telephone, using international frequencies. Continuous watch kept on international calling and emergency Channel 16, frequency 156·80 Mc/s. Other channels, available after contact has been established are: No. 12 (first choice, Simplex), No. 20 (second choice, Duplex). Masters recommended use this facility when within range, particularly when approaching port. In poor visibility, when vessel's approach may not be observed from shore, VHF communication may be the means of avoiding delay in mooring/berthing.

MEDICAL: Small hospital with clinic on Kharg operated by National Iranian Oil Company for minor medical treatment. More serious cases may have to be sent by air to Abadan Hospital. Any medical services required should be brought to attention of Medical Officer when he boards vessel to grant pratique.

DENSITY/TIDE WINDS: Salinity of sea approximately 20% more than normal sea water. Surface temperature of sea ranges from 63° to 97° F depending on season. The extreme tidal range between 7 and 8 feet with maximum rate of about 1½ knots. Wind directions and velocity subject rapid change without warning and precautions necessary to avoid difficulties. Heaviest seas and swells while in port are from North-east through South-east.

FRESH WATER: Not available.

STORES: Commissary supplies, as well as steward's stores, in limited quantities, can be arranged through Agent with at least 5 days advance notice.

LAUNDRY: No laundry services available.

DEVELOPMENTS: Planned construction by IOE and PC of new loading terminal on West side of island, completion expected end 1972. Terminal to be capable of accommodating 2 vessels simultaneously of 250,000 to 500,000 tons, and respective vessels to be able to load 2 grades Iranian crudes (light and heavy) simultaneously at the rate of 15,000 tons per hour for each grade, or if only loading one grade, at 30,000 tons per hour. Loading expected to be through four 24-in. diameter hoses to each vessel.

CUSTOMS ALLOWANCES: Present regulations allow each seaman to retain maximum 50 cigarettes or 1 ounce of tobacco or 5 cigars. The balance of all smoking items must be collected and carefully listed prior to arrival. This list will be checked by Customs before sealing locker. If any discrepancies, vessel subject to fine.

CONSULS: No consulates at Kharg Island; however, consular or diplomatic representatives for most nations maintain offices in Tehran, and some in Khorramshahr.

REPAIRS: Masters of vessels loading or discharging at Darius Terminal are advised that this port is considered an "open roadstead" and, under no circumstances may engines be shut down for repairs while ships are moored in submarine berth. No facilities at Darius Terminal for making vessels repairs, and it is emphasised that all vessels in submarine moorings must be in condition to clear immediately on instructions to do so. No repairs allowed alongside the Oil Loading Jetty at Kharg Terminal. Ship's main engines must be available at all times while alongside jetty.

REPATRIATION: Crew members joining ships at Kharg Island should always be routed via Abadan and not via Shiraz. Crew change accommodation (for 10) at Recreation Centre.

AIRPORT: Small airport used by Oil Company aircraft and Iranair flights to and from Abadan. Due security arrangements movement of crew must be programmed through Agent.

TIME: GMT plus 3½ hours.

A. DARIUS TERMINAL (Additional requirements and details).

Terminal operates 24 hours per day, seven days a week. Ships moored, loaded and unmoored at any hour, weather and other circumstances permitting. Terminal will never be closed due to religious holidays.

LOCATION: A submarine terminal at South-east corner off Kharg Island 29° 12′ 40″ N. 50° 20′ 40″ E.

MOORING: Vessel requested to have pilot ladder safely and securely rigged, ready for immediate use, and long enough to reach Mooring Master's launch. Adequate searchlights should be rigged on both wings of bridge, when mooring at night, to assist in running lines to buoys.

Raising, connecting, disconnecting and lowering of submarine hoses will be performed by crew as advised by Mooring Master, who will remain on board while ship in moorings. A capable winchman to be provided by ship.

Mooring buoys for Darius Terminal not lighted with exception of spar buoy at North end of mooring buoys, which has characteristic of one white flash every one second. Permanent moorings in berth consist of 5 steel cylindrical buoys each fitted with quick release hook, to which ship's mooring lines are attached by IPAC's mooring launches. The berth is laid out on the one heading basis, using both ship's bower anchors with seven mooring ropes (four beam, two quarter, and one stern). Mooring buoys numbered 1, 2, 3, 4, and 5. Starting with no. 1 East of the mooring and numbers running consecutively in a clockwise direction.

Tankers to have ready: (*a*) Windlass and both bower anchors, each with not less than 120 fathoms of chain. (*b*) Seven good manila or synthetic mooring lines, each not less than 120 fathoms in length, with efficient stoppers for each line. (*c*) On port side opposite ship's manifold, equipment capable of lifting submarine hose safely and expeditiously. Weight of lift 5 tons.

LOADING: Ship loaded by means of submarine pipe-line and two hoses at 1 loading berth, located approximately one mile offshore in over 65 ft. of water. Crude oil loading hoses lifted on port side. Maximum crude oil loading rate for tanker using two 12-in. deck hoses and 20 p.s.i. at ship's rail is approximately 5,000 tons per hour.

Order save ship time as well as to make berth available for others, requested that ships receive oil as fast as it can be delivered, with due regard for safety. Also requested that any fittings on ship's manifold such as "Y's", strainers, or mud boxes, which tend to restrict flow of crude oil into ship, be removed before arrival at terminal. It is preferable that connections be provided so that a 12-in. deck hose can be used. Vessels must be equipped to fit flanges on submarine hoses, which are of ASA standards.

FIRE PRECAUTIONS AND SAFETY: Full instructions will be given by Mooring Master but, vessel's personnel responsible for safety of vessel and must take all necessary precautions, whether or not so advised by Mooring Master.

During time vessel moored in Darius Terminal, a continuous and efficient fire watch must be kept on deck and in the engine room. In the event of fire breaking out in any part of vessel, however minor it may be, fire alarm must be given immediately. This will consist of a succession of long blasts on ship's whistle, together with a rapid and continuous ringing of ship's bell.

COMMUNICATION: Ship-to-shore communications, while ships in moorings, will be by portable VHF radiotelephone units. Mooring Master will advise Masters and Officers regarding emergency whistle signals set up for use in event VHF radiotelephone units become inoperative.

EMERGENCY MEDICAL ASSISTANCE: Vessels requiring emergency medical assistance should hoist international code flag "W" in daylight, and at night send "W" (·––) on blinker light. To attract immediate attention, the same signal "W" (·––) should be given on ship's whistle in either day or night hours. The signal should be repeated until acknowledged visually by either another ship in the moorings, or from IPAC launch. As soon as signal is received, Terminal officials will advise Agent as soon as possible of the emergency medical aid required.

FUEL: No bunkers available at submarine mooring. Bunkers may be loaded at I.O.E. and P.C. main jetty having obtained nomination through Iranian Oil participants in London. Tankers loading crude oil at I.O.E. and P.C. jetties have at all times priority for berth, over the vessels lifting bunkers only. Marine lubricants not available, except through marketing representatives by arrangement through Agent.

CURRENTS: Generally on the axis of the ship berthed in the mooring; however, rotary currents can be expected.

SHORE LEAVE: For personnel of vessels loading or unloading at the Terminal is arranged between Agent and Iranian Security Officer aboard vessel. Ship's personnel (other than medical or emergency cases) not allowed to disembark or embark at Terminal. All personnel going ashore must land at I.P.A.C. Small Boat Harbour. Sufficient personnel must be aboard at all times for letting go lines and clearing moorings immediately.

B. KHARG TERMINAL (Additional requirements and details)

OIL LOADING JETTY: "Tee" head with overall length of 6,038 ft. between fender faces. The fender to fender width is 138 ft., for the section South of trestle approach, and 124 ft. for North section. Jetty face is aligned in direction 172° 35′–352° 35′. Deck level 22·0 ft. above chart datum. The jetty, being on eastern side of Island, is sheltered from prevailing North-west winds, but exposed to South-east, when during winter storms, waves of 8 to 10 ft. often occur. A maximum wave height of 15 ft. has been recorded at Southern end of jetty, under such conditions.

Berth	*Least depth water* (in feet)	*Maximum capacity* DWT*	*Loading and bunker arms*†	*Height limits ship's manifold in feet above chart datum*
1	64	200,000	3×16 in. 2×12 in.	11 to 73
2	65	38,000	4×12 in.	11 to 62
3	66	200,000	3×16 in. 2×12 in.	11 to 73
4	66	65,000	5×12 in.	11 to 62
5	67	200,000	3×16 in. 2×12 in.	16 to 78
6	67	85,000	3×16 in. 2×12 in.	11 to 73
7	62	200,000	5×12 in.	11 to 73
8	63	45,000	5×12 in.	11 to 62
9	57	200,000	3×16 in. 2×12 in.	11 to 73
10	58	76,000	5×12 in.	11 to 62

* Subject to weather, tidal conditions and lengths of vessels at adjacent berths.

† 12 in. Bunker arms at all berths. All Chiksan arm flanges are series 150 API.

Outer Berths: 9, 7, 1, 3, 5. Inner Berths: 10, 8, 2, 4, 6. Berths Nos. 7, 8, 9 and 10 located North of trestle approach.

Note: Vessels up to 1,135 ft. length and 312,000 tons dwt. have loaded part-cargo of 200,000 tons at this Terminal.

TUGS: Vessel normally berthed with assistance of two tugs which, together with Berthing Master, meet vessel at port limits. The tugs will come alongside, normally one to the bow and one to the stern, as far forward and aft as is safe and practical. Tugs' towing equipment will be used on all occasions.

BERTHING: Approaching berth, two fibre-rope headlines should be lowered to mooring launch, for transfer to jetty. Two stern lines are then handled, preferably one at a time, to avoid possible fouling of vessel's propeller. Positioning of vessel's loading manifold in relation to Chiksan loading arms on jetty has to be carried out to a close tolerance, as directed by Berthing Master, to requirements of jetty operator. On inner berths, particularly nos. 2, 4 and 8, vessels are berthed head outwards, i.e. stern to trestle. In these cases, vessels are towed stern first by after tug's hook wire, with forward tug either alongside or on towing hook, depending on tidal and weather conditions.

Mooring System. Under normal conditions, 12 lines are used to moor a vessel as follows: Forward: 3 headlines, 2 breast lines and 1 spring. Aft.: 3 stern lines, 2 breast lines and 1 spring.

During winter South-easterly storm period, it is usual to use one each additional headline and breast line, at each end making a total of 16 mooring lines. Breast lines and springs of wire rope are acceptable.

Berthing Limitations. Various combinations of wind, sea and tidal conditions, also size, length, ballasted trim and handling qualities of a vessel and available berth space, can effect decision to berth a vessel at Kharg. All these factors have to be evaluated before a final berthing decision is made.

Manfold Position. No berthing where manifold of vessel cannot be positioned, within horizontal limits of Chiksan loading unit arms, due to adjacent occupied berths.

Note: On outside berths, very large vessels of light free board in excess of 70 ft., may be required to retain sufficient ballast, to ensure that their manifolds remain within the vertical range of the "Chiksan" loading arms, until sufficient cargo is loaded.

LOADING: Both Iranian light and heavy crude oils available at all jetty berths. Crude oil is delivered to jetty from Tank Farm, situated on central plateau of Island, by gravity flow through four 48-in. diameter pipe-lines. Loading rates of up to 11,500 tons per hour to one berth can be achieved at Kharg Terminal. Up to 45,000 tons per hour can be delivered to all 10 berths simultaneously.

FUEL: Bunkering facilities at each berth. Two grades available, Marine fuel oil and marine diesel oil. Bunkers may be loaded up to a maximum rate of 1,000 tons per hour, and bunkering will normally commence before loading cargo.

FIRE PRECAUTIONS: A copy of the "Fire and Safety Regulations" notice is given to Master of every vessel by Berthing Master, at Anchorage. Five additional copies are passed aboard vessel when it arrives alongside jetty. These extra copies must be posted in conspicuous places throughout the vessel. While a vessel is within Port Area a continuous and efficient Fire Watch shall be maintained on deck and in the engine room. In event of fire, however minor it may be, the Fire Alarm shall be given immediately as follows:

On Board Vessel: Rapid and continuous ringing of ship's bell, together with a succession of long blasts on the ship's whistle or siren.

On Jetty or elsewhere in Port Area: Rapid and continuous ringing of the gongs on the jetty. A push-button alarm system is provided at each berth.

SHORE LEAVE: Fully air-conditioned Recreation Centre operated by United Seamen's Services, situated close to shore end of the trestle to the Oil Loading Jetty. Facilities include: cinema, film exchange, restaurant, dining-room and bar, library and waiting-room, PX gift shop, 2 billiards and snooker tables, 2 table tennis tables, darts, chess, etc., official money exchange.

Note: Shore leave restricted to grounds and buildings of Recreation Centre only.

C. KHEMCO TERMINAL: 29.13 N. 50.20 E.

LOCATION: Khemco Terminal dolphin jetty is located at the South-east corner of Kharg Island 29° 12′ 45″ N. 50° 20′ 05″ E.

APPROACHES: Vessels entering Kharg Island road must not approach or anchor West of long. 50° 21′ 30″ East (being approximately one mile East of Khemco Terminal), unless a company's Berthing Master is on board.

PILOTAGE: Company has own Berthing Masters, who will board vessels outside the port area and will pilot and berth the vessel alongside Khemco jetty. Berthing Masters will also carry out the duties of safety officer.

Vessels with the Berthing Master on board shall display the international flag "H" in a prominent position while manoeuvring under his advice. This flag will be in addition to the "Q" flag, being already hoisted for quarantine purposes.

Vessels are requested to have a clean pilot ladder safely secured at the leeside of the ship for the Berthing Master. The pilot ladder should be long enough to reach the pilot tug or launch. At night adequate lighting for the pilot ladder shall be installed.

Pilotage, berthing, mooring and sailing of vessels will be carried out in accordance with instructions of the Mooring Masters, subject to the understanding that in all circumstances the Master of the vessel being manoeuvred shall remain solely responsible for the safety, proper navigation and manoeuvring of his vessel. The Master or a qualified ship's deck officer must be on the bridge at all times while the vessel is underway or unmoored.

NOTICE OF READINESS: Notice of readiness will not be accepted at the time of arrival unless the vessel is in all respects ready to load. Arrival time will be considered as the time the berthing Master boards the vessel or the time that the vessel anchors, whichever occurs first.

RESTRICTIONS: Vessels can be berthed day or night in two

directions using ship's moorings. Occasionally bow anchor will be used during berthing operation.

MAX. SIZE: Length of pier is 1180 ft. with maximum of 42 ft. water alongside at MLLW.

RADIO: Radio Facilities. The IOE & PC main radio station at Bandar Mahshahr will handle Khemco's radio traffic. The station call sign is "EPY8". Messages for Kemco should be prefixed with Khargiran Khemco, with copy to Agent.

Advice of Arrival. It is important that ships establish radio contact with Khemco, when three days distance from Kharg Island, and maintain this contact until just prior to arrival at the terminal. All ships should send a 72 hours ETA message to Khemco, giving the best estimate of the ship's arrival time at Kharg anchorage. The first ETA message should also include a definite statement of the details of manifold dimensions, cargo requirement, agent and any other necessary information. Further ETA messages should be sent to Khemco when the vessel is 24 hours and 12 hours distant from Kharg Island and at any other time if any appreciable change occurs in the original ETA or those subsequent thereto. The 12 hour ETA should include a positive statement regarding ship's readiness to load on arrival, and the number of hours required to discharge clean ballast after ship has berthed.

TUGS: Two 2,000 h.p. and one 1,000 h.p. diesel tugs are provided by the Company. Normally two tugs are used for berthing and one for unberthing, depending on the Berthing Master's discretion. Tugs moorings are provided by the company and vessels are requested to have good heaving lines handy on the deck for picking up the tug lines. All tugs are equipped with fire-fighting equipment, including a foam system, which can be used when required.

MOORING: If, in the opinion of the Berthing Master, the vessel is not equipped with adequate mooring facilities, lines or gear, he will so inform vessel's Master, and in such event shall not be brought into berth until such facilities, lines or gear are deemed satisfactory.

Mooring Launches. Four powerful mooring launches are provided by the Company and normally one is used during berthing and unberthing operations.

Mooring Lines. Under normal weather conditions the following mooring lines are required: forward: 3 head lines, 2 breast lines, 1 spring; aft.: 3 stern lines, 2 breast lines, 1 spring.

All lines to be of 120 fathoms, with the exception of the breast lines, being of shorter length. No wire lines are to be used at Khemco jetty.

During abnormal conditions, especially during winter periods, some additional four lines are required for extra moorings.

In most cases it might be necessary to pass all forward lines from the bow and all stern lines from the poop.

Dolphins. The jetty consists of one main and eight smaller dolphins. Four on either side of the main dolphin are for ships mooring. The main dolphin is connected to the shore via a trestle and causeway. Head and stern lines are passed to the dolphins by means of line handling launches and others by heaving lines. All mooring dolphins are fitted with quick-release hooks.

BERTHING: A. Berthing Masters. Vessels to be berthed at Khemco jetty will be boarded by a company's Berthing Master at Kharg anchorage and after advising the ship's Master of all port formalities, will normally take two tugs (one to the bow and one to the stern) alongside while proceeding to the jetty.

B. Berth Turn. Vessels to load at Khemco jetty will normally be accepted and the berth will be assigned to the vessel in order of arrival and nomination. In the event the berthing is delayed by weather or other reasons, vessels will keep their positions in line. Vessels leaving the port area on account of weather or other reasons should keep in contact with the terminal in order that they will be available when weather moderates. Khemco reserves the right to load vessels out of turn following the return of good weather, to the extent that such loading out of turn does not materially delay the loading of other vessels in line. For example, in the event that weather or other reasons make it necessary for vessels awaiting berth to leave the terminal and put to sea, Khemco may load another vessel after the port opens, but before the return of the vessels waiting in line ahead of it. And further, Khemco reserves the right to decline to berth a specific vessel if its condition or facilities are unsafe for berthing or loading, but berths other vessels "out of turn".

C. Gangway. When alongside the jetty, vessels shall provide an efficient gangway with a net rigged underneath. During the hours of darkness, they shall install adequate safe lighting for the gangway. These lights are in additions to those used for the deck illumination.

D. Sailing. All lines are dropped by means of quick-release hooks, fitted on all dolphins and under normal conditions one tug is used on the hook at the bow of the vessel in order to clear her off the berth. Usually the documents are signed before departure, unless the berth is needed for another ship.

BALLAST: A. Rules and Regulations. Vessels arriving at Kharg should maintain a reasonable draft fore and aft for safe manoeuvring and berthing. When conditions permit, the Berthing Master will advise the Master to commence discharging ballast. It is the Master's responsibility to see that dirty ballast, whatsoever, is not pumped or spilled over board. Only clean ballast or bilge water may be discharged within 50 miles of the coast-line. In the event of contaminated ballast or bilge water, the vessel will be required to divert this material to a ship's slop tank. Otherwise, the vessel may be unberthed and returned to a point not less than 50 miles from the coast line to discharge contaminated ballast.

There are no ballast disposal facilities at Kharg Island.

Masters are requested to arrive at Kharg with clean tanks, pipelines, sea suctions, strainers and pumps. Ships will not be accepted for loading if evidence of any dirty ballast is observed.

Any vessel returned to a position at least 50 miles off-shore to discharge dirty ballast, or for any similar reason, automatically nullifies any "Notice of Readiness" already tendered and loses any priority held for loading. The vessel will be entered for loading at the time of second arrival when a new "Notice of Readiness" will be tendered.

B. Loading and Deballasting Simultaneously. Vessels are permitted to load cargo and discharge clean ballast at the same time provided all safety and other aspects are observed.

C. Tank Cleaning. Ship-tank cleaning will not be allowed at the pier. Ships will be allowed to draw sea water ballast while alongside.

LOADING: A. Ship's Gear. Although the jetty is equipped with a boom to handle loading hoses, ships are requested to rig jetty side boom in a proper and safe manner for possible use. Masters will be responsible for ensuring that the ships gear or fittings are in good working order and will not in any way interfere with or hamper the working of the facilities.

B. Inspection. After the vessel has been berthed and all formalities carried out the vessel will be boarded by the loading Master. A joint inspection will be made by an authorised ship's officer and the loading Master after the exchange of information and documents. If the ship's tanks, piping or equipment are in such condition that a potential hazard exists, the ship will be refused permission to load until such hazards are corrected. In any case, the owners or charterers of the ship will be notified of any delay or refusal to load because of hazardous conditions and any expense due to such delay or refusal to load will be borne by owners.

If the ship does not arrive with tanks and/or piping sufficiently cooled to permit loading, the time required to cool down shall not be counted as lay time. Any expenses, including LPG furnished by company, demurrage, etc., involved with the cool-down period and operation shall be borne by the owners or charterers of the vessel.

Should the vessel arrive at the loading terminal with inert gas in its tanks, after purging from a previous cargo of ammonia or other gas to prevent contamination of shore lines and facilities, the inert gas should be vented if possible before ship is moored. If the ship's tanks to be loaded previously contained a product different from what is to be loaded, the Master shall verify that the tanks are clean and ready to receive Kharg Chemical cargo.

C. Loading Propane and/or Butane. 1. General Information. No loading will begin until the ship is safely moored with fibre mooring lines, gangway lowered and secured, the ship grounded and ground tested, ship's and shore emergency fire hose pressurised and ready for use, fire wire in place, and ship/shore communications tested and in good working order.

All loading personnel will wear fibreglass hard hats, leather-palmed gloves, cotton long-sleeved shirts, long cotton trousers, cotton socks, and sandals or shoes that do not have spark-generating material, such as steel nails, cleats, toe or heel plates. Non-sparking tools will be used in making hose and ground connections. Silk clothing or headgear will not be permitted due to its affinity for collecting static electricity. Ship's grounds will be tested for continuity to shore before product or vapours pass through hoses.

Since the LPG may not contain an odorant, particular care shall be taken that the atmosphere does not become explosive. If there is no air movement, explosimeter readings will be taken hourly, and if an explosive atmosphere exists, loading shall stop until conditions change. Prior to loading the main cargo a small quantity of propane and/or butane will be loaded or circulated initially for cooling down purposes. The amount set aside for cooling down will depend on whether the cool down is for the ship's lines or ship's tanks. Generally, the ship's lines will be cooled down before loading each parcel.

Although a small amount of refrigerated LPG is normally retained in the bottoms of the ship's cargo tank during the trip to Kharg Island, the tank vapour space and tank walls are warmer. For a period of about an hour while low temperature circulation of the shore lines continues, a small amount of propane may be taken by the ship from cargo holds and sprayed into ship's tanks. This method cools the upper parts of the ship's tanks and vapour spaces. If propane is taken from shore lines, this is replaced from shore tankage as the circulating pump suction is "floating" on the shore tank outlet line.

The enclosed spaces around ship cargo tanks and double bulkheads should be frequently monitored by ship's personnel for cargo leakage.

The measures for dealing with any leakage to prevent the temperature of the hull structure from falling below a safe level depends upon the ship's design. The Master shall have standing orders for dealing with any leakage observed on the ship and shall so inform the Loading Master.

2. Loading Master and Jetty Operator. Once the vessel has been berthed, berth will be manned at all times by an operator, who will be stationed in the immediate vicinity of the berth loading bay. All information and forms will be passed by the Loading Master prior to commencement of loading.

3. Alarms. All alarm systems on vessel and communications between the jetty and control room shall be checked before loading is begun. Masters are requested to make the Loading Master fully familiar with the vessel's alarm systems. Otherwise, confusion may occur between loading alarms and fire alarms.

4. Connecting Loading Hoses. The loading and vapour-return hoses will be well supported and laid along the pier. Each hose and hose valve will be supported by jacks on ship's deck. Hoses will be protected by rope mesh. Once the loading hoses are connected they will be adjusted during loading operations. The shore and ship personnel shall be careful not to kink, stretch or damage hoses. Hoses not used will be blanked. Hose flanges will be completely bolted and shrouded.

Size of Hoses: propane 8 in. (with 8 in. ASA 150 flanges); butane

8 in. (with 8 in. ASA 150 flanges); vapour 6 in. (6 in. ASA flanges).

5. Air. It is most important that no air is allowed to enter either the ship or shore loading lines. All hoses and spools must be purged free of air after being connected.

Provision is made on shore for purging air from LPG and vent hoses on completion of hose connection to ship and for purging LPG vapour from hoses before disconnecting when loading is finished. Provision is made to supply inert gas for this purpose. Provision is also made for disposal of remaining liquid in hoses safely and effectively from shore connection of hoses before disconnecting and gas purging of hoses when loading is finished. Valves and connections are provided for this purpose on the shore end. All ice must be removed from around hose insulating gasket prior to hose disconnection. Cargo hoses shall be blanked and be removed from ship. Ground wires will remain connected until ship's gangway is removed and ship is ready to depart.

6. Loading Pressure. Loading pressure should not exceed 50 psi at any time.

7. Ship's Compressor. During loading, the ship may pump vapours ashore via the ship's compressor. The Loading Master should be advised before the compressor is started or stopped.

8. Loading Rates. Maximum loading rates for LPG products are as follows:

Propane (two lines)	10,900	barrels	per	hour
Butane (two lines)	7,800	,,	,,	,,
Propane (one line, pumping)	7,000	,,	,,	,,
Butane (one line gravitating)	3,900	,,	,,	,,

It is more important that the Loading Master be informed before any changes are made by the ship in the vapour compression operation. He then will inform the shore loading area. Starting and stopping compressors on the ship affect the shore tank pressures and can result in damage to tanks and pumps. Ship's valves should under no circumstances be partially or completely closed against LPG flow without first informing the Loading Master. Pumping rates will normally be adjusted from the shore loading area.

The ship's Master is responsible for his ship at all times. The company Loading Master will advise the Master in respect to loading pressures and hazards, but will not direct the loading except as may be necessary to protect their terminal's facilities or to prevent any hazards. Manipulation of ship's valves is the direct responsibility of ship's personnel.

LPG loading will be done on a 24-hours basis; hence the Master of the vessel, while alongside the LPG loading pier, will be responsible for the provision of adequate explosion proof lights, fittings and switches in all parts of the vessel where work is being carried out in any way connected with loading of LPG.

The ship's pipelines/vent system and/or liquification system shall be manifolded so that only those pipelines connected to the ship's tank being loaded will be open. All other pipelines' lines shall be closed and outlets blinded.

All doorways, vents, ports, air-conditioner intakes and other openings into which gaseous vapours could enter shall be closed.

During loading, there shall be no smoking, no open lights and no galley fire on the ship or in the vicinity of the pier.

Package goods, bunkers, water, freight and ship stores shall not be loaded or discharged during loading. Visitors will not be permitted on the ship during loading.

Loading of LPG shall be stopped whenever weather or sea conditions are hazardous to the ship, dolphins, LPG hose and manifold, adjacent vessels or personnel. The Senior Terminal Representative and authorised Ship's Officer shall jointly judge if such conditions exist. In case of dispute, the Senior Terminal Representative's judgement shall be followed.

During severe thunder storms, sand storms and electrical storms in the vicinity of the ship, loading shall cease until the storm subsides.

9. Strainer Boxes. It is important that no ice, pipe scale, etc., be allowed into the vessels' tanks. The ship should have strainers placed immediately upstream of the manifold valves. A careful watch must be kept on the pressure to prevent the strainers being blocked and periodically the strainers should be cleaned by using the built-in wiper, which should be turned clockwise only. In case of an absolute blockage loading will have to be suspended and the strainer cleaned, if necessary by removal. If one of the vessel's strainers is blocked, it may be possible to continue on the other hose.

10. Completion of Loading. A reduction in loading rate before topping of the final tank or tanks may be arranged through the Loading Master by the ship's officer in charge. When the vessel asks for a slow rate, the loading pump will be shut-down and valves re-aligned for circulation. The vessel should then complete loading at its own controlled rate off the circulation flow. The terminal might ask for a suspension of loading while realigning the circulation pump. When required to stop completely, the Loading Master should be advised.

11. Hose Disconnection. When disconnecting hoses in order to change or clean a strainer at the time of completion of loading, the following points must be remembered:

(a) All ice must be removed from around the hose insulating gaskets prior to disconnecting.
(b) The hoses and hose valves must be secured to the vessel to avoid slipping or twisting. This is best done with rope and/or pulleys.
(c) The hose valves and ship's manifold valves must be shut.
(d) The vessel's vent valves must be open either to the atmosphere or to the vapour return hoses.
(e) The ship's strainer and all pipes and flanges between the hose and manifold valves must be de-iced.
(f) The hose can then be disconnected, but the ship's manifold valves, vapour return valves and hose valves must be shut.

D. Loading of Bulk Sulphur. All rules and regulations concerning LPG loading also apply to sulphur.

1. Inspection. The joint inspection of the ship and the ship's holds to be loaded with sulphur will be made by the Loading Master and authorised ship's officer. If the condition of the ship's holds presents a potential hazard to personnel, sea or shore facilities, the ship will be refused permission to load until conditions are corrected. The Master shall bear the responsibility for notifying the owners or charterers of the ship of any delay or refusal to load because of hazardous conditions and any expenses due to such delay or refusal to load shall be borne by them. The company reserves the right to refuse loading and their decision is final.

If the ship's cargo holds are not clean or are so hot and/or contains residue (such as excessive rust, sand-scrap iron, minerals, or mineral dust) that alone or in combination with sulphur or sulphur dust would contaminate sulphur being loaded, oxidise with sulphur, or cause a fire or explosion of the sulphur cargo, permission to load sulphur will be withheld until this condition is corrected.

2. General Information. Bulk Sulphur is loaded at 500 tons per hour via a conveyor. The conveyor extends from the shore storage area along the causeway, trestle and finally to the main dolphin close to the ship's holds.

No loading will begin until the ship is safely grounded, moored with fibre lines, fire hoses pressurised, ship-to-shore communications operable and the chute grounded.

In order to minimise movement of fine sulphur dust, cowl ventilators serving hold into which sulphur is being loaded shall be blanked off to prevent circulation of air. Package goods, bunkers, water, freight, ship stores shall not be loaded or discharged during or after sulphur loading.

When sulphur is loaded in a deep hold with general cargo in the tween deck hold above the sulphur, the ship's Master will be responsible for installing a dust proof wooden bulk head enclosure in the hatchways from the over deck of the lower hold to the weather deck forming a tight enclosure to prevent sulphur dust from entering the tween decks during loading. Ceilings shall be tight to prevent sulphur dust from entering bilges. Any chinking at tank tops or bilge will be of non-combustible material.

Masters to maintain sufficient personnel to adjust and maintain chute position, gangways and keep mooring lines taut as ship is loaded.

If sulphur is loaded into a hatch already containing sulphur, representative samples may be requested by the terminal to determine quality.

Since the sulphur loading facility at the pier is fixed the ship will be warped and moored so that various ships holds that will receive sulphur can be loaded.

After each warping the ship will be moored and grounded and chute grounded. The hold to be loaded will be checked with an explosimeter to be certain that the hold is not in the explosive range. Personnel entering cargo holds for inspection must be equipped with life-lines and belts with non-sparking hardware, goggles with green tinted lenses, and self-contained breathing apparatus with a mask covering eyes and nose. The life-lines shall be of sufficient length and strength that one line could be used to pull a man out of a hatch. For each man working in the hold one man on deck must attend his life-lines. Personnel in the hold must wear gauntlet gloves, high-top shoes, long cotton socks, a fibre glass hard hat with a cotton cap ear flaps covering the head and ears, pants fastened at the cuff and long-sleeve shirts buttoned at the neck and wrists. Silk clothing or headgear will not be permitted due to its affinity for collecting static. Cotton clothing material is preferred.

Only the hatch being loaded with sulphur will be open. All other ship hold hatches must be closed. All doorways, vents, ports, air scoops, air conditioner intakes and other openings into which sulphur dust could enter should be closed during loading. After loading and trimming a hold, the hold hatch cover shall be closed and the next hatch to receive sulphur will be opened. The pier sulphur loading tower can be raised and lowered as well as rotated in order that the cargo hold being loaded can be evenly trimmed with little or no manual trimming. Each time the tower is moved the chute shall be grounded. No hand cargo load trimming will be allowed while the pier loading sulphur tower is in operation. The tower downspout drop distance will be adjusted to minimise sulphur dusting.

The loading-tower operator will be advised by authorised ship's personnel on the deck by use of agreed hand signals of any hazards such as deck cargo, life boats, aerial guy wires, etc., that can do damage to loading tower. Personnel will work upwind as much as possible to minimise sulphur dust inhalation or sulphur on skin. Eye baths and showers are located at the dock and will be ready for use if needed.

No loading will be done until all personnel are out of ship's cargo holds. The ship's authorised officer shall assign personnel to sweep sulphur dust into cargo holds to minimise pollution of the adjacent sea water. If shovels or scoops are used the shovels must be of a non-sparking material such as monel. Personnel working cargo holds or on deck shall not be permitted to wear shoes with steel nails, or metal heels or toe plates that could cause sparking.

Loading of sulphur will be stopped whenever weather or sea conditions are hazardous to the ship, pier, dolphins, sulphur loading tower, pier equipment, adjacent vessels or personnel.

Sulphur dust, like most poor electrical conductors rapidly acquires a static charge under dry atmospheric conditions. To minimize this hazard the loading tower is equipped with water spray nozzles to humidify the sulphur and reduce dusting. Conveyor hoppers are also equipped with sprays.

During severe weather conditions loading will cease and cargo hold hatches shall be closed until the storm or seas subside.

Sulphur loading will be done on a 24-hour basis. The Master of the vessel while alongside the sulphur loading pier will be responsible for the provision of adequate explosion proof lights, fittings and switches in all parts of the vessel where work is being carried out in any way connected with loading. The Master of the vessel will assign authorised ship's officers and men as deemed necessary for the safe loading of the ship and to adjust mooring lines and keep sulphur dusting to a minimum.

FUEL: Presently no bunker facilities are available at Khemco jetty. However, two grades (marine fuel oil and marine diesel oil) are available at IOE & PC main jetty. This is supplied to vessels having made previous arrangements and obtained nomination.

WEATHER: A. Climate. The climate along the coast of Kharg Island is generally mild. The days in mid-summer are extremely warm and humid with the temperature reaching 117° F. (47° C.) and a relative humidity ranging from 10% to 98%. The winter months, from November to March, are pleasant with a minimum temperature of about 39° F. (4° C.). Freezing weather is uncommon.

B. Weather Data and Summary.

Average annual rainfall	8 in.
Mean maximum temperature	87° F.
Mean minimum temperature	66° F.
Extreme maximum temperature	117° F.
Extreme minimum temperature	39° F.
Average relative humidity	59%

C. Winds. Wind directions and velocity are subject to rapid change without warning and precautions are necessary to avoid difficulties. The heaviest seas and swells are from the North-east through South-east. The prevailing wind for most of the year is from the North-west, but during the winter period strong South-easterly storms occur with very little warning. The Khemco jetty is sheltered from the North-west winds.

D. Tides. The tidal range is between 7 and 8 ft., with a maximum rate of about one and a half knots. The tidal streams run approximately parallel to the line of the jetty, with occasional cross currents.

E. Sea Temperatures. The surface temperature of the sea ranges from 63° F. to 97° F., depending on the season.

SAFETY: Masters of vessels are responsible for the safety of their vessels including, but not limited to compliance with official precautions, and must take all necessary precautions while the vessels are alongside the Khemco jetty. While the vessels are alongside the jetty, all personnel must comply with all ports' safety rules and regulations.

GENERAL: (*a*) Shore Leave. Shore leave at the terminal must be arranged between Master and ship's agent. Sufficient personnel must be on board at all times for emergencies.

(*b*) Visitors. Due to hazards involved, no visitors are allowed while the vessel is alongside the Khemco jetty.

(*c*) Light Dues. A charge of half a rial per gross registered ton is levied on each vessel for light dues by the Iranian Government. This is in addition to light dues for Middle East navigation. The company shall have no responsibility in respect of any taxes, dues, or other charges levied by the Iranian Government or any of its departments or agencies.

(*d*) Painting and Scaling. Painting, chipping, scaling and any repairs on deck or overside is strictly prohibited while vessel is alongside the Khemco jetty.

(*e*) Garbage. Dumping of garbage and refuse strictly prohibited in port area.

(*f*) Repairs. No workshops or other facilities for repairs at Kharg Island.

(*g*) Customs. There are customs and other official offices on the Island. Vessel will normally be boarded by a custom director, immigration officer and director of Ports and Shipping.

(*h*) Consulates. No consulates on Kharg Island. Nearest consulates or diplomatic representatives are at Khorramshahr.

(*i*) Marine Surveyor. No marine surveyor on the Island, but can be available in 48 hours notice through ship's agent.

(*j*) Recreation Centre. Use of Seamen's Club will be cleared through NIOC and Consortium. If used, transportation to and from Club will be provided by the Agent.

(*k*) Supplies. No provision of any kind is available at Kharg Island. No fresh water is available for delivery to the ships. No laundry services are available at Kharg Island.

(*l*) Mail. Regular plane services between Kharg Island and the mainland and mail receiving and dispatching can be arranged through ship's Agent.

AGENTS: Gulf Agency Co. (Iran) Ltd., POB 110, Khorramshahr, Iran. Tel. 2280, 2278, 4755/58. Cables: "Confidence", Khoramshahr. Telex. 4033 (answerback: "Confidence Kor").

Due to the difficulty in reaching Khorramshahr with international telex messages recommend you to communicate via our Tehran office, Telex No. 2507 Tehran, (answerback: "Confid Tn"), stating in your message "For Khorramshahr".

Recommend that all urgent communications be sent by Cable directly to Khorramshahr.

Ships' mail and spare-parts for vessels calling at Khemco Terminal are to be routed by flights arriving directly to Abadan Airport without transhipment at Tehran, and addressed to: Gulf Agency Co. (Iran) Ltd., POB 62, Abadan, Iran.

KHORRAMSHAHR: 30.26 N. 48.10 E.

Khorramshahr is in Province of Khuzistan. Town is the seat of a Governor and a base for Imperial Iranian Navy with an admiral permanently stationed in command.

Khorramshahr lies at confluence of Karoon and Shatt-al-Arab Rivers and is principal commercial port of Iran. Khorramshahr is terminus for Imperial Iranian Railway system and regular train service to rest of country is available. Good asphalt road connecting Khorramshahr to other major cities in country.

DOCUMENTS:

(*a*) *Iraqi Quarantine Officer.* Vessels arriving Outer Bar (Shatt-al-Arab pilot station) will be boarded by Iraqi Quarantine Officer who will check all crew vaccination cards. Masters requested notify Fao Quarantine Office at least 18 hours prior vessel's arrival Outer Bar giving exact arrival time Outer Bar enabling Quarantine personnel board vessel immediately. Upon arrival Outer Bar, Master should have ready a copy of crew List and crew vaccination certificates for presentation to Quarantine Officer.

(*b*) *Iranian Quarantine Officer.* Upon arrival Khorramshahr anchorage and prior berthing, the Iranian Quarantine Officer will board vessel. He requires one copy Crew List, and all vaccination cards should be available for inspection.

(*c*) *Customs Officer.* Customs officer boards ship at anchorage or alongside Khorramshahr jetty (in case of immediate berthing) and requires following documents:

Crew List (2 copies).
Stores List (2 copies).

(*d*) *Port Authorities.*

Crew List plus (1 copy).

Arrival information form of the port Administration will be supplied to the Master in duplicate upon arrival, by a port representative. This form should be filled and returned to the port Berthing Master.

(*e*) *Agents.*

Crew List (2 copies, for arranging shore passes).

Order avoid any delay in entering and discharging, the following documents must be sent by all loading port Agents to Khorramshahr Agents as far in advance of vessel's arrival as possible:

Cargo Manifest (6 copies).
Freight Manifest (2 copies).
B/L Copies (2 copies each).

All cargo shown on manifest must be landed at the port, and it is therefore essential that short-shipments, cancellations, diversions etc. (if any) be reported earliest possible and manifest should be corrected before submission to Port Authorities to avoid payment of fines. Stowage plans and Hatch Lists should also be sent ahead, giving ample time to be studied by Cargo Supervisor for unloading arrangements.

PILOTAGE: With exception of ships of Government of Iran or Iraq and sailing craft, pilotage compulsory for all vessels entering, leaving or navigating in the Shatt-al-Arab. Pilotage in river outside harbour limits of Khorramshahr conducted by river pilot; within limits of Port by Harbour Master.

Vessels entering Shatt-al-Arab boarded by river pilot from pilot vessel situated in proximity of Rooka Buoy (29° 49′ N. and 48° 47′ E.), showing a white flash every six seconds and equipped with Radar Reflector.

Vessels bound for Khorramshahr are conducted by river pilot as far as Khorramshahr Anchorage, from where a Harbour Master (Iranian) will board vessel and berth her as necessary.

Pilotage, dredging and other navigational dues are collected by Basrah Port Authorities and must be settled directly with Iraqi Maritime Transport Co. Ltd., Basrah, Iraq.

N.B. Owners having vessels bound for Khorramshahr or Abadan should contact Iraqi Maritime Transport Co. Ltd., Basrah, cables "Bawakhir", Basrah, about arranging of Shatt-al-Arab pilotage. Owners should also put Messrs. Iraqi Maritime Transport Co. Ltd. in funds by remittance well in time before vessel reaches the Outer Bar of Shatt-al-Arab in order to cover port tonnage dues, pilotage and dredging dues for sailing from Outer Bar to Abadan or Khorramshahr and return.

ANCHORAGES: On arrival off the pilot boat vessel can anchor with no depth restriction. On entering the Shatt-el-Arab River the following are the recognised anchorages:

Kasba Anchorage, position about 2 miles above Fao with a maximum draft of 35 ft. in fresh water.

Bawarda Anchorage, position about 2 miles above Abadan with a maximum draft of 35 ft. in fresh water.

Hartha Point, position about 20 miles above Abadan and 15 miles below Khorramshahr with a maximum draft of 35 ft. in fresh water. Hartha Point is the anchorage to enable vessel's to lighten to 29 ft. in fresh water to enable them to cross the Karum Bar.

Abu Flus, position about 16 miles above Hartha Point and about 14 miles below Basrah (Khora Anchorage) with a maximum draft of 29 ft. in fresh water.

MAX. SIZE: Maximum permissible length for vessels calling Khorramshahr is 525 ft. Maximum draft for crossing Karoon Bar and also at Khorramshahr (Failieth) anchorage is 29 ft. fresh water. The depth alongside Berth Nos. 1 to 3 is 27 ft., Berth Nos. 4 to 7 is 26 ft., and Berth Nos 8 and 9 is 29 ft.

SHIPS' REGISTRATION:

(1) *Conditions of Registration*

(*a*) This registration scheme to apply at all times whether jetties or anchorages are conjested or not.

(*b*) Registration for berthing turn at Khorramshahr can only be effected provided all Khorramshahr cargo is available and vessel in all respects ready to discharge. Availability of cargo must be proven by submission of the respective stowage plan if a vessel is required to discharge at Abadan and/or Basrah whilst awaiting berthing turn.

(*Note:* A vessel arriving in the river with a draft exceeding 27 ft. may register and reduce her draft to 27 ft. while awaiting turn.

Should the turn be lost the vessel may re-register turn as at the date and time her allotted berth became vacant.)

(2) *Times of Registration*

(*a*) Vessels arriving from sea will register on arrival at Shatt-al-Arab Outer Bar (when anchor has been dropped according to ship's log book) plus six hours. Vessels to despatch a telegram to their respective Agent and to Port Director via "EQK" indicating exact time of arrival at the Outer Bar in GMT as a basis for registration.

(*b*) Vessels proceeding from Abadan to Khorramshar will register at the time of unberthing at Abadan (or if at anchorage at the time of weighing anchor) plus two hours.

(*c*) Vessels having to anchor at Abu Flus when proceeding from Basrah to Khorramshahr can register from time of arrival there plus one hour. Time of arrival as per log book should be confirmed by telegram as per (2*a*). Vessels proceeding direct from Basrah to Khorramshahr without anchoring at Abu Flus will register on arrival at Khorramshahr. If such vessel should proceed to Abadan she will register when passing Khorramshahr.

(3) *Method of Registration*

(*a*) On receipt of each vessel's registration time the Port Officer Khorramshahr will determine the date on which her turn is due at Khorramshahr.

(*b*) To enable the Port Officer to assess the berthing delay Agents will indicate in their arrival lists (which are to be submitted to the Port Administration daily before 9 a.m.) the estimated number of days their vessel(s) will occupy the jetty. It is thereby understood that the number of days thus declared is not binding upon the Agents concerned but merely used as a basis of calculation to assess berthing turns. To avoid possible abuse of the registration scheme no alteration may be made in the number of days declared during the last 48 hours preceding each vessel's arrival.

(*c*) Once the berthing turn has been established the vessel concerned will not lose her turn provided she arrives at Khorramshahr or Abu Flus (depending space available at the anchorage) not later than 12 noon on the preceding day. Vessels have the option to arrive later if their Agents have been able to ascertain that their berthing turn has been delayed but they do so entirely at their own risk. In this case any subsequent delay in arrival – even in case of force majeure – will automatically result in the loss of turn, if the vessel is not in all respects available to occupy her berth immediately it is vacant.

(*d*) If the ship reported back in time the following three contingencies may arise:

(a) If the estimate proved to be accurate the vessel will berth straight away.

(b) If the berthing delay is greater than the estimate made on registration the vessel will retain its original turn in the queue and berth accordingly.

(c) If the estimate proved pessimistic and the ship's berth became vacant before its return date the berth will immediately be given to the next available vessel in turn of registration. If in such cases the ship indeed returns at 12 noon on the date preceding the day on which its turn was originally due as fixed by the Port Authorities, it will take the first place in in the queue and obtain the first berth becoming vacant thereafter.

(4) *Loss of Turn*

Any vessel having lost her turn will be required to re-register as indicated above unless her delay was due to one or more of the following cases of *force majeure:*

Bad weather.

Unavailability of Pilots at the Outer Bar.

Delay in supply of pilot at Abadan, Basrah or Abu Flus, for which a satisfactory *written* explanation must be given to the Co-ordinator.

Note: For the purpose of calculating whether a vessel could have arrived in time to occupy her berth at Khorramshahr, had the Pilot boarded her as scheduled, it is hereby established that, counted from time Pilot boards it takes a vessel two hours from Abadan, three hours from Basrah, and one hour from Abu Flus to arrive at Khorramshahr.

Delay due to awaiting the next high water during daylight at Karun Bar.

Quarantine regulations: Any vessel placed under quarantine will be permitted to register and be allowed to retain her berthing turn if the quarantine has not been lifted when its allocated berth becomes vacant. The vessel will then take the first available berth after the quarantine has been lifted. The date and time quarantine expires must be mentioned in the daily port position list for publication by the Port Authorities.

(5) In case of dispute arising over the interpretation of the above rules or of situations not properly covered by them the Secretary of KSAA will appoint three arbitrators, preferably not involved in the issue, to work out a solution. Any decision thus arrived at to be accepted by all parties and to be communicated to the Ship's Movement Controller by the Secretary in writing or in case of extreme urgency verbally, written confirmation to follow. A decision once taken cannot be reversed.

(6) In taking advantage of this permissive system it is clearly understood that the estimated berthing delay originally established by the Port Administration will on no account be binding on them.

HEALTH: See "Documents". Inward clearance is effected on board after receiving free pratique.

RADIO: See "Ship's Registration". Khorramshahr Port Radio – EQK – 500 kc/s.

TUGS: The Port Organisation of Khorramshahr owns two tug-boats which are used for assisting berthing and unberthing whenever necessary. No tug boats which could be used for long-distance towage. Employment of tug-boats is not compulsory.

BERTHING: See "Ship's Registration". Berthing and unberthing performed by Iranian Harbour Masters supplied by Iranian Port Administration, Khorramshahr. Berthing turn, allocation of berth and anchorage space is under the control of Iranian Port Administration, Khorramshahr.

The Port consists of 3,199 ft. long jetty constructed with wooden piles (Berths 1 to 7) plus the new extension covering 1,000 ft., built by steel/concrete piles (Berths 8 and 9) running parallel with river bank. Jetty can receive nine ocean going vessels at a time.

CARGO HANDLING: (*a*) *Jetty*. All cargo handling/operations on shore, under control of Khorramshahr Port Administration. General cargo discharged from ships alongside jetty is received on domestic railway wagons and trailers controlled by Port Administration, and transported to Port Warehouses or open yards. Port Warehouse/Store keepers will later deliver cargo to consignees against clearance papers issued by Customs. There are no shore cranes and no floating cranes available for the purpose of discharging cargo. All cargo must be discharged by ship's own gear, and vessels calling at Khorramshahr should not accept cargo beyond their gear capacity to discharge.

(*b*) *Barges*. (i) General Cargo: Vessels carrying less than 500 tons cargo are permitted to discharge their cargo into barges, in which case all extra expenses and costs of barging, discharging ex barges, etc., are to be borne by the carriers and such operation is entirely at the risk and responsibility of the respective carrier.

(ii) Structural Iron/Steel: Structural iron/steel is always to be discharged in barges for unloading at Failieh Creek. Barges must be arranged by vessel's Agents, who also have to arrange labour for discharging the cargo ex barge at Failieh, sorting of the iron, and delivery to consignees. Agents should also emply watchmen for protecting the cargo while awaiting delivery to consignees, also tally clerk for supervising sorting and delivery of iron to the respective consignees. Against these services Agents are presently collecting Rials 110 per ton of 1,000 kilos as a landing charge from the consignees. This rate has been agreed upon between the Agents and the Chamber of Commerce of Khorramshahr.

(*c*) *Cranes*. For use in loading/unloading cargo *in the storage areas,* cranes are all used in the port yard *for unloading cargo ex rail wagons* and loading on to merchants' trucks.

(*d*) *Storage*. 19 warehouses (goods sheds), plus an open yard between the warehouses used for storing iron goods, as well as cargoes which can be stored in the open.

(*e*) *Wagons/Trailers*. For receiving cargo ex-vessels alongside jetty the Authorities have 160 rail wagons and 77 trailers with average capacity of 10 tons, but number of wagons/trailers provided to each vessel not sufficient to last 24 hours work at jetty. Although 24-hours working alongside jetty is compulsory, due to shortage of wagons hardly 12/18 hours work can be accomplished efficiently. A stand-by of 6/7 hours in summer and of 9/11 hours in winter is unavoidable.

(*f*) *Delivery of cargo discharged at jetty*. Port Authorities considered as direct receivers of the cargo discharged, who in turn deliver same to ultimate consignees against presentation of the carrier's agents' Delivery Order.

Carrier's responsibility for cargoes discharged in good condition cease under tackle; slings are opened by labourers provided on wagons alongside each vessel. Broken packages are not permitted (by Customs) to be discharged on the wagons, and are therefore collected on board. Once daily under full control of ship's officer, port supervisor and carrier's supervisor, the broken packages are delivered to Port Authorities and an official Process-verbal will be drawn by respective warehouse-keeper corresponding to remarks noted at the time. This arrangement is to prevent any delay to operations of the vessel.

(*g*) *Overtime Costs*. Wages of port staff on board for official hours are borne by port Authorities but overtime and food allowance are paid by carriers.

(*h*) *Port Working Hours* (*Ordinary*). Summer 0600 to 1400; 1700 to 0100. Winter 0700 to 1500; 1700 to 0100. (Overtime) 0100 to 0500.

24 hour discharging at jetty is compulsory. The only stoppages are for lunch and dinner, one hour each. In summer season, however, due to heat, discharging at jetty is stopped from 1400 to 1700.

FREIGHT TAX: As tax on freight has to be settled without delay after vessel's departure it is suggested that the respective freight amount be sent to Agents according to terms and conditions of Charter-Party, otherwise heavy fines will be applicable to those who do not comply with this regulation.

MEDICAL: Private doctors and hospitals located in the town for medical and dental treatment and hospitalisation. Arrangements for patients' visits to the doctors, dentists and hospital will be made by Agents upon request. In case of emergency special medical attendance on board can also be arranged. X-Rays, radiographies, blood and urine tests can also be conducted by equipped hospitals existing in Khorramshahr and Abadan.

DENSITY: Fresh.

FRESH WATER: Fresh water supply alongside berth available by pipelines and at anchorage is delivered by barges, capacity 100 tons. The price for fresh water alongside berths is 30 Rials, and at anchorage 90 Rials per ton.

FUEL: Bunkers are not available at Khorramshahr Jetty, and cannot be supplied by barge. All classes of bunkers are supplied at Abadan jetties only. Bunkers could be obtained from Abadan provided arrangement for supply has been made beforehand with Iranian Oil Participants, London (Iranop London).

DEVELOPMENT: Intention to extend use of trailers and tractors and to eliminate use of railway wagons.

CUSTOMS ALLOWANCES: After receipt of documents, the Customs Officer will seal the store room. All liquor and cigarette stocks will be sealed and reasonable ship's requirements while in port should be taken from store before sealing. This amount recommended to be assessed and be ready for removal from the stores prior to the vessel's arrival in port. During the stay at the port, and upon request and giving prior notice to the Agents' supervisor on board, arrangements may be made to have the Customs officials open the stores to issue further quantities of stores for crew consumption.

IDENTIFICATION CARDS: According to regulations in force seamen should hold shore pass issued by respective Agents and signed by the Port Health, Port Police and local town Police Authorities. All shore passes should bear a photo of the holder, in order to facilitate checking at exit of port area. It is therefore necessary for officers and crew to have a photograph ready on arrival at the port to facilitate obtaining shore passes.

All officers and crew of ships lying at jetties or anchorage of the Port of Khorramshahr to carry their Seamen's Books with them when going ashore. At the gate, the Seamen's books will be checked by the Police against the shore pass of each crew member, the Seamen's Book will then be kept by the Police and will be returned to the holder when returning through the gate.

CONSULS:

Denmark	Tel. 2203	Norway	Tel. 2616
France	,, 3656	Sweden	,, 2280
India	,, 3056	U.S.A.	,, 2196
Netherlands	3628		

REPAIRS: Minor repairs can be carried out to a limited extent by private workshops existing at Khorramshahr. However due to lack of skilled workers the workshops in question do not undertake any responsibility or guarantee for the jobs performed, and charges are high.

For radar, wireless, echo-sounders, etc., as well as refrigerator and air condition service there are few engineering groups at Khorramshahr as well as Abadan, and technicians of these groups will attend to the repairs on board both at Khorramshahr and Abadan jetties or at anchorage, upon request.

DRY DOCKS: None.

SURVEYORS: Lloyd's Register; Det Norsk Veritas; Bureau Veritas. Surveyors for ordinary damage to cargo and/or ship as well as for on-hire/off-hire survey can be arranged by Agents.

AIRPORT: Abadan International Airport about ten minutes by car.

TIME: GMT plus 3½ hours.

TELEPHONES: May be placed on board.

DELAYS: The port of Khorramshahr is generally congested, with a waiting time of about 2/5 days. Port Administration sometimes orders vessels to discharge their Khorramshahr manifested cargo in Bandar Shahpour to ease the congestion at Khorramshahr.

PROVISIONS: Fresh provisions in limited quantity can be obtained, but large quantities of provisions sometimes may not be possible to arrange due to the fact that the Municipality is controlling the market and sometimes may prohibit the supply of the items which are in short supply. Due to certain formalities involved in supplying provisions to vessels, it is requested that 24-hour notice be given to the shipchandler.

STORES: Local commodities only available. Bonded stores not available.

LAUNDRY: Laundryman can be arranged upon request.

AUTHORITY: Ports and Shipping Organisation, Koutcheh Simorgh No. 24 Tehran, Iran.

Khorramshahr Port Director. Ministry of Finance – Ports and Shipping Organisation Port Administration of Khorramshahr.

AGENTS: Gulf Agency Co. (Iran) Ltd., serving: Khorramshahr, Abadan, Bandar Shahpour, Bandar Mahshahr, Ras Bahregan, Kharg Island (Kharg, Darius and Cyprus Terminals), Bushire, Lavan Island and Bandar Abbas. Freight Booking Office: Tehran.

Head Office: Khorramshahr: Gulf Agency Co. (Iran) Ltd., POB 110, Khorramshahr, Iran. Cables: "Confidence", Khorramshahr. Tel. 2280, 2278, 4755/58; after office hours: 2670, 2950, 3193. Telex: 4033 (answerback "Confidence Kor").

Due to the few available Telex lines to Khorramshahr we recommend messages from abroad to Khorramshahr to be sent to our Tehran office, Telex 2507 (answerback: "Confid Tn"). Thereby, please state: "*For Khorramshahr*".

Branch Offices: Abadan, Bandar Shahpour, Bandar Mahshahr, Kharg Island, Bushire, Lavan Island Bandar Abbas. Cable address to all Gulf Agency Company branches: "Confidence".

LAVAN ISLAND: 26.47 N. 53.20 E.

Terminal: Lavan Island Loading Terminal. 26° 47′ 10″ N. 53° 20′ 30″ E.
Operators: Lavan Petroleum Co. ("Lapco").

DOCUMENTS:

5 Crew and Passenger Lists.
4 Stores Lists.
4 Bonded Stores Lists.
Clear Bill of Health from last port.
4 Bills of Lading.
6 Manifests.

PORT LIMITS: Limits of port extend approximately one mile Westward from East coast of Lavan Island, from Terminal Sea Buoy to half a mile Westward from Sassan Submarine Pipe-line Buoy.

Vessels must not enter the Port Limits unless a Lapco Mooring Master is on board.

Flag: Vessels required fly Iranian Ensign on foremast during daylight hours (green uppermost).

FORMALITIES: (*Arrival*): After Mooring Master has boarded vessel at Port Limits, and before vessel allowed proceed, Master will be required to sign following forms. (*a*) Condition of use of Port of Lavan Island, (*b*) Tug Requisition.

Master will also be provided with copies of Fire and Safety Regulations and a Safety Inspection Form. After berthing has been completed, Master will be required to complete and sign "Mooring Master Time Sheet" before Mooring Master disembarks. (*Customs*). After pratique granted, Customs inspection carried out. Master will be required to furnish particulars of vessel including bonded stores, cargo, bunkers, and other information. Five copies of the crew list and stores remaining on board will be required before clearance is granted. *Customs surveillance is strict.* (*Clearance*). On completion of loading, documentation and final clearance formalities will be carried out aboard vessel, either alongside jetty, or in Anchorage Area, as circumstances dictate.

WEATHER: In summer time from May to September temperature reaching 50°C (122°F) and humidity ranging from 10 per cent to 100 per cent. The winter (November to March) mild and pleasant with minimum temperature approximately 6°C (43°F). The wind for most of year from North-west, but sometimes particularly during winter strong South-easterly storms likely to occur lasting for several days. Oil Loading Pier partly sheltered from North-west winds, but exposed to winds from South.

APPROACHES: Vessels approaching Lavan Island from due South will have a clear approach.

(*a*) *Landfall*, Two high gas flare towers. The small one is in position 26° 47′ 37·5″ N., 53° 20′ 41″ E. and the large one in position 26° 47′ 34″ N., 53° 20′ 39·5″ E. On shore, vicinity of port area, the flares, when burning, make conspicuous landfall for Lavan Island. At night, from a distance, the light from these flares tend to obliterate various navigation lights.

The Terminal Tank Farm of which No. 2 tank is located on the South-east corner in position 26° 47′ 57″ N., 53° 20′ 24″ is conspicuous from seaward. No. 2 Tank is painted a light green colour.

(*b*) *Navigational Dangers.* South side of Island is open and free from dangers, but care should be exercised approaching from seaward as soundings shallow rapidly near coast with depths of 200 ft. only 4,500 ft. off shore.

PILOTAGE: Pilotage compulsory for vessels berthing on, or departing from Oil Jetty, and when manoeuvring in restricted area. Cargo vessels and men-of-war do not require Pilots as they are accommodated in cargo anchorage. Pilots provided automatically on arrival for tankers if berth available. If no berth available due to bad weather or other causes, vessels will be instructed accordingly. The normal international pilot signals are to be used.

Channel 12 VHF is to be used to call Control Room. Pilots will normally board vessels one mile S.E. of Oil Loading Jetty. ETA is to be signalled 72 hours before arrival and confirmed, correcting ETA, if necessary 24 hours before arrival.

Ships requested to have pilot ladder safely and securely rigged, and ready for immediate use, and long enough to reach Mooring Master's launch. A combination of pilot ladder and ship's accommodation ladder, so arranged that personnel can first use pilot ladder, until part way up the vessel's side, and then transfer to the accommodation ladder is recommended, especially on very large ships. A light line should be ready to take aboard Mooring Master's equipment. There should be adequate lighting at night. Vessels will provide a lee for Mooring Master both when boarding and leaving.

NAVIGATIONAL AIDS AND RESTRICTIONS: *Note:* Master's are cautioned to consult their latest Notices to Mariners and Light Lists for most recent information regarding navigation aids.

Lavan Island Terminal Beacon. 26° 48′ 6″ N., 53° 21′ 22″ E. Located in vicinity of Terminal on South-eastern end of Island, a rotating white light, on a steel lattice tower, painted aluminium, 184 ft. above MHHW exhibiting three flashes every 12 seconds, with visibility 18 miles.

Light Float. 26° 47′ 00″ N., 53° 23′ 14″ E. Located approximately 1·1 miles Southward of Eastern extremity of Lavan Island. Painted red exhibiting a white group flashing light showing two flashes every 7 seconds.

Pipe-line Lavan Island Rear Beacon. 26° 48′ 16″ N., 53° 20′ 09″ E. is located to West of Tank Farm on a steel lattice tower. This light displays a fixed red range light over a 10° sector beamed to seawards and centred along submarine pipe-line coming to Island from Sassan Oilfield. The light is 167 ft. above MHHW, range 17 miles in clear weather.

Pipe-line Lavan Island Front Beacon. 26° 47′ 35″ N., 53° 20′ 06″ E., located in a position 3,500′ bearing 188° from "Pipe-line Lavan Island Rear Beacon" and is on a steel lattice tower. This light displays a fixed red range light over a 10° sector beamed to seaward and centred along submarine pipeline coming to Island from Sassan Oilfield. The light is 70 ft. above MHHW, range 17 miles in clear weather.

The lights in sub-section "Pipe-line Lavan Island Rear Beacon" and the above section, when in transit from seaward, will indicate that observer is over submarine pipe-line and, therefore, should not anchor in the proximity of this line of berthing.

Oil Loading Dock Lights. North-west and South-east ends of dock marked by single fixed red navigation lights placed on Mooring Dolphin nos. 1 and 4, respectively.

Terminal Sea Buoy. Located position 26° 46′ 23″ N., 53° 22′ 08″ E. Red Can Buoy with radar reflector and bell, white flash every 5 seconds (·5 sec. on 4·5 sec. eclipse). A temporary buoy is stationed on this location. Characteristics, black can buoy group flash white (3) every 12 seconds. Visibility five miles.

Sassan Submarine Trunk Pipe-line Buoy. Located position 26° 46′ 45″ N., 53° 19′ 53″ E. Black Can Buoy with radar reflector and bell, red flash every second (·4 sec. on ·6 sec. eclipse). This buoy is in immediate vicinity of submarine pipe-line from oilfield to Terminal.

ANCHORAGES: Vessels must not enter port limits (which enclose a Prohibited Anchorage Area and Manoeuvring Area). They should proceed to vicinity of suggested Anchorage Area East of Oil Loading Dock and East of longitude 53° 22′ 00″ E., and in suitable depths of water wait for LAPCO Mooring Master. Sea bottom generally hard and reported to be poor holding ground. Depth about 26 fathoms.

Prohibited Anchorages

A. *Submarine Pipe-lines.* Anchorage prohibited in vicinity of Sassan Submarine Pipe-line located as described in "Navigational Aids", and for a distance of 2,000 ft. on both East and West sides of pipeline and parallel to same.

To draw attention to Prohibited Anchorage Area in vicinity of Sassan oilfield to Lavan Island 22 in. submarine pipe-line three noticeboards have been established. Notice Boards three metres high and eight metres long, painted yellow, with words "No Anchorage" painted in red. These notice-boards are in the following positions:

Latitude 26° 47′ 28″ N., longitude 53° 21′ 13″ E.
Latitude 26° 47′ 34″ N., longtiude 53° 20′ 05″ E.
Latitude 26° 47′ 36″ N., longitude 53° 19′ 34″ E.

B. *Terminal Port Area.* Area bounded by a line joining position 26° 47′ 38″ N., 53° 22′ 00″ E. to position 26° 46′ 41″ N., 53° 22′ 00″ E. to position 26° 46′ 49″ N., 53° 19′ 22″ E. to position 26° 47′ 34″ N., 53° 19′ 23″ E. declared a Port Area. Anchorage within Port Area prohibited. Port Area used by vessels manoeuvring to and from oil loading jetty, and no vessel permitted enter Port Area until Company Mooring Master on board.

C. *Offshore Oil Platform.* Anchorage prohibited in area of Tassan Oilfield, some 90 miles South of Lavan Island Marine Terminal, due to existence of numerous submarine oil pipe-lines connecting oil wells and production platform.

RESTRICTIONS: 24-hour service. No restrictions for vessels up to 206,000 dwt as regards time of arrival. Tankers in ballast required to have on board at least 33% of their dwt in ballast (including permanent ballast). The state of the tide does not effect entry.

MAX. SIZE: With present facilities is 206,000 dwt. No restrictions apply to size of cargo vessels using cargo anchorage, but their proximity to the shore will be governed by their draft.

HEALTH: Owners should check with Agent respecting any recent imposition of anti-epidemic regulations and requirements for additional injections for crew members. In the case of tankers, doctor will board when ship berthed at Loading Dock and for cargo vessels after ship has anchored. Should vessel, in either case, arrive from another Iranian port and carry a Clear Bill of Health, doctor will not normally board, and pratique automatically granted.

Signals to be exhibited for vessels entering from foreign port: by day: "Q" Flag flown at Masthead; by night: Red all-round light, over white all-round light. If suspected that ship has disease or fever on board, ship will report details by VHF Channel 12 to Lavan Island.

RADIO: Call LAPCO LAVAN ISLAND on VHF Channels 16, 12, or 7. Tugs keep constant watch on Channel 12 VHF and call at intervals on 2182 kc/s. when vessel believed to be approaching, or scheduled call at Lavan Island. This applies to Tankers only.

Khorramshahr Radio Station normally passes on a ship's ETA to the Agent resident on Lavan Island, through Abadan. There is a radio-telephone link from Abadan to Lavan Island.

Nomination and Loading Orders. Ship's Masters should signal their ETA Lavan Island Loading Terminal 72 hours before arrival, and confirm (correcting ETA if necessary) 24 hours before arrival. This message should include amount of cargo to be loaded by vessel, destination as per charter, hours required to de-ballast, number and size of ship's manifold connections, maximum loading rate and whether any sickness on board. This message should be addressed to LAPCO, Tehran Office, Cable address "LAPCO, Tehran", Telex address LAPCO, Tehran, No. 2420, and routed through nearest coastal radio station handling such messages.

Radio Station. There is no CW radio station on Lavan Island.

Sassan Oil Field Radio Beacon. Located in position 25° 32′ 16″ N., 53° 09′ pp″ East. Station identification signal is LA transmitting on 397 kc/s sec., primarily meant as an aircraft beacon but can be received clearly by ships.

Terminal Radio Beacon. Located in position 26° 48′ 06″ N., 53° 21′ 22″ E. Station identification signal is LD transmitting on 310 kc/s. from tower on this location. Primarily meant as aircraft beacon, but can be received clearly by ships. It is so located that its bearing from seaward will enable ships to establish their line of bearing in relation to the Sassan Oilfield submarine pipe-line.

TUGS: 2 diesel powered tugs. Both tugs are twin screw, 3,400 b.h.p. Kort Nozzle types with a static bollard pull of 40 long tons. Normally, two tugs used to handle a vessel.

For each tug employed berthing, 3 copies of Towage Certificate to be signed by Master and delivered to LAPCO Mooring Master. For each tug employed unberthing, 3 copies of Towage Certificate to be signed by Master and delivered to LAPCO Mooring Master.

The LAPCO tugs and mooring launches assist in mooring and unmooring vessels. These are under the direct supervision and control of the LAPCO Mooring Master. Service and facilities provided by the company including the services of the LAPCO Mooring Masters, tugs, mooring launches, or berthing equipment, are at the vessel's risk.

Note: On occasions when tugs are employed standing by vessels whilst in the berth for use, if required, the full tug charge will be charged.

BERTHING: Deck level is 32 ft. above sea level Mean Low Water Indian springs. Under normal conditions, 12 lines used to moor a vessel as follows: Forward: 3 headlines, 2 breast lines and 1 spring (not wires). Aft: 3 stern lines, 2 breast lines and 1 spring (not wires).

During winter South-easterly storm periods, usual to use one each additional headline and breast line at each end, making total of 16 mooring lines. Breast lines and springs of wire rope acceptable, and normally secured to jetty bollards or patent quick-release hooks, where fitted. Three-inch circumference messenger lines, 240 ft. in length available each berth for hauling lines for mooring launches, up vertical face of jetty fendering and along jetty deck, with assistance of electrically operated capstans sited at intervals along jetty.

Berth No.	*Least depth water (in ft.) above chart datum MLWIS‡*	*Maximum capacity* dwt*	*Loading and bunker arms†*
1	72	200,000	4–16 in. 1–8 in. (future bunker)
2	65	65,000 LOA 800′	2–16 in. 1–8 in.

Distance from ship side to manifold flange, ft.	*Maximum elevation of manifold above chart datum, feet–inches*
10	76–6
12	75–9
14	75–0
16	74–0
18	72–9

* Subject to weather, tidal conditions.

† Bunker arm at Berth No. 2 only. All Chiksan Loading Arms are fitted with series 150 Flanges.

‡ Chart Datum is Mean Low Water Indian Springs and Maximum range of tide is 7 ft.

STEVEDORES: For cargo vessels the Agent requires four days Notice of Arrival in order to transport labour from Bandar Abbas. Agent provides labour for working cargo "to the rail" and receiver provides lighterage and labour thereon.

VHF: *VHF Radio-Telephone.* Lavan Island Marine Terminal equipped with International Maritime VHF/FM radio telephone service using standard international frequencies. Masters recommended use this facility when within range of Lavan Island Marine Terminal, particularly when approaching port. In poor visibility, when vessel's approach may not be observed from shore, VHF Communication may be means of avoiding delay in berthing. The following VHF Channels available on a continuous watch basis.

No. 16 (156·8 Mc/s.) (Safety and Calling Channel).
No. 12 (156·6 Mc/s.) (Port Operations, First Choice, Simplex).
No. 7 (156·35 Mc/s.) (Port Operations, Second Choice, Simplex).

Initial contact should be made on Channel no. 16 and then transfer to Channel no. 12 for Port Operations.

High Frequency Radio. HF frequencies used by LAPCO office at Lavan Island for voice communication as follows: High Frequency Single Side Band System.

Channels	*Frequencies*
1	4133 kc/s.
2	5233 kc/s.
3	6840 kc/s.
4	7383 kc/s.
5	9208 kc/s.
6	9153·5 kc/s.

LAPCO normally stands by on Channel no. 5, Upper Side Band.

Marine Frequencies. The tugs presently equipped for voice communication with Marine Frequencies as follows:

1	2182 kc/s.
2	2570 kc/s.
3	2628 kc/s.
4	2738 kc/s.
5	4133 kc/s.

Additional frequencies will be added at a later date.

Radio Telephone Frequencies. LAPCO Tugs fitted with VHF radio telephones covering all international maritime VHF radio telephone frequencies (156–162 Mc/s.).

Radio Watches. LAPCO Radio Station on Lavan Island keeps a 24-hour watch.

MEDICAL: LAPCO maintains small clinic on Lavan for minor medical treatment of LAPCO staff. No medical services available except in emergency and subject to availability of doctor. Valid vaccinations for smallpox mandatory, cholera vaccination advised due to occasional incidence of this disease.

TANKERS: An Iranian Crude Oil of approximately 34·0 degree API at 60°F is available at the Pier Berths.

1. No dirty ballast.
2. Tankships to have ready:

(*a*) Windlass, Port and Starboard Bower Anchors.

(*b*) After Mooring Winches and/or Capstans, minimum sixteen good Mooring Lines 120 fathoms each with suitable stoppers, Chain Stoppers for 5 in. Circumference Wires.

(*c*) Hose Lifting Winch, Derrick and Gear.

3. Ship's crews perform all operations of mooring, connecting hoses, and unmooring, on board ships.
4. Do not close valves against crude oil flow.
5. Emergency Flow Stop Signal if all communications fail will be a continuous sounding of the ship's whistle.

6. After vessel berthed and pratique granted, a LAPCO official will board to discuss loading arrangements. Before any crude loaded all ship's scuppers on main deck must be plugged and cemented oil tight. Approved mechanical means of closing scuppers may be accepted. Vessel's tanks are inspected by LAPCO officials, and, when satisfactory, a certificate is issued before loading operations commence.

7. Loading rate of up to 5,680 tons per hour to Berth no. 1 and 4,560 tons per hour to Berth no. 2 can be achieved at Lavan Terminal. Up to 4,230 tons per hour and 3,570 tons per hour can be achieved to both berths simultaneously.

BALLAST:

(*a*) Master's are warned that no dirty ballast, or bilge water should be disposed of in sea within 50 miles of coast of Iran. When so disposing of ballast all pipe-lines, sea suctions, strainers, and pumps that are later to be used to discharge clean ballast, must be flushed clean, so that there will be no chance of even a small amount of sea pollution when the clean ballast is pumped out.

(*b*) As soon as practical after arrival, all vessels' tanks will be inspected for oil in ballast. During discharge of ballast similar inspections will continue.

(*c*) Should ship's tanks be found leaking it will not be later accepted for loading, unless satisfactory evidence duly certified by "Lloyds" or "ABS" Surveyors, or other recognised Surveyors of repair is submitted.

(*d*) Any vessel rejected because of dirty ballast or sea pollution will automatically nullify "Notice of Readiness" and will lose any priority of position for loading. On return from sea, Masters should tender new Notice of Readiness to LAPCO. If this accepted by LAPCO the vessel will be entered for loading as of new time of acceptance. Vessels will be rejected for dirty ballast at all times.

(*e*) Vessels equipped with separate system of ballast tanks will be allowed to discharge ballast and load oil simultaneously, providing approval is first obtained from the LAPCO Terminal Superintendent and provided NIOC Petroleum Inspector agrees.

DENSITY: Average 1026.

TIDE: Mainly diurnal with mean range between lower low water and higher high water of 5·5 ft. and extreme range of 8·4 ft. Chart datum is Mean Low Water Ordinary Spring Tides. Tidal streams run approximately parallel to line of oil loading pier with maximum rate of about 1 knot. Tide board installed at shoreward end of trestle to oil loading pier and on main loading pier which indicate heights above chart datum.

FRESH WATER: None available.

FUEL: Bunkering facilities installed at each jetty berth, but bunkers are not available at this time. Diesel Oil Tank (used primarily to store fuel for LAPCO facilities operations) has a capacity of 20,000 bbls.

CARGO GEAR: Ship's discharging dry cargo to barges in the cargo ship anchorage use ship's gear.

FIRE PRECAUTIONS: Vessel receives full detailed instructions from Mooring Master. Vessels must have fire-wires and engines not to be immobilised.

CONSULS: No consular representation on Lavan Island. Nearest consulates at Khorramshahr near Abadan.

REPAIRS: No repairs allowed alongside oil loading jetty. No workshop or repair facilities available. Ships' main engines must be available at all times while alongside jetty.

MARINE SURVEYS: Surveyor based at Khorramshahr and can usually be called through vessel's Agent at 72 hours notice.

AIRPORT: No scheduled or regular air flights to Lavan Island. All aircraft required for transportation of goods or passengers must be made by charter. Airport is used by Oil Company Charter planes only and no other passengers are carried except in an emergency situation.

TIME: Iranian Standard Time which is GMT plus 3 hours 30 minutes.

POLICE/AMBULANCE/FIRE: There is a Government Gendarmerie Station on the Island. There are no telephones established for these services. Emergencies will be handled by LAPCO Staff in case of Tankers.

SHORE LEAVE: Ship's crew not allowed to go ashore.

CREW CHANGES: Not permitted.

REGULATIONS (Miscellaneous): Painting and Scaling. Painting, chipping, scaling or spray painting on deck or overside *strictly prohibited* while vessel at any jetty berth.

Garbage. Dumping overside of garbage and refuse prohibited in Port Area.

Sanitation. Government Health Regulations require suitable covers to be fitted over all lavatory discharge outlets, etc., to prevent fouling of jetty or craft alongside.

Damage to Port Facilities. If a Master has reason to suppose that any damage has been caused by his vessel to any Port Facilities, he must agree, in writing, with LAPCO Mooring Master as to nature and extent of such damage, and this must be confirmed by LAPCO Port Captain.

Rat Guards. All ships berthed alongside must provide Rat Guards for Ship's Moorings.

No Visitors. No visitors allowed on terminal dock, or on board vessels alongside dock, unless by written permission of Terminal Superintendent. Only persons having authorised work will be given access port limits, dock or vessels.

AUTHORITY: LAPCO Administrative Offices. LAPCO has offices at the following addresses: Head Office: PO Box 3243, Tehran, Iran. Terminal Office: Lavan Island, Persian Gulf.

AGENT: Gulf Agency Co., Lavan Island.

Head Office: Khorramshahr. Gulf Agency Co. (Iran) Ltd., POB 110, Khorramshahr, Iran. Cables "Confidence", Khorramshahr. Tel. 2280, 2278, 4755–58. After office hours 2670, 2950, 3193. Telex 4033 (answer back "Confidence Kor").

Due to the few available Telex lines to Khorramshahr, messages from abroad to Khorramshahr to be sent to Tehran office, Telex 2507 (answer back "Confid TN"). Stating: "For Khorramshahr".

Air-freighted spare parts and ships' mail should be addressed: Gulf Agency Co. (Iran) Ltd., POB 62, Abadan, Iran, and sent to the Abadan International Airport, marked "In Transit for M/S. . . ."

Air-freight consignments should be routed by flights arriving *directly* to Abadan Airport without trans-shipment at Tehran. Cable advise "Confidence", Abadan, of flight details and airway bill number.

RAS BAHREGAN: 29.48.30 N. 50.11.30 E.

TERMINAL: Bahregan Oil Centre.

OPERATORS: Societe Irano Italiene des Petroles (SIRIP).

COMMUNICATION: Radio contact ship/shore on 2477 kc/s from 0530Z–0630Z and 8230 kc/s from 1130Z to 1230Z. ETA notices to be sent to the Oil Company: cable address "Sirip Khorramshahr" via Khorramshahr port radio call sign: EQK – 500 kc/s.

LOADING: Loading through 18 in. submarine line to midships. One hose connection 12 in. dia. adjustable to 10 in. dia.

DRAFT: Alongside the buoy the draft is 14·5 metres.

CARGO: Bahregan Sar Crude, API 32, Temperature 85°F.

BUNKERS: Not available.

WATER: Not available.

STORES: Not available.

SERVICES: No facilities for crew change, etc., or any other vessel's requirements, as the terminal is situated off-shore in the Persian Gulf and there are no transportation facilities other than Oil Company's flights from Abadan which are meant for their own personnel.

DEVELOPMENT: (Nowruz Terminal.) Extension to existing facilities expected ready end 1971. New off-take position will be about 15 km. from shore with 36 in. sea-line. To be a single buoy mooring with a loading capacity of 450 cm. per hour. Depth of water said to be about 30/31 metres and facilities capable of handling vessels up to 250,000 tons dwt.

AGENTS: See "Khorramshahr". (Actual handling is effected by Oil Company SIRIP, but Khorramshahr Agents are in a position to handle ETA messages, etc., addressed to them via Khorramshahr Port Radio EQK, also to communicate messages to and from SIRIP Khorramshahr and shipowners. Agents can also pass arrival and sailing details to principals, and despatch copies of loading cargo documents as required by Owners. Forwarding ship's mail to Bahregan and despatching official and crew mail received from ship, can be arranged by Agents. Such services are not undertaken by the Oil Company, and it is advisable to appoint an Agent at Khorramshahr.)

Iraq

BASRAH (Margil and Umm Qasr): 30.31 N. 47.50 E.

DOCUMENTS: On arrival at pilot station vessel requires following: Ship's Register, letter from Owner confirming that vessel has not called at Israel port, all Health Certificates of Crew must be valid against cholera and smallpox, 2 copies Crew List, 2 copies Provision List, 2 copies Manifest, Freight manifest for Baghdad Rail cargo, Breakdown list and Stowage Plan, Dangerous cargo list (if any).

PILOTAGE: Owners having vessels bound for Basrah should contact Iraqi Maritime Transport Co. Ltd., Basrah, cables "Bawakhir Basrah" to arrange Shatt-al-Arab Pilotage. Owners should also put Iraqi Maritime Transport in funds by remittance well in advance of vessel reaching Outer Bar of Shatt-al-Arab in order to cover port tonnage dues, pilotage and dredging dues, for sailing from Outer Bar to Basrah and return.

The Pilot Boat is located usually in position 29° 46′ 45″ N. 49° 48′ 37″ E. and on arrival vessel should contact pilot boat immediately for instructions. Pilots are available for vessels proceeding to Abadan and Khorramshahr (in Iran) and Basrah (Margil and Umm Qasr). Providing Master has given Agent 48 hours notice of vessel's ETA Pilot will board immediately providing tide is suitable to allow vessel to continue to destination. Master should use call sign YIR4 on 500 kc/s for Basrah Radio in order to pass messages to Agent. Vessel should listen for messages on 440 kc/s from YIR2 or use VHF on Channels 14 and 15. On boarding the river Pilot will hand Master various forms for completion in respect of Light Dues and River Pilotage. He will also request the Master to Hoist the National Flag of the country to which vessel is proceeding.

The Pilot boat is called "Alwalid" and on both sides amidships the word "Pilot" is painted in white.

The Navigation of the Shatt-al-Arab River is under the jurisdiction of the Iraqi Ports Administration which takes in the approaches to Abadan and Khorramshahr in Iran.

ANCHORAGES: On arrival off the pilot boat vessel can anchor with no depth restriction. On entering the Shatt-el-Arab River the following are the recognized anchorages:

Kasba Anchorage, position about 2 miles above Fao with a maximum depth of 35 ft. in fresh water.

Bawarda Anchorage, position about 2 miles above Abadan with a maximum depth of 35 ft. in fresh water.

Hartha Point, position about 20 miles above Abadan and 15 miles below Khorramshahr with a maximum depth of 35 ft. in fresh water. Hartha Point is the anchorage to enable vessels to lighten to 29 ft. in fresh water to enable them to cross the Karun Bar.

Abu Flus, position about 16 miles above Hartha Point and about 14 miles below Basrah (Khora Anchorage) with a maximum depth of 29 ft. in fresh water.

Khora Anchorage, position about 2 miles from Basrah Wharves (Margil) with a maximum depth of 29 ft. in fresh water.

Jubailah Anchorage, position at Basrah Silo about half-mile below Basrah Wharves (Margil) with a maximum depth of 29 ft. in fresh water.

The maximum length between perpendiculars permitted by the Iraqi Ports Administration for vessels in the Shatt-el-Arab river is 560 ft.

RESTRICTIONS: The Iraqi Ports Administration issue a booklet on Tide Tables each year and the movements of vessels in and out of the Shatt-el-Arab River are restricted to the high water tables for vessels using Basrah and Khorramshahr. Movements to and from these ports are only permitted in the hours of daylight. The maximum draft for a vessel proceeding to Basrah is 29 ft. in fresh water. If vessel's draft exceeds this lightening takes place at Hartha Point Anchorage below the Karun Bar. Although the draft obtainable alongside the wharves is 31 ft. the maximum draft for moving in the river is 29 ft. on account of the restriction at the Karun Bar.

MAX. SIZE: For vessels proceeding to Basrah the maximum length between perpendiculars allowed by the Iraqi Ports Administration is 560 ft. There is no restriction on the breadth. The maximum draft in fresh water for vessels to and from Basrah is 29 ft.

HEALTH: Masters are requested to call the Chief Medical Officer at Fao on 500 kc/s. call sign "YIS4" requesting free pratique between 8 and 12 hours before vessel's arrival. All crew vaccination certificates should be valid and available for the Medical Officer's arrival on board. He will also expect to find a valid Deratisation Certificate on board. Anyone boarding the vessel ahead of the Medical Officer whilst the Q Flag is still hoisted is liable to a fine. Special precautions are taken in the case of a vessel arriving direct from an epidemic area and even if the crew are holding valid inoculation certificates the vessel may be delayed at the pilot station. The Iraq Government is very sensitive about the spread of cholera in particular.

RADIO: It has been found from experience that when a vessel is over 3 days away from Basrah, that radio messages are best transmitted via Bahrain Radio. When vessel is within 3 days of arrival, Basrah Radio can be used. The call sign for Basrah Radio is "YIR4" (transmitting on 500 kc/s. and receiving on 440 kc/s.)

List of Coast Stations (Iraq). Summary of Procedures:

I. Whilst inside Iraq territorial waters, ships under way will maintain watch on channel 16 (156·80 MHz) and/or 461·5KHz to ensure immediate reception of instructions issued by the controlling authorities.

(a) Khor Al-Amaya Radio maintains listening watch on channel 16 (156·80 MHz).
(b) Pilot Station (Al-Rasheed Radio YIBE) maintains listening watch on channel 16 (156·80 MHz) and 500 KHz.
(c) Fao Radio (YIS) maintains listening watch on channel 16 (156·80 MHz) and 500 KHz.
(d) Al-Wasiliyah Radio (YIT) maintains listening watch on channel 16 (156·80 MHz) and 461·5 KHz).
(e) Basrah Control Radio (YIR) maintains listening watch on channel 16 (156·80 MHz) and 500 KHz.
(f) Umm Qasr Radio (YIU) maintains listening watch on channel 16 (156·80 MHz) and 500 KHz.

II. Special Instructions:

(a) Navigational Warnings are transmitted on 500 KHz by Basrah Control Radio (YIR).
(b) North Arabian Gulf Weather Forecast is transmitted by:
1. Basrah Control Radio on:
440 KHz at 0530, 1330 GMT and on request. 6493·25 KHz at 0530 GMT and on request. 8668 KHz at 1330 GMT and on request.
2. Khor Al-Amaya Radio on channel 16 (156·80 MHz) at 0530, 1330 GMT and on request.
(c) Traffic Control Signals on channel 16 (156·80 MHz) and 500 KHz by Basrah Control Radio (YIR).
(d) Traffic Control Signals on channel 16 (156·80 MHz) and 461·5 by Al-Wasiliyah Radio (YIT).
(e) Traffic Control Signals on channel 16 (156·80 MHz) and 500 KHz by Fao Radio (YIS).
(f) Traffic Control Signals on channel 16 (156·80 MHz) and 500 KHz by Umm-Qasr Radio (YIU).
(g) Traffic Control Signals on channel 16 (156·80 MHz) by Khor Al-Amaya Radio.

III. Commercial and public correspondence: Call Basrah Radio (YIR) on channel 16 (156·80 MHz), 500 KHz, 4, 6, 8, 12 and 16 MHz bands and after initial contact has been established change to one of the working frequencies as instructed to pass messages.

Basrah Radio follows the following time-table:

Hours	*Listen on*	*Answer on*	*Traffic Lists*
H24	500	440 461.5	–
0400–0600	6265·5–6280·5	6493·25	0505
0600–0800	16708–16748	16968	0705
0800–1000	8354– 8374	8668	0905
1000–1200	16708–16748	16968	1105
1200–1400	8554– 8374	8668	1305
1400–1600	12531–12561	12986·5	1505
1600–1800	4177–4187	4356·5	1705

TUGS: River-and sea-going tugs are available. Tug-boat services are offered as and when deemed necessary by port Pilot or Harbour Master, and are available at all times during day and night.

BERTHING: See "Restrictions". All berthing of vessels at Basrah is done during daylight hours only and according to suitable tide. The Harbour Master joins vessel on her arrival at Khora Anchorage which lies about 2 miles from the Margil Wharves. In the case of Umm Qasr the Harbour Master joins vessel on arrival off the wharves.

Height of pier (quay) at berthing places above mean low water:
(*a*) Margil – Plus 12·5 ft. above zero port datum. Port datum is 3·96 ft. above mean zero level at Fao.
(*b*) Umm Qasr – 24·65 f . above lowest water of spring tide which is referred to as Umm Qasr Port datum.

Difference between high and low water:
(*a*) Margil: A daily variation of 5 ft. between tides and max. of 8 ft.
(*b*) Umm Qasr: An average of 12 ft. between tides, and maximum of 17 ft.

Margil (Ma'gal). Wharves vary in length from 155 to 170 metres, depth alongside 8·84 metres.

Umm Qasr. The wharves are of reinforced concrete with a continuous frontage of 2,100 ft. with a depth of 33 ft. alongside, and capable of accommodating three cargo ships at one time. Each berth is 600 ft. long. The wharves are provided with a total of 8 electric gantry shore cranes from 3 tons to 15 tons capacity. A floating-crane of 150 tons capacity is in operation.

BRIDGES: There are no bridges across the river from the entrance to Basrah Wharves (a distance of about 70 miles).

STEVEDORING: Information on the numbers of gangs required on board on vessel's arrival should be passed to the Agent together with vessel's ETA through Basrah Radio Call Sign YIR4 receiving on 440 kc/s. The average rate of discharge of general cargo at Basrah (Margil and Umm Qasr) is 6 tons per ganghour per 16 hour day. Contractors will place labour on board to discharge or load cargo but at the risk of the vessel as a Contractor will not accept any responsibility for damage done by labour.

Unloading of vessels basically carried out from vessels to wharves by Port cranes or ships derricks. Heavy lifts and some dangerous cargoes are discharged overside into barges. Loading from jetty is by crane directly into ships. Loading at midstream is by lighters.

RADAR/VHF: Port radar service. VHF can be used to call the Iraqi Port Administration at Basrah on Channel 16.

MEDICAL: For a vessel in to Basrah (Margil and Umm Qasr) no advance notice is required in order to obtain medical attention. Poor hospital facilities and therefore where possible if a seaman is fit to travel he is despatched to Europe by air. A new hospital is expected to be built in the Basrah area. For arrival at Basrah it is necessary to hold valid cholera and smallpox certificates.

TANKERS: See "Khor-al-Amaya".

FRESH WATER: Fresh water is available at the wharves at Margil and Umm Qasr at a charge of 400 fils per 1,000 gallons but where a vessel is moored in midstream and requests water there is the additional charge for the hire of the water tanker at ID. 360/000 per day (from midnight to midnight).

FUEL: There is only one grade of fuel oil available from the Basrah Refinery (Muftiyah) – Red. 1–1500 secs at 100°F – Gas and Diesel oils also available. Fuelling is direct if taken alongside Muftiyah Refinery Jetties, otherwise by barge. No coal bunkers available.

GANGWAY/DECK WATCHMEN: It is recommended that vessels moored or anchored in the river employ Gangway/Deck Watchmen.

OPENING/CLOSING HATCHES: This work is normally done by crew, but if the labour on board are asked to do it they should be supervised by an Officer.

CUSTOMS ALLOWANCES: (Tobacco) The Ship's Bond is sealed on arrival but prior to the sealing each member of the crew can have 200 cigarettes. The Bond will be opened by the Customs on the request of the Master at any time during vessel's stay in Basrah.

(Wine and/or Spirit) Each crew member is permitted to have 1 litre out of Bond. On sailing from Basrah the Master is required to wait till vessel has cleared the Shatt-el-Arab River before opening the Bond. This does not apply when vessel calls at Khorramshahr or Abadan on the way down river.

IDENTIFICATION CARDS: All crew members are required to carry with them some form of identification when going on shore.

CONSULS:

Belgium	Tel. 3666	Pakistan	Tel. 3598
Denmark	,, 3205	Sweden	,, 3511
Norway	,, 3511	U.S.A.	,, 4231
Saudi Arabia	,, 3219	India	,, 4824
United Kingdom	,, 4251	Portugal	,, 4469
Greece	,, 3601	U.S.S.R.	,, 5410
Kuwait	,, 2235		

REPAIRS: All types of repairs except major engine repairs can be carried out but the costs are extremely high.

DRY DOCKS: There is no dry dock available for cargo vessels. The present dry dock called "Ajnadeen" built in Japan in 1965 has a displacement of about 4,220 and lifting capacity of 4,000 tons and has following measurements l×b×d – 105·35 ×29·20×10·95 m. This however is only for use by Iraqi Port Administration craft.

REPATRIATION: No difficulties in arranging the repatriation of crews from Basrah. Emergency visas are easily obtained for joining and departing crews.

AIRPORT: The Basrah Airport formerly an International Airport is now used only as a domestic airport and is situated about 2 miles from the Margil Wharves but 50 miles from Umm Qasr. There is a daily flight to Baghdad to connect with International flights, also 3 flights per week to Kuwait to connect with international flights.

TIME: Iraq time is 3 hours ahead of Greenwich Mean Time and there are no alterations made to clocks during the year.

HOLIDAYS: The official holiday of the week in Iraq is Friday. The other official holidays in Iraq are: Id-el-Fitr; Army Day; 14th Ramadan Revolution; Id-el-Adha; Hijra; Ashura; Labour Day; Birth of

Prophet Mohamed; Republic Day; "18th November" Revolution; Id-el-Fitr. These holidays are advanced 12 days each year.

POLICE/AMBULANCE/FIRE: A call to 7601 or 7606 will connect to the department required.

TELEPHONES: Telephone is placed on board a vessel as soon as secured alongside wharf.

GENERAL: The rain season in Basrah is between November and April and during the summer months from May to October the temperature can be as high as 55°C. It is important that crew members keep the backs of their necks covered whilst working on deck during the heat of the summer. The use of salt tablets are recommended during the heat of the summer.

SPECIAL SERVICES: There is a laundry service available but the quality of the work is very poor.

SHORE LEAVE: There is no restriction on crew members going on shore but it is important that they carry a form of identification.

REGULATIONS: The Port Authority have requested that no photography takes place from the ship whilst passing naval or military installations.

DELAYS: As the port of Basrah is considered very well equipped, cargo vessels usually receive a very quick despatch and it is very seldom that a vessel experiences waiting time for a berth for discharging, loading or bunkering. All discharge takes place at the wharves and all loading takes place in midstream at mooring buoys. Where a vessel can load whilst discharging, this is permitted.

AUTHORITY: Iraqi Ports Administration, Basrah.

AGENTS: The business of Shipping Agencies relating to all ships calling at Iraqi ports is entrusted solely and exclusively to Messrs. Iraqi Maritime Transport Co. Ltd. The addresses of Iraqi Maritime Transport Co. Ltd. are the following:

Main office: Iraqi Maritime Transport Co. Ltd., POB 3052, Baghdad/Iraq. Cable address: "Bawakhir", Baghdad.

Basrah Branch: Iraqi Maritime Transport Co. Ltd. POB No. 3, Basrah/Iraq. Cable address: "Bawakhir", Basrah.

FAO: 29.58 N. 48.29 E.

Formerly operated by the Iraq Petroleum Company, who disposed of their interest in operation of the Terminal loading facilities in 1970, but retain the tank farm installations at Fao for submarine pipeline crude oil supply to their shipment facilities at Khor-al-Amaya.

Fao is expected to be re-activated as a loading port for deep-sea oil-carriers in 1972, when up-to-date information will be published by Shipping Guides Limited in the form of a Supplement to this *Guide*.

KHOR-AL-AMAYA: 29.46.45 N. 48.48.37 E.

OPERATORS: Iraq Petroleum Company Limited.

LOCATION: Island Terminal about 20 miles out in the Gulf from the mouth of the Shatt-al-Arab River.

ADMINISTRATION: All waters of the Shatt-al-Arab and of the approaches to Khor-al-Amaya are controlled by the Iraqi Ports Administration.

APPROACHES: (a) *Lights*. One white all-round navigation light has been fitted to the top of the radio mast on the centre piled structure at a height of 153 ft. above MHWS. Character: flashing every 5 seconds, visible for 18 miles; candlepower 7,400.

Red lights are fitted at the four extreme corners of the structure which is 1,300 ft. long. Character: fixed red visible 2 miles.

Additionally there are several aircraft warning lights (red) on various parts of the structure marking the upper extremities of towers and other erections including the central radio tower.

(b) *Tides*. High water at the Terminal may be expected to occur about 30 minutes before high water at the Shatt-al-Arab, Outer Bar. This may vary due to local meteorological and spate conditions. Tidal streams in the vicinity are rotatory and are not likely to exceed 2 knots. The maximum streams are generally along the berthing faces of the Terminal, but at certain states of the tide, cross sets, at right angles to the berthing faces, may be experienced. These are unlikely to exceed $\frac{3}{4}$ knot.

DOCUMENTS:

Crew List (5 copies).

Store List (2 copies).

PILOTAGE: Masters of vessels bound for Khor-al-Amaya Terminal should contact the pilot vessel which cruises in an area about 2 miles South-east of the Terminal. They will receive instructions as to whether to lie off, anchor or proceed towards the Harbour Master's launch.

HEALTH: Quarantine Officer boards after berthing. Vaccination Certificates required.

RADIO: Procedure for contacting Basrah Petroleum Company. Vessels are requested to establish contact with Basrah Petroleum Company Limited, Basrah, 48 hours prior to arrival, and to re-establish contact for 48 hours after departure. Telegraphic Address: (Baspetco Basrah), (Baspetco Fao). Position: Lat. 30° 35′ 36″ N. Long. 47° 48′ 32″ E. Call sign "HNT" (FC). (a) Transmission 8,582 kHz. (b) Reception, tankers call on 8,354–8,374 and work on 8,347–8,476 kHz. Periods 0400–0430, 0800–0830, 1200–1230, 1600–1630. All times GMT. Services: CV. Class of Operation: C.W. Class of Emission: A1.

Vessels should indicate their date and time of arrival, quantity of cargo required and whether in a state to receive cargo. In the event of vessels being unable to establish direct wireless contact with Basrah Petroleum Company Radio Station, messages should be passed through the Iraqi Ports Administration.

Procedure for contacting Iraqi Ports Coast Stations

1. Summary of Procedure. Whilst inside Iraqi territorial waters, ships under way will maintain watch on Channel 16 (156·80 MHz) and or 461·5 kHz to ensure immediate reception of instructions issued by the controlling authorities.

(*a*) Khor al-Amaya Radio maintains listening watch on Channel 16 (156·80 MHz).

(*b*) Pilot Station (Al-Rasheed Radio YIBE) maintains listening watch on Channel 16 (156·80 MHz) and 500 kHz.

(*c*) Fao Radio (YIS) maintains listening watch on Channel 16 (156·80 MHz) and 500 kHz.

(*d*) Al-Wasiliyah Radio (YIT) maintains listening watch on Channel 16 (156·80 MHz) and 461·5 kHz..

(*e*) Basrah Control Radio (YIR) maintains listening watch on Channel 16 (156·80 MHz) and 500 kHz.

(*f*) Umm-Qasr Radio (YIU) maintains listening watch on Channel 16 (156·80MHz) and 500 kHz.

II. Special Instructions.

(*a*) Navigational warnings are transmitted on 500 kHz by Basrah Control Radio (YIR).

(*b*) North Arabian Gulf weather forecast is transmitted by: 1. Basrah Control Radio on: 440 kHz at 0530, 1330 GMT and on request. 6493·25 kHz at 0530, GMT and on request. 8668 kHz at 1330, GMT and on request. 2. Khor al-Amaya Radio on Channel 16 (156·80 MHz) at 0530. 1330 GMT and on request.

(*c*) Traffic Control Signals on Channel 16 (156·80 MHz and on 500 kHz by Basrah Control Radio (YIR).

(*d*) Traffic Control Signals on Channel 16 (156·80 MHz) and 461·5 kHz by Al-Wasiliyah Radio (YIT).

(*e*) Traffic Control Signals on Channel 16 (156·80 MHz) and 500 kHz by Fao Radio (YIS).

(*f*) Traffic Control Signals on Channel 16 (156·80 MHz) and 500 kHz by Umm-Qasr Radio (YIU).

(*g*) Traffic Control Signals on Channel 16 (156·80 MHz) by Khor al-Amaya Radio.

III. Commercial and Public Correspondence. Call Basrah Radio (YIR) on Channel 16 (156·80 MHz), 500 kHz, 4, 6, 8, 12 and 16 MHz bands, and after initial contact has been established change to one of the working frequencies as instructed to pass messages.

Note. All messages are chargeable except those concerning navigational aids, distress, pratique and medical advice messages.

TUGS: I.P.A. tugs (of 2,000 b.h.p.) are available to assist in berthing and unberthing.

BERTHING: The Terminal consists of a piled structure, in 12 fathoms of water, having one tanker berth on each side with suitable mooring dolphins and platforms ahead and astern which are connected by catwalks. The orientation is 320°/140°. There are two berths. The maximum loading rate, with only one berth in use, is 9,000 tons per hour. With both berths in use the maximum loading rate at each is 4,500 tons per hour. Fire-fighting towers are provided, also helicopter platform. Loading is by "Woodfield" flow booms offering 2 or 4, 12 in. hoses. Vessels of the order of 120,000 dwt can be accepted at either berth.

The S.G. and A.P.I. and temperature of the crude oil will be supplied to the Master on radio request.

MEDICAL: An Iraqi Ports Administration Medical Dresser will always be available to attend to quarantine matters, deratisation certificates, etc. A doctor can be made available, through vessel's Agent, upon prior request, but necessary to give 24 hours notice to arrange.

FUEL: Not available ex-wharf but may be barged by Kuwaiti Japanese Trading Company, subject prior arrangements.

FRESH WATER: Not available.

CUSTOMS ALLOWANCES: During vessel's stay at Terminal, one carton of cigarettes only allowed to each crew member.

SAFETY REGULATIONS: Safety regulations and fire fighting procedures will be discussed with the Master on arrival.

GANGWAYS: Ships must supply their own gangways when alongside. Accommodation ladders and other ship side ladders are not suitable.

REPAIRS: The Company has no facilities to undertake ship repair work of any description. Busreh Slipway Co. has some facilities and details can be obtained from vessels' agent.

LIGHT DUES: The Iraqi Ports Administration will collect any light dues payable including those due to the Middle East Navigational Aids Service.

AGENCY: All agency work is carried out by the Iraqi State Maritime Transport Co. Cable Address: Bawakher, Basrah or Bawakher, Fao. Masters of tankers should contact the Agent through the appropriate commercial wireless station ashore prior to arrival. Agent's representatives are not housed on the Island: ship's documents for port clearance purposes are handled by Basrah Petroleum Company personnel, and other matters passed by them to the Agent for action. Stores and provisions will be sent out by the Agent, given sufficient prior notice.

Israel

ASHDOD: 31.49 N. 34.39 E.

DOCUMENTS:
3 Crew Lists, and Crew Passports or Seamen's Books.
1 Provisions List.
1 List of Articles in possession each crew member – cameras, binoculars, radios, cigarettes, tobacco, etc.
Master to declare firearms and rounds of ammunition.
4 Passenger Lists.
Stowage Plan and Manifest to be mailed in advance, preferable Master to cable 72 and 78 hours before arrival holds workable and gangs required also draft foreward and aft on arrival.

PILOTAGE: ETA through Haifa Radio 4XO addressed to Agent. Pilot station and boat equipped VHF Channel 14 contact above channel for instructions. Pilot boards about ½ mile off port entrance between W. to N.W. from breakwater head (green light).

In bad weather, when boarding impossible, vessel is guided into harbour by VHF or tugboat waiting at entrance, at Master's consent.

Pilot ladder as per Safety of Life at Sea. Vessel should head about 4 points into weather. Recommended two life lines running along ladder, one each side, ropes 2½"–3" cir.

ANCHORAGE: All area open sea, no recommended safe anchorage, but vessel should avoid anchorage near fairway and too close to oil installation buoys.

RESTRICTIONS: Pilotage available 24 hours. Enter according arrival time or berths available. Vessels at anchorage awaiting berth keeps watch Channel 14 VHF.

MAX. SIZE: Draft limitations at Bulk Pier: Summer, 11 metres. Winter, 10·5 metres. Draft limitations other piers: 9·8 metres. No limits length or breadth.

HEALTH: Free pratique by radio is granted on request by the International Quarantine Message to the Quarantine Station round the clock.

RADIO: Haifa Radio 4XO.

TUGS: 1 of 1,500 h.p., 2 of 1,000 h.p. Each charge included in pilotage charge for normal berthing attendance. Otherwise I£ 300 per hour, or part. Tugs await at port entrance and act on Pilot's instructions. Vessel's lines are requested.

FRESH WATER: Fresh water supplied by taps at 220 tons per hour price I£ 2.90/T or by barge. Minimum supply is 30 T at the price of I£ 4.40 by barge.

FUEL: Supplied by trucks, or supplied by special barges. 24 hours advance notice required.

CONSULS: All Consulates in Tel-Aviv approx. 40 km. Available by telephone.

REPAIRS: No dock, but minor repairs effected.

GANGWAY/DECK WATCHMEN: Not compulsory. Port guard keeps gangway watch.

OPENING/CLOSING HATCHES: Performed by stevedores. Mechanical hatch covers operated by crew.

CUSTOMS ALLOWANCES: 200 cigarettes, one open bottle of spirits per person.

CREW IDENTITY CARDS: Issued by port police on arrival.

TIME: Local standard time is two hours ahead of Greenwich Mean Time.

AIRPORT: Lod, served by regular air lines, distance 35 km.

HOLIDAYS: Port business is suspended on the following holidays: Saturdays; The two days of the Jewish New Year (Rosh Hashana); The Day of Atonement (Yom Kippur); The first and the last day of the Feast of Tabernacles (Sucot); The first and the last day of Passover (Pesah); Pentecost (Shvuot); Independence Day. The first of May is observed by the port workers as Labour Holiday and therefore no work is done in the port on that day.

POLICE/AMBULANCE/FIRE: Police, Ambulance, Fire Services, telephone 22222.

AUTHORITY: Israel Ports Authority – Port of Ashdod, POB 16, Ashdod. Tel. No. 055–32121. Telex No. 69622, Cables: Ashnam.

AGENT: M. Dizengoff and Co. Ltd., PO Box 4001, Ashdod, Israel.

EILAT (Elath): 29.32 N. 34.57 E.

DOCUMENTS:
For Customs:
Customs Questionnaire, Crew Customs Declaration, Stores List, Crew List Passengers List, Foreign Currency List, Narcotics List, Arms List, Import Cargo Manifest, Transit Cargo Manifest.
For Quarantine:
Maritime Declaration of Health, Valid Vaccination Certificate for smallpox all crew and passengers, Deratisation (exemption) Certificate.
For Border Control:
1 Police Questionaire, 2 Crew Lists, 2 Passenger Lists, Seamen Books and travelling documents of passengers.

PILOTAGE: Compulsory. Order through Agent. When unable to contact Agent, Pilot can be ordered by contacting Harbour Master via Eilat Radio. Vessel due to berth awaits opposite oil installations located approximately 2½ cables South main jetty. Vessels requesting Pilot for anchoring stop opposite North end main jetty. Pilot motor launch, grey superstructure amidships, and funnel situated in front of superstructure. Boat station located North end of main jetty. Pilot ladder complying with all safety regulations and properly lighted during dark hours. Vessels awaiting pilot should anchor only in designated area.

ANCHORAGES: Boundaries of area marked by lines connecting following positions:
(A) 29° 32′ 51″ N. 34° 57′ 19″ E.
(B) 29° 32′ 26″ N. 34° 58′ 34″ E.
(C) 29° 31′ 40″ N. 34° 58′ 27″ E.
(D) 29° 32′ 31″ N. 34° 57′ 06″ E.
Average depth 25 fathoms. Avoid anchoring too close to Northern boundary line as fishing nets extend that far. If arriving at port for first time, do not try anchoring anywhere outside anchorage area.

MAX. SIZE: Main cargo jetty accommodates vessels with max. draft 37½ ft., length 220 metres. Oil installations accommodate tankers with max. draft 52 ft., length 260 metres. Average tide range 3 ft. Tidal current negligible.

HEALTH: Free pratique granted only after inspection from Ministry of Health. If suspected disease or fever immediately cable Quarantine – Eilat with all details.

RADIO: Call sign Eilat Radio 4XA. Full details working hours and frequencies found in Admiralty List Radio Signals and similar publications. Good radio connection with Eilat can be obtained also via Haifa Radio, call sign 4XO, operating continuously.

TUGS: Tugs meet vessel off quay. Lines not usually used as tugs usually push. When needed, ship's lines used.

BERTHING: No difficulty except at times of strong Southerly winds when small vessels may have to leave quay and proceed to anchorage or sea, due to strong swell.

STEVEDORES: Booked by ship's Agent. All details of cargo distribution and storage to be cabled in advance to Agent.

MEDICAL: Hospital facilities available. Crew member or passenger must have valid international cert. for smallpox.

DENSITY: 1025.

FRESH WATER: Available in unlimited quantities and supplied at all jetties. No facilities for supplying fresh water at anchorage.

FUEL: All grades supplied in small quantities by road tanker.

DEVELOPMENT: Refrigerated warehouse accommodating 550 tons deep frozen cargo and 150 tons chilled cargo, open shed for cargo area 3,000 sq. metres. Additional cargo shed of 6,000 sq. metres under construction. A heavy lift crane suitable container handling will be installed on main cargo jetty. New facilities for tankers under construction.

OPENING/CLOSING HATCHES: Normally by stevedores.

CUSTOMS ALLOWANCES: Every crew member is permitted to keep 200 cigarettes or the equivalent amount of other tobacco, out of bond. Every crew member is permitted to keep one bottle of spirits and one bottle of wine, out of bond.

IDENTIFICATION CARDS: Every crew member going ashore should have a shore leave pass. Shore leave passes will be received from the border control officer after the vessel is cleared.

CONSULS: There are no consulates in Eilat. All consulates are in Jerusalem or in Tel-Aviv.

REPAIRS: Minor deck and engine repairs can be performed by local workshops.

REPATRIATION: There are all facilities for arranging repatriations or crew changes.

AIRPORT: Eilat airport is used at present for internal traffic only. There are 6 flights daily from Eilat to Tel-Aviv except on Saturdays. From Tel-Aviv there is good transportation to Lod (international) airport.

TIME: Local time is GMT plus 2 hours; no summer time is kept.

HOLIDAYS: No cargo work is usually performed during official holidays or Saturdays. The official holidays are: Passover (2 days during April); Independence Day (1 day end April/beginning May); First Harvest Day (1 day end May/beginning June); Jewish New Year (2 days, September); Day of Atonement (1 day end September); Feast of Tabernacles (2 days, October). No cargo work is usually performed during 1st of May although it is not an official holiday.

TELEPHONES: At present there are no facilities to arrange telephones on board ships.

SHORE LEAVE: Crew members are granted shore leave.

DELAYS: Normally vessels arriving after midnight are berthed only at daybreak, before the beginning of the morning shift.

AUTHORITY: Israel Port Authorities, Eilat Port Management, PO Box No. 37. Phone: 2191–8. Telex: Local only 621.

AGENT: M. Dizengoff and Co. Ltd., POB 11, Eilat. Tel. 2146–7. Telex No. 29.

HAIFA: 32.49 N. 34.00 E.

DOCUMENTS:
3 Crew Lists, and Crew Passports or Seamen's Books.
1 Provisions List.
1 List of Articles in possession each crew member – cameras, binoculars, radios, cigarettes, tobacco, etc.
Master to declare firearms and rounds of ammunition.
4 Passenger Lists.
Stowage Plan and Manifest to be mailed in advance, preferable Master to cable 78 hours before arrival holds workable and gangs required, also draft foreward and aft on arrival.

PILOTAGE: Compulsory for all merchant and foreign naval vessels. Pilotage service is rendered round the clock. Vessels are boarded by Pilot seaward of the main breakwater.

MAX. SIZE: The width of the entrance channel to the main port, between the main and lee breakwaters, is 183 m. The depth of the entrance is 12 m. The width of the entrance to the Kishon Harbour is 70 m., with a minimum depth of 8·50 m. Vessels of maximum draft 35 ft. can be safely accommodated in the main port: in the Kishon harbour accommodation is limited to vessels of 24 ft. draft. Depth in both harbours are maintained by dredging at regular intervals.

TANKERS: Up to 50 ft. draft at buoy moorings.
RADIO: Radio-telephone service from ship-to-shore and vice versa via Haifa Radio, call sign 4XO. Ships in port may also be connected to the Israeli telephone system.

The port has a signal station equipped with a modern 60 kw R/T installation, working on the frequencies 156·60 Mc/s, Channel 12, and 156·70 Mc/s, Channel 14. The station is licensed for port operation only and is in continuous service. For all other ship-to-shore communication contact Haifa Radio, call sign 4XO.
HEALTH: Free pratique by radio is granted on request by the International Quarantine Message to the Quarantine Station round the clock (including holidays) via Haifa Radio, call sign 4XO on 500 kc/s.

Medical advice by radio for all ships may be obtained through Haifa Radio 4XO free of charge. Call "Medico Haifa".

There is no special quarantine anchorage.

Vaccination against smallpox is required from arrivals, except those who were resident in a European country, in Canada or in the U.S.A. for more than 14 days before disembarkation in Israel, provided those countries are free from smallpox.
TUGS: Vessels obtain tug assistance, if required, for entering or leaving the harbour and for shifting.
BERTHING: Ships moor normally to wharves and jetties, and to a lesser extent stern to the main breakwater.

Main Harbour

The main harbour is situated on the Southern shore of Haifa Bay at lat. 72° 48″ N., long. 35° 01″ E. It is protected by two breakwaters: the main breakwater, 2,210 m. long, in the North, and the lee breakwater, 745 m. long, in the East.

The harbour basin covers an area of 1,050,000 m² (about 260 acres). The main port's land area amounts to 630,000 m² (about 155 acres).

Kishon Auxiliary Harbour

To the East of the main port, around the lower reaches of the Kishon rivulet, lies the Kishon Auxiliary Harbour. It consists of an outer harbour basin that is protected by two breakwaters of 600 m. and 350 metres length respectively, and a main channel of 1,045 m. length, of which the first stretch of 700 m., measured from the entrance to the outer harbour basin, has a depth of 8 m. while the second stretch of 345 m. has a depth of 6·50 m. A side channel, 213 m. long and 4 m. deep, which branches off the main channel toward the East, serves as a fishing dock. Another side channel 350 m. long and 8 m. deep serves as holding basin of the shipyard.

Wharves

Main Port	*Length metres*	*Depth metres*
Main Wharf	171	9·4
	400	9·4
	442	11·0
	270	11·5
	40	11·5
	170	9·0
	48	9·0
Cargo Jetty	205	9·0
	85	9·0
Oil Jetty	350	10·7
	330	9·8
East Lighter Wharf	110	4·4
West Lighter Warf	220	3·0
Kishon Zone		
Cargo Wharf	355	6·5
	285	8·0
Fishing Dock	213	4·0

TANKERS: Up to four oil tankers can be accommodated at one time at the Oil Jetty, two on each side (draft 28 ft.–33 ft.).

In the Roadstead

There are three submarine oil loading and unloading berths, each connected to a submerged pipe-line, two to 12 in. dia. pipe-lines and one to a 32 in. dia. pipe-line.

Berth No.	*Situation in relation to harb. entrance*	*Diameter*	*Extension from shore*	*Direction*	*Depth under water*
1	1¾ m. N.E.	12″	4,200′	307°	52′ *
2	1¼ m. N.E.	12″	4,500′	290°	52′ *
3	½ m. N.E.	32″	10,000′	319°	58′ **

The signal station ashore opposite berth No. 3 has two signal masts. Vessels moor with their own two anchors ahead and mooring lines to two buoys astern. The Oil Company's mooring master acts as a pilot until the vessel is moored and supervises the connecting and loading or discharging, remaining aboard until sailing time.

Throughput Rates

Vessels load or unload up to 1,000 tons per hour through 10 in./12 in. pipe-lines on the Oil Jetty and up to 700 tons per hour at the 12 in. pipe-line submarine berths. The 32 in. pipe-line berth is destined for loading or unloading supertankers at the rate of up to 2,000 tons per hour.
MEDICAL: Hospital facilities available. Agent will board vessel with Company doctor if so required by the Master.
FRESH WATER: Drinking water is plentiful and of satisfactory quality; no treatment is needed as water is frequently examined and chlorinated when required. The water is supplied by hydrants from shore or by water-barge at a delivery rate of 30–50 ton per hour. Boiler water not available.

FUEL: The following grades of oil are available for supply as bunkers:

Heavy Fuel Oil	1,500 secs. Red. 1 at 100°F.
Light Fuel Oil	450 secs. Red. 1 at 100°F.
Marine Diesel Oil	Standard Grade
Gas Oil	Standard Grade

The oil is supplied direct from Oil Dock or from barges. Bunkers are normally supplied between 7.00 a.m. and 15.15 p.m. on working days; at any other time by special arrangement. Delivery rate from Oil Dock is up to 500 tons (3,500 bbls.) per hour and from barges up to 150 ton (1,000 bbls.) per hour.
REPAIRS: Israel Shipyards Ltd. run a modern shipyard, situated in the Kishon Zone, capable of building ships of up to 10,000 ton deadweight and to handle hull repairs, conversions, engine repairs and repairs of electric equipment.

The yard operates 2 floating docks with a lifting capacity of 7,500 and 1,100 tons respectively.

Vessels which need no dry docking can be repaired at the shipyard's quay, totalling 400 m. length with 7–8 m. depth. Ogen Ltd. also undertake ship repairs.
STEVEDORES: Enable Agent order gangs, important obtain 48 hours advance accurate ETA from vessel. Failure give precise ETA may result in ship losing 12/24 hours, also cost gang waiting time. No work on official holidays.

Working Hours

Work is usually carried on in two shifts: the first shift is from 06.30 to 15.30 hrs., with one hour's break as noon on ordinary working days, or from 06.30 to 13.30 with no break at noon, on the eve of Saturdays and holidays. The second shift is from 16.30 to 23.30 hrs. on ordinary working days and from 14.30 to 21.30 hrs. on the eve of Saturdays and holidays. Occasionally, in order to complete work on a ship or for special cargoes, a third shift is worked from 24.00 to 06.00 hrs. on ordinary working days and from 22.00 to 04.00 hrs. on the eve of Saturdays and holidays.
GANGWAY/DECK WATCHMEN: Not compulsory. Port guard keeps gangway watch.
OPENING/CLOSING HATCHES: Performed by Stevedores. Mechanical hatch covers operated by crew.
CUSTOMS ALLOWANCES: 200 cigarettes, and one open bottle of spirits per person.
IDENTITY CARDS: Issued by port police on arrival.
TIME: Local standard time is two hours ahead of Greenwich Mean Time.
AIRPORT: International air connection from Lod Airport, 105 km. from Haifa.
CONSULS:

Austrian	tel. 68944	Greek	tel. 522098
Italian	,, 522934	Liberian	,, 533261
Belgian	,, 533261	Norwegian	,, 66581
Ivory Coast	,, 40711	Spanish	,, 521274
Guatemala	,, 81302	Finnish	,, 522585
Danish	,, 522365	Panamanian	,, 625265
Holland	,, 241962	French	,, 526281
Yugoslavian	,, 524296	Swedish	,, 64715.

HOLIDAYS: Port business is suspended on the following holidays: Saturdays; the two days of the Jewish New Year (Rosh Hashana); the Day of Atonement (Yom Kippur); the first and the last day of the Feast of Tabernacles (Sucot); the first and the last day of Passover (Pesah); Pentecost (Shvuot); Independence Day. The first of May is observed by the port workers as Labour Holiday and therefore no work is done in the port on that day.
GENERAL:

Persons Boarding Vessels

No person shall be allowed on board any vessel unless he is in possession of a boarding pass which must be shown on demand to the police officer at the gangway.

Passes for boarding cargo vessels on business are issued by the Port Management; passes for boarding cargo vessels for any other purpose and passes for boarding passenger vessels are issued by the Frontier Control Section of the Port Police.

Swimming

Swimming in Haifa Harbour is strictly forbidden and Masters should instruct their crews accordingly.

Use of Ship's Boats

The use of ship's boats is forbidden in Haifa Port. A public motor-launch service is available for the convenience of ship's personnel. The signal to call the motor-launch is as follows:

By day: The international Code of Signals Flag "N" hoisted at the yard.

By night: Repeated flashing light signalling of the International Morse Signal "N".

Photographing

Photographing in the port area is strictly forbidden without a written permit issued by the Commander of the Port Guard.
SHORE LEAVE: Shore leave passes are obtainable at the Frontier Control Section of the Port Police Station. Applications for the passes shall be filed with the Boarding Officer, Port Police. All shore leave passes must be surrendered to the Boarding Officer before departure of the vessel.
AUTHORITY: Israel Ports Authority, POB 539, Haifa. Cable address: Malhof. Tel. 66561, 41161.

AGENT: Messrs. M. Dizengoff and Co Ltd., POB 300, Haifa. Telegrams: Diship, Haifa. Telephone No. 40711. Inland Telex No. 044827. International Telex No., Haifa 044814/044815 (two lines).

Italy

ANCONA: 43.37 N. 13.32 E.

DOCUMENTS:
4 copies Crew Lists.
1 copy Provisions List.
1 copy B/L every set.
1 copy General Cargo Manifest.
3 copies Crew Dutiable Articles (slop-goods).
5 copies Passenger List (in transit or not).

PILOTAGE: Pilot usually boards vessel range 1–2 miles from harbour's entrance (red light) in fine weather conditions. Pilot house situated near the "red light" – pilot boat of international type. If bad weather Pilot boards vessel at harbour's entrance. Compulsory for vessels over 500 GRT.

ANCHORAGES: In Ancona roads at Master's discretion (Pilot available for anchorage).

RESTRICTIONS: Tankers berthed in daytime only.

MAX. SIZE: Falconara Oil Terminal: up to 44 ft. draft. Ferruzzi Silos: 27 ft. 6 in. draft. Jetty: 27 ft. 6 in. draft.

HEALTH: Sanitary pratique obtainable by radio according International Rules by cabling "Sanimare Ancona" between 12 to 6 hours before arrival.

RADIO: Ancona Radio "ICA" – frequency 500 kc/s. – working frequency 489 kc/s. By radio telephone: Ancona Radio PT "IPA", kc/s 2182. (Service for VHF to be installed within a short period of time.)

TUGS: Usually join vessel at harbour entrance – ship's lines used, compulsory for vessels of over 3,500 GRT.

STEVEDORES: ETA usually tendered to Agent 72/48/24 hrs. prior arrival in order arrange gangs.

MEDICAL: Assistance available if required.

TANKERS: *Falconara Oil Terminal.* Owned by Anonima Petroli Italiana S.P.A. 1 hose of 16 in., 1 hose of 12 in., 2 hoses of 14 in., 1 hose of 8 in. (for bunker), 1 hose of 4 in. (for water), 1 flying hose for fresh water about 70 mm., 1 flying hose for bunker of 100 mm.
Permitted draft up to 42 ft.
Sea Buoy Berth. Situated 600 metres N.W. of the terminal, for discharging crude oil. Seven pipe-lines with the following size: 1 for fresh water (3 in)., 1 for crude oil (300 mm.), 1 for fuel oil (200 mm.), 1 for gas oil and diesel marine (200 mm)., 1 for gasoline (200 mm.), 1 for gasoline (300 mm.).
Permitted draft is about 44 ft.
Jetty: A tanker berth is situated at 300 metres from the end of the jetty, used for vessels with draft not over 19–20 ft.; one pipe-line of 200 mm. for gasoline. A further berth at the pier is being constructed to take vessels with draft not over 26 ft.

FRESH WATER: Available from quay, lire 120 per ton. Straight time plus increase for overtime and holidays.

FUEL: All grades available. (Note: marine diesel obtainable not distilled but mixed fuel/gas oil.) Delivered by pipe-line or barge.

GANGWAY/DECK WATCHMEN: Not compulsory but recommended.

OPENING/CLOSING HATCHES: Optional crew or stevedores.

CERTIFICATES:
Radio Telegraphy.
Load Line.
Tonnage.
Class.
Registry Safety Equipment.
Deratting, etc.
Italian Anchorage Dues Bill, if already paid.

CUSTOMS ALLOWANCES: Tobacco. 50 cigarettes for each man during vessel's stay at Ancona – British/U.S.A. flag vessels may obtain after a certain period of stay another ration of 50 cigarettes per man. Seals cannot be opened. Wines/vermouths/beer no restrictions. Spirits $\frac{3}{4}$ bottle depending on the number of crew.

IDENTIFICATION CARDS: Passport or seaman's book required.

CONSULS:
Swedish Consul, tel. 23252
French Consular Attache, tel. 22879

REPAIRS: Minor engine/electrical, carpentry repairs can be effected.

DRY DOCKS: One for up to 500 dwt.

REPATRIATION: From April to October weekly regular lines to Greece/Yugoslavia/Cyprus/Israel every fourth night.

AIRPORT: Falconara – 14 km. from Ancona. Direct flight to Rome/Milano, connection for international flights.

TIME: In winter plus 1 hour to GMT. In summer 2 hours to GMT.

HOLIDAYS: National and local holidays: 1st January, 6th January, 19th March, 25th April, 1st May, 4th May (local), Easter and day after Easter, Ascension Day, Corpus Christi, 2nd June, 29th June, 15th August, 1st November, 4th November, 8th December, 25th–26th December. Work can be arranged if required in time and subject to Harbour Master agreement.

POLICE/AMBULANCE/FIRE: Port Police, tel. 31030; Fire Station, Port, tel. 31715; Red Cross, tel. 23332; Yellow Cross, tel. 22680.

TELEPHONES: No facilities for connecting to vessels.

GENERAL: All tankers proceeding to Falconara must approach Ancona roadstead for Pilot and pratique.

AUTHORITY: Il Comandante, Colonello di Porto, Ancona.

AGENT: Gastaldi & C. S.p.A., 2 Piazza S. Maria, PO Box 145. Cables: "Dick". Telex: 56069. Tel.: 28254.

AUGUSTA: (including Priolo): 37.13 N. 15.14 E.

DOCUMENTS:
Certificate of Registry.
Certificate of Freeboard.
Cargo and Gear Safety Certificates.
Radio Safety Certificate.
Safety Construction Certificate.
Derat. Certificate or Exemption.
Crew Lists (at least 6 copies).
Passenger Lists (at least 6 copies).
Customs Manifest.
Maritime Declaration of Health.
Bills of Lading.
Vaccination Certificates.

PILOTAGE: Compulsory for vessels over 500 tons. Pilot available day and night. Vessels requiring a Pilot should display appropriate International Code Signals, should approach and anchor if necessary about 1 mile from the principal entrance. Pilot boat is black with a white band, letter "P" is painted in amber on each side of the bow. Pilot boards about 1 mile from main entrance. In bad weather the launch will wait inside the breakwater by the main entrance. Pilot station telegraphic address is Augusta Piloti. ETA should be given 12 hours in advance. Vessels with VHF can contact Augusta Piloti on Channel 12.

ANCHORAGE: Within breakwater. Max. draft 25 ft.

MAX. SIZE: Depending on berth depth. Max. draft for port entrance is 55 ft. Tidal effect is negligible.

HEALTH: Pratique may be allowed by radio, request to Sanimare Augusta between 12 to 6 hours prior arrival, advising vessel's name, nationality, last port, number of passengers and crew, and state of health on board. If not requested by radio, pratique is given on arrival. Pratique is automatic for vessels coming from an Italian port.

RADIO: Roma Radio or Augusta Radio. Vessels with VHF may contact Augusta Radio on Channel 16 between 0800 and 2200 hours.

TUGS: Available, join vessel inside breakwater entrance.

BERTHING: Vessels may berth at all hours, except at Shell and Sincat installations where berthing is only in daylight hours. At Esso berths 10 and 11, vessels may use wire ropes only if the eyes are made of manila or nylon. Permitted draft at each berth is as follows:

No. 1 14 ft.	No. 10 43 ft.	No. 19 38 ft.	No. 28 18 ft.
No. 2 28 ft.	No. 11 52 ft.	No. 20 55 ft.	No. 29 29 ft.
No. 3 14 ft.	No. 12 28 ft.	No. 21 55 ft.	No. 30 30 ft.
No. 4 18 ft.	No. 13 24 ft.	No. 22 38 ft.	No. 31 32 ft.
No. 5 30 ft.	No. 14 24 ft.	No. 23 23 ft.	No. 32 14 ft.
No. 6 18 ft.	No. 15 35 ft.	No. 24 15 ft.	No. 33 18 ft.
No. 7 26 ft.	No. 16 35 ft.	No. 25 43 ft.	No. 34 26 ft.
No. 8 34 ft.	No. 17 17 ft.	No. 26 38 ft.	No. 35 27 ft.
No. 9 28 ft.	No. 18 24 ft.	No. 27 35 ft.	No. 36 13 ft.

MEDICAL: Medical and hospital facilities available. Vaccinations done ashore. Advance notice preferred for assistance required on arrival.

TANKERS: Slop disposal facilities available. Loading/discharging lines are from 6–12 in. diameter.

DENSITY: 1024 to 1026.

FRESH WATER: Available by barge.

FUEL: All grades available by pipe-line or barge; suppliers Esso, Shell, B.P., Agip, Mory, Mobil, Gulf. Forty-eight hours notice required.

DEVELOPMENTS: Planned to dredge port entrance and principle berths to a depth of 22 m.

GANGWAY/DECK WATCHMEN: Employment of shore watchmen advisable.

OPENING/CLOSING HATCHES: Normally by ship's crew.

CUSTOMS ALLOWANCES: 40 cigarettes and one opened bottle wine/spirits per man.

IDENTIFICATION CARDS: Shore passes given by local police.

CONSULS:
Liberia tel. 75341.
Panama ,, 75061 and 75373.
Norway ,, 75182.

REPAIRS: No repairs permitted while alongside tanker berths. May be done in the anchorage subject permission of port authorities.

REPATRIATION: No difficulties.

AIRPORT: Nearest at Catania, can be reached in 40 minutes by car. Daily flights to Rome and Milan for international connections.

TIME: GMT plus one hour. Summer time, May to September, GMT plus 2 hours.

HOLIDAYS: Tankers not effected. 1st January; 6th January; 19th March; Easter Monday; 25th April; Ascension Day; Corpus Domini; 1st May; 2nd June; 15th August; 4th November; 8th December; 25th December.

POLICE/FIRE/AMBULANCE: Police, tel. 75555; Ambulance, 75000; Fire, 74777.

TELEPHONES: Situated at all berths. No direct connection to vessels.

SHORE LEAVE: Allowed at all times.

AUTHORITY: Ufficio Circondoriale Marittimo, Riva Darsena. Tel. 74001.

BAGNOLI: 40.48 N. 14.10 E.

DOCUMENTS: An arrival report is required wherein are indicated main particulars of vessels entering. All vessels coming from

abroad and or from another Italian port must have ready before arrival following documents:
5 Crew Lists.
5 Passenger Lists.
Store List in duplicate.
International Health Declaration.
Cargo Manifest.

PILOTAGE: Pilot is available any time of day. Usually boards vessels three miles out of port. Vessels requesting pilot service to use flag, sound and morse signal "G". No VHF available. Pilotage is compulsory for anchorage. Full pilotage fee is due even if anchored without Pilot. On departure 30 minutes will be sufficient notice for having Pilot and tugs ready. In case of bad weather (Bagnoli area is exposed to South-south-western winds) vessels to shift out of piers or change anchorage into Baia roads (sheltered natural bay three miles from Bagnoli in direction W.).

ANCHORAGE: Depths ranging from 11 to 15 metres. Sandy bottom.

RESTRICTIONS: Vessels can enter port at any time of day. No restriction for night departures.

MAXIMUM SIZE: Draft 40 ft., largest vessel allowed is 80,000 tons DW.

HEALTH: Free pratique can be requested via radio cabling to Health Officer of Naples. Cable address: Sanimar, Naples.

RADIO: Naples Radio.

TUGS: One tug available, if more required they come from Naples. Time taken approximately 2 hours.

BERTHING: One pier length 357 m. Max. depth 41 ft. 3 in.

STEVEDORES: Available. Rate of discharge 1,500/1,700 tons per hour.

FRESH WATER: Available from pier. Cost per ton at anchor 2,000 lire, at pier 110 lire, rate of delivery 20 tons per hour.

FUEL: All types available always delivered by barge, 48 hours notice required.

GANGWAY/DECK WATCHMEN: Recommended. Daily watch cost lire, 12,800.

OPENING/CLOSING HATCHES: Carried out by crew.

CUSTOMS ALLOWANCE: Tobacco, 50 cigarettes per crew member. Wine/spirit, 1 bottle opened.

IDENTIFICATION CARDS: Required.

CONSULS: None.

REPAIRS: Small repairs undertaken.

TIME: GMT plus 1 hour winter. GMT plus 2 hours summer.

HOLIDAYS: See "Naples".

POLICE/AMBULANCE/FIRE: Police 302453; Ambulance 302464; Fire 330210.

SHORE LEAVE: Allowed.

PORT AUTHORITY: Ente Autonomo del Porto di Napoli.

BARI: 41.08 N. 16. 52 E.

DOCUMENTS: On arrival:
5 Crew Lists.
3 Provision Lists.
3 Lists of Articles in possession each crew member.
Customs Documents.
Cargo Manifests.
Bills of Lading.
Ship's Papers.

PILOTAGE: Pilot boards vessels on arrival by motor-boat near harbour entry, outer buoy. Pilotage compulsory for vessel over 500 GRT inward or outward, shifting vessels from one point to another in or out of port.

Pilot call: Letter "G" of International Code. Pilot attending day and night. For services from 17.00 hrs. to sunset, or from sunrise to 08.00 hrs. the dues are increased.

ANCHORAGE: Good anchorage in all weathers, but precautions should be taken against winds from North. Rocky bottom covered by mud. Bad holding ground. Strong range in the port when bad weather. Not allowed to anchor in fairway except in case of emergency. Anchorage usually allowed East side of Nuovo mole Foraneo at a distance of about 1 mile from shore.

RESTRICTIONS: Maximum depth at harbour entrance 40 ft., width 793 ft. Depth of water at berths from 33 ft. to 38 ft.

MAX. SIZE: Maximum permissible length 700 ft. for oil carriers proceeding to oil pier.

HEALTH: Masters can request free pratique by radio applying to "Sanimare-Bari". Free pratique automatic for vessels coming direct from other italian port, and "Q" flag not to be flown on entering. In event of any suspected disease or fever on board, Master should inform Sanimare Bari, not permitting anybody to board the vessel before doctor's inspection.

RADIO: Radio Roma, call sign IAR.

TUGS: Tugs normally join vessel outside harbour entrance. Towage service is carried out by following tug-boats belonging to "Rimorchiatori Napoletani": *Camaldoli* of 674 I.H.P.; *Città di Trieste* of 812 I.H.P.; *Mastino* of 1,105 I.H.P. Basic tariff is increased by 20% when the towage rope is given by tug-boat.

BERTHING: When specific side alongside berth is required by stevedores, Agents radio Master prior arrival and advise Pilot. Otherwise side alongside at Master's option after conferring with Pilot. Depth at piers 20/38 ft. dependent location. No shore fenders alongside quays.

STEVEDORES: Important to give ETA in good time. Normal working hours: Winter time (weekdays), 08.00–12.00, 13.00–17.00. Saturdays, 08.00–13.00. Summer time (weekdays), 08.00–12.00, 14.00–18.00. Saturdays 06.30–13.00.

Overtime: From 06.00 to 08.00 the tariff to be increased 25%; 12.00 to 13.00, 50%; 17.00 to 20.00, 25%; 20.00 to 06.00, 70%.

For handling pieces over 1,000 kilos, increase of 50% on the tariff. For unhealthy work, increase of 30% on the tariff.

Sunday. From 00.00 to 08.00 the tariff to be increased 100%; 08.00 to 12.00, 50%; 14.00 to 18.00, 50%; 12.00 to 14.00, 100%; 18.00 to 24.00, 100%.

MEDICAL: Not necessary for Agents to receive advance notice of required medical attention. Hospital facilities available.

TANKERS: Not allowed to do any degassing of tanks or any kind of repairs to vessel without Harbour Office permission.

Cleaning and degassing of tanks not allowed in port. Inspection of tankers and gas-free certificate can be obtained. Only clean ballast can be discharged in port.

Diameter of load-discharge pipelines at oil berth are:
20 in., 16 in. and 12 in. pipe-line for crude oil; 12 in and 18 in. pipe-line for fuel oil; 8 in. pipe-line for gasoil; 8 in. pipe-line for gasoline.

DENSITY: Salinity 36%.

FRESH WATER: Available at all berths served with hydrants. Good drinking water supplied by Ente Aquedotto Pugliese. No barge available to carry water in the harbour and in the roads. Tugs may be used for this purpose.

FUEL: Available. 3 days advance notice required.

DEVELOPMENTS: Expected draft increases in the near future for berthing tankers up to 80,000 tons.

GANGWAY/DECK WATCHMEN: Service of watchmen is recommended: shift of 10 hrs. Lire 4,200 for each man.

OPENING/CLOSING HATCHES: Normally carried out by stevedores. Opening or closing of hatches charged for work carried out during usual working hours.

CUSTOMS ALLOWANCES: 50 cigarettes only are given to each crew member out of bond on vessel's arrival. Wine is permitted to be held out of bond but no spirits allowance permitted.

IDENTIFICATION CARDS: Shore leave pass is compulsory.

CONSULS:

Great Britain	tel. 211504	Holland	tel. 213837
France	,, 212164	Spain	,, 216180
Belgium	,, 246827	Germany	,, 219535
Portugal	,, 241213	Norway	,, 211460
Liberia	,, 213297–211584	Turkey	,, 218537
Sweden	,, 235436	Monaco	,, 212897
Denmark	,, 216551	Ethiopia	,, 216826–214195
Switzerland	,, 210345	Bolivia	,, 235437
Greece	,, 210148	Austria	,, 216595

REPAIRS: Workshops and shipyards are capable to carry out repairs to hull and engines.

DRY DOCKS: No dry docks are available at Bari. Nearest dry docks are at Taranto.

REPATRIATION: Many facilities for effecting crew changes and possibilities for arranging any necessary repatriations.

AIRPORT: Airport is located about 10 km. North of city. Served by regular airlines with flights for all countries daily.

TIME: Local time one hour ahead of GMT. Alterations to clocks are made from spring to beginning of autumn, giving 2 hrs. advance on GMT.

HOLIDAYS: New Year's Day (1st January); Epiphany (6th January) St. Joseph (19th March); Liberation Day (25th April); Labour's Day (1st May); Easter Monday; Ascension Day; Corpus Domini; St. Nicholas (9th May); St. Nicholas, Patron of the Town (10th May); Proclamation Day (2nd June); St. Peter and St. Paul (29th June); Assumption B. V. Maria (15th August); All Saints' Day (1st November); Victory Day (4th November); Immaculate Conception (8th December); Christmas Day (25th December); Boxing Day (26th December).

Cargo work can be arranged on above days, and the stevedoring tariff increased as follows:
From 00.00 to 08.00, increase 100%; 08.00 to 12.00, 50%; 14.00 to 18.00, 50%; 12.00 to 14.00, 100%; 18.00 to 24.00, 100%.

POLICE/AMBULANCE/FIRE: Police, 214116; Ambulance, 246552, 341217; Fire, 212518.

TELEPHONES: No arrangements exist for placing telephone on board.

SHORE LEAVE: Allowed.

AUTHORITY: Capitaneria di Porto. Tel. 211787, 211726.

AGENT: Gastaldi & C. S.p.A., 73, Largo G. Bruno. Cables: "Dick". Telex: 81148. Tel.: 211460.

BRINDISI: 40.39 N. 17.56 E.

DOCUMENTS:
3 Crew Lists.
3 Lists of Passengers Disembarking.
3 Lists of Passengers in Transit.
Manifests of Cargo carried, with specification of port of origin and whether for local discharge or in transit. If stowed on deck or below deck.
List of Articles in possession of each crew member, such as cameras, binoculars, portable radios, cigarettes, tobacco or any kind of cheap-priced goods.
Other Certificates required to be on board:
Certificate of Ship's tonnage.
Load Line Certificate.
Deratisation Certificate.
RT Certificate.
Safety Certificate.
Anchorage Dues Receipt (if previously paid).

PILOTAGE: Vessel approaching port should apply for Pilot by hoisting the "G" flag, if by day-time. By night-time, letter "G" will have to be signalled by Morse, to port semaphore (Signal Station) which is located under shore lighthouse showing white flashes.

Telegraphic address of Pilot Station is "Piloti Porto, Brindisi". No ETA required for Pilots as station not equipped with wireless apparatus. Characteristics of pilot boat: gross tonnage, 9·4; power, 65 HP; speed, 8 Knots.

Area where Pilot boards vessel:

In good weather: One mile from harbour entrance.

In bad weather: (*a*) If vessel is heading for inner harbour and is of small tonnage (up to 3,000 tons) pilot boat will steer in a direct line, bows pointing towards vessel, up to entrance to "outer" harbour, where Pilot will board vessel. If vessel is of higher tonnage, she will have to take a "crosswise" position so as to form a sheltered area for Pilot, about one mile from harbour entrance. (*b*) If vessel (tanker) is bound for outer off-shore terminal (Montedison Installation) for discharge of crude-oil, pilot boat will endeavour to approach vessel to communicate impossibility of immediate mooring. Anchorage roads, pending possibility for Pilot to board vessel, are 0.8 miles East/North/East of "Punta Penne" (Capo Gallo).

ANCHORAGES: Besides anchorage point described above, there exists safe anchorages in bay for vessels having a draft of 9 m. (29 ft. 6 in.) and in external harbour for vessels of less than 3,000 tons (gross).

RESTRICTIONS: Tankers of over 1,500 tons gross may berth only from sunrise till sunset. Port berths are inaccessible in unfavourable winds. Passenger or cargo vessels no restrictions.

MAX. SIZE: *Inner Harbour:* Draft not to exceed 9·4 metres (30 ft. 10 in). *Outside Main Port area:* For discharging crude oil at off-shore terminal, maximum draft allowed 11·50 m. (37 ft. 8 in.). For discharging or loading of other refined products of Montedison Installations, depth of berths varies from 4 to 9 m. (from 13 ft. 1 in. to 29 ft. 6 in.).

HEALTH: Apply to "Sanimare, Brindisi" by radio, 12 hours before arrival, and not later than 4 hours before arrival, according to provisions of Health Regulations, notifying in message state of health of crew and port of origin of vessel. Procedure not required if vessel entering after calling at another port in same country.

RADIO: Vessel can communicate ETA messages to Agents through Bari Radio (nearest station) or through Rome Radio which can pick up messages from vessels at sea almost in any part of the world.

TUGS: Tug service is generally effected from Punta Riso–Faro Della Pedagne junction, up to inner harbour. It is customary to use tugs' lines for mooring and unmooring of tankers at terminals outside main port area, in view of the peculiarity of mooring operations and the area where tugs are to operate (subject to surf, choppy seas, winds). Charge for use of tugs' lines is 20% extra on normal towing rates.

STEVEDORES: Always advisable to notify in ETA messages to Agents number of hatches vessel intends working simultaneously to arrange gangs. Normal working hours: From 7 a.m. to 12 p.m. and 2 p.m. to 5 p.m. Overtime: Week-days, 70% increase on normal tariffs. Sundays and holidays: Work performed during normal hours, 50% increase. On overtime, 100% increase.

MEDICAL: Hospital facilities available. For any kind of medical attendance or hospitalisation, if needed, it will be helpful to have port Agents advised by radio in advance.

FRESH WATER: Almost all mooring points alongside wharves are fitted with fresh water distributing hydrants. At off-shore terminals, supply is effected by tugs.

FUEL: Types of fuel available: Bunker "C", viscosity Engler at 50° (centigrade), 16/20; specific weight, ·950/960. Gasoil, viscosity Engler at 20° (centigrade), 1.4; specific weight, ·830. 48 hours advance notice for any supplies required.

FIRE PRECAUTIONS: Firemen always in attendance during loading/unloading operations by oil carriers.

DEVELOPMENTS: Under construction: one pier in outer harbour, which is scheduled to be 200 m. in length (219 yards) with a depth of 12 m. (39 ft. 4 in.).

GANGWAY/DECK WATCHMEN: Not required.

OPENING/CLOSING HATCHES: Normally carried out by crew.

CERTIFICATES: For vessels over 500 tons effecting international voyages:

(*a*) Passenger vessels:
- Safety Certificate.
- Radio and Radiophone Certificates (latter if included in vessel's equipment).

(*b*) Freighters:
- Safety Construction Certificate.
- Safety Equipment Certificate.
- Radio and Radiophone Certificates.

CUSTOMS ALLOWANCES: 50 cigarettes a day for each crew member, if vessel's stay in port exceeds 24 hours. No allowance if stay is shorter than 24 hours. ⅓ of a bottle of liqueurs only.

IDENTIFICATION CARDS: Not particularly needed besides regular seaman's books.

CONSULS: Vice-Consulate of Denmark, Portugal and Holland, all having the same telephone number: 21123. Vice-Consulate of Spain: telephone: 21039.

REPAIRS: Only minor deck and engine repairs can be carried out locally.

REPATRIATION: Adequate facilities exist for effecting crew changes and repatriations as necessary.

AIRPORT: Distance from local airport 5 kilometres (3 miles). Airport regularly served by Alitalia Airline, ensuring 2 daily flights to Rome, and one daily flight to other Italian cities, including, among others; Naples, Catania, Palermo, Cagliari, and other destinations via Rome. Direct international flights not scheduled from Brindisi.

TIME: Local time one hour ahead of GMT (generally from early June to end September), 2 hours ahead of GMT (summer time).

HOLIDAYS: Officially recognised. Both national and religious holidays include: Sundays; New Year's Day; Epiphany (6th Jan.); St. Joseph's Name Day (19th March); Easter (Easter Monday); Anniversary of Liberation (25th April); Labour Day (1st May); Ascension, Corpus Domini (oscillating dates); Proclamation of the Italian Republic (2nd June); the Saints Peter and Paul Name Day (29th June); Assumption (15th August); All Saints' Day (1st Nov.); National Unity (4th Nov.); the Virgin Immaculate Conception (8th Dec.); Christmas, Boxing Day.

POLICE/AMBULANCE/FIRE: Police, 25555; Ambulance, 21310; Fire, 21222.

TELEPHONES: No current arrangements existing for placing telephones on board.

SHORE LEAVE: Allowed.

AUTHORITY: Comandante del Porto di Brindisi. Cables: Compamare Brindisi. Tel. 21022.

CAGLIARI Sardinia, (including Sarroch) 39.05 N. 09.01 E.

DOCUMENTS:
- 6 Crew Lists.
- 6 Passenger Lists.
- Provisions Manifest.
- Manifest of crew personal effects.
- Cargo Manifest.
- Bills of Lading.
- Arrival Report, completed on arrival.
- Maritime Declaration of Health, completed on arrival.
- Ship's Certificates including Italian anchorage dues.
- Vaccination Certificates for sighting.

PILOTAGE: Compulsory for vessels over 500 tons. Requested by ship's Agents. Vessels should wait in the roads for Pilot to board. International Code signals used for calling Pilot. Pilot Station telephone number: 52929. Pilot boards tankers about 2 miles east of oil terminal.

ANCHORAGE: All of the roads is available for anchorage except where prohibited zones indicated on charts.

MAX. SIZE: Cagliari port. Max. draft 28 ft. Sarroch, SARAS Terminal, tankers up to 100,000 dwt.

HEALTH: Free pratique may be requested by radio to Sanimare Cagliari between 12 to 6 hours prior arrival advising vessel's name, nationality, last port, number of passengers and crew and state of health on board. Pratique is automatic for vessels coming from ports in Italy, U.K., France, Belgium, Holland, W. Germany and Greece.

RADIO: Cagliari Radio operating continuously on 2182 Khz., and on 156.8 Mhz.

TUGS: Normally join vessel at entrance to port. Tugs from Cagliari are available to assist vessels berthing at SARAS Terminal.

TANKERS: Berth at SARAS Terminal at Sarroch about 10 miles from port of Cagliari. Berth No. 1, depth alongside, 45 ft.; Berth No. 2, 40 ft.; Berth No. 3, 36 ft.; Crude Oil Discharge Platform, 55 ft. Slop reception facilities available at all berths. LPG is handled at Berth No. 3.

MEDICAL: All facilities available at Cagliari.

DENSITY: 1025.

FRESH WATER: Available by pipe-line at all berths. No water barges, although bunker barges may be able supply small quantity fresh water in emergency only.

FUEL: All grades available ex-wharf at tanker berths. Barges supply vessels at anchor and vessels calling for bunkers only.

Vessels calling at Sarroch for bunkers by barge are required to keep Agents closely advised of their ETA and bunker requirements. Messages confirming the vessel's ETA should be sent to Agents 72,48 and 24 hours before vessel's arrival. Masters should note that customs regulations do not permit the return of bunkers to the refinery after the barge is loaded, therefore an accurate figure of bunkers required must be given in the first ETA message to Agents.

DEVELOPMENTS: At Sarroch, three new berths for tankers in 42 ft. depth.

CUSTOMS ALLOWANCES: 40 cigarettes and one opened bottle wine/spirits per man, usually allowed for consumption on board while vessel in port.

IDENTIFICATION CARDS: Shore passes issued by local police.

CONSULS:

Belgium	tel. 52220	Great Britain	tel. 62755
Denmark	,, 54904	Netherlands	,, 57965
France	,, 54861	Norway	,, 74904

Sweden tel. 54954, 55662, or 58296

REPAIRS: Minor repairs can be handled at Cagliari. Slipway for vessels up to 400 tons.

REPATRIATION: No difficulties.

AIRPORT: Elmas Airport situated 12 km. from Cagliari.

TIME: GMT plus one hour. Summertime May to September: GMT plus 2 hours.

HOLIDAYS: Not applicable to tankers. New Year's Day (1st January); Epiphany (6th January); St. Joseph (19th March); Liberation Day (25th April); Labour Day (1st May); Easter and Day after Easter; Ascension Day; Corpus Domini; Proclamation Day (2nd June); St. Peter & St. Paul (29th June); Assumption B.V.Maria (15th

August); All Saints' Day (1st November); Victory Day (4th November); Immaculate Conception (8th December); Christmas Day (25th December); Boxing Day (26th December).
POLICE/FIRE/AMBULANCE: Police/Ambulance, tel. 58956; Fire, tel. 60790.
TELEPHONES: No telephone connection on board.
SHORE LEAVE: Allowed.
AUTHORITY: Capitaneria di Porto di Cagliari. Tel. 55733, 53937, 58897. No Telex. Sarroch; tel. 929057.

AGENT: Gastaldi & C. S.p.A., 4, Piazza Deffenu, PO Box 273. Cables: "Dick". Telex: 79036. Tel.: 54954.

CATANIA, Sicily: 37.29 N. 15.06 E.

DOCUMENTS: Arrival report requested by Harbour Authorities. Also see "Augusta".
PILOTAGE: Master cannot communicate with Pilot. Pilot boards at sight on harbour entry. International Code signals used to call Pilot.
ANCHORAGE: Vessel must remain on roads awaiting Pilot.
RESTRICTIONS: No restrictions on entry at night, except for tankers (either loaded or empty, as per harbour regulation). The tide at Catania is no more than 30 centimetres. Bar at entrance 30 ft. 6 in.
MAX. SIZE: No limitation on the length and breadth but only on draft of vessel, provided same can be contained within the size of piers of Catania Harbour. See "Berthing" below.
HEALTH: The usual sanitary pratique as per all Italian ports is requested. Free pratique obtainable by radio prior arrival sending cable to "Sanimare Catania".
RADIO: The quickest way is to address messages to "Romaradio", better if adding to the telegraphic address the telex number of Agency, so that after very short time from reception at Romaradio the message is in Agents hands.
TUGS: When Pilots are on board, they can call tugs by small radio-calling station. Very frequently the tug's Company, when seeing a big ship, join vessel at same time as Pilot. Tugs using ship's lines.
BERTHING:

Berths Nos.						
1 and 2, Molo Mezzagiorno, Oil berths, length 361 metres, depth 30 ft. 6 in.						
6	Molo Crispi, Silo berth, length 154 metres, depth 30 ft.					
7	,,	,,	length 130 metres, depth 29 ft.			
8	,,	,,	,, 140	,,	,,	29 ft.
9	,,	,,	,, 130	,,	,,	20 to 28 ft.
10 and 11, Sporgente Centrale, length 307 metres, depth 30 ft.						
12	Molo Centrale, length 120 metres, depth 30 ft.					
13	Sporgente Centrale, length 182 metres, depth 30 ft. 6 in.					
14	,,	,,	,, 169	,,	,,	29 ft.
17	,,	,,	,, 142	,,	,,	22 ft.
18	,,	,,	,, 142	,,	,,	22 ft.
19	,,	,,	,, 156	,,	,,	18 to 21 ft.
20	,,	,,	,, 170	,,	,,	16 ft. 6 in.
21	,,	,,	,, 111	,,	,,	19 ft. 6 in.
22	,,	,,	,, 60	,,	,,	16 to 20 ft.

STEVEDORES: As per actual Port Labour Regulations, in order to book gangs, stowage details must reach Agency not later than 11 o'clock of the day before ship's arrival, except for work to be done on Saturdays, Sundays and Mondays when application for gangs must be made on Friday.
The official load/discharge rate for general cargo is 50 tons per hatch per day (8 hours), but real output is higher. Increase for overtime, continuous shifts (0700–1330; 1330–2000; 2000–0230). Night work, Sundays, national holidays, etc.
MEDICAL: Hospital facilities easily available. No advance notice required unless for emergency cases and for cases to be urgently treated during night and holidays.
TANKERS: Two tanker berths are situated in line at Southern breakwater, called "Molo Mezzogiorno". There are three pipelines, diameters of 8 in., 6 in., 4 in. No discharge facilities for tank washing.
SALINITY: Average salinity of water inside the port is the same as the average salinity of Mediterranean.
FRESH WATER: Available at nearly all quays including bunker piers. Cost of water is from Lire 75 to 85 during normal time depending quantity.
FUEL: Bunkers available and supplied only by pipe connection at Bunker pier (Molo Mezzogiorno). Max. rate 400 tons per hour.
CUSTOMS ALLOWANCES: Tobacco, for foreign ships not in coastal service in Italian Ports: 50 cigarettes per each crew member, for the first 24 hours of the ship's stay in port. Other cigarettes can be obtained for which an application to the Customs House is required. Spirits: 2 or 3 bottles per day (provided minimum 20 crew members).
CONSULS:

Austria	France	Netherlands
Belgium	Germany	Portugal
Denmark	Greece	Spain
Finland	Nicaragua	Sweden
	Norway	

REPAIRS/DRY DOCK: Small repairs can be carried out at Catania. No dry docks available.
AIRPORT: Very near important airport with regular international flights.
TIME: GMT plus 1 hour. In summer time GMT plus 2 hours.
HOLIDAYS: Normally, during all holidays it is possible to work with extra payment.
TELEPHONES: Numbers of emergency services: Police 226741; Fire Brigade 225760; Sanitary Office 279194; Harbour Master 225202.

AGENT: Munzone Mineo & C. (as "Gastaldi & C." representative), 21 Via Museo Biscari – 95131 Catania. Tel. 275197 – 220280 – A.O. 226393. Cable address: "Munzonmineo". Telex 97077 Munzomin.

CIVITAVECCHIA: 42.05 N. 11.47 E.

DOCUMENTS: On arrival, 4 Crew Lists, 1 Provision List, 2 Lists Passengers in Transit, 2 Lists Passenger Disembarking. Cargo Manifest(s) for Civitavecchia, also if Civitavecchia first port of call in Italy, manifests of all cargo on board; 2 Lists of Crew Articles including tobacco, cigarettes, spirits, radio, etc.
It is recommended that particular care be exercised in giving the exact weight and number of all tobacco on board thus avoiding fines in case the Customs guards in searching vessel subsequently should find any concealed.
PILOTAGE: Pilots are advised of vessel's arrival by port authorities and by Agents. Therefore accurate advance notice of ETA should be addressed by Master to Agents. Pilot usually boards vessel within 2 miles of port. Pilot station in port area.
ANCHORAGES: Berth No. 12, if available, used as a waiting berth, or any other vacant place assigned by port authorities, taking into account vessel's draft. If port is congested vessels anchor at roads. Pilot assistance is recommended.
RESTRICTIONS: No restrictions are imposed upon entry. With the exceptions of particular individual cases to be submitted for perusal to harbour authorities, vessels only dock during daylight hours. Sailing authorised at any time, weather permitting.
MAX. SIZE: Maximum permissible draft: 29 ft.
HEALTH: Clearance is granted by radio; Master to cable Sanimare Civitavecchia 24 hours prior to vessel's arrival. Quarantine requirements are those prevailing in all other Italian ports.
RADIO: Communications to and from vessels are sent/received through Roma Radio.
TUGS: Tugs wait for vessel at port entrance. Tug assistance is necessary although not compulsory. Ship's lines have to be used.
BERTHING: Shore fenders keep vessel off the quay.
Berth No. 2 for vessels up to 180 m. length, 28 ft. 5 in. draft; No. 8 for vessels up to 240 m. length, 29 ft. draft; No. 10 for vessels up to 220 m. length, 29 ft. draft; No. 11 for vessels up to 220 m. length, 29 ft. draft.
Grain Silo located at berth No. 8.
STEVEDORES: To enable Agent to order gangs it is very important to obtain accurate ETA in good time.
From 0800 hrs. to 1200 hrs. and from 1300 hrs. to 1700 hrs., or from 0600 hrs. to 1230 hrs., from 1230 hrs. to 1900 hrs. and from 1900 hrs. to 0030 hrs. against payment of 32,50% extra.
Saturday: From 0600 hrs. to 1230 hrs. against payment of 32,50% extra; from 1230 hrs. to 1900 hrs. and from 1900 hrs. to 0030 hrs. against payment of a further increase of 25%.
Sunday: Work can be performed at overtime rates plus 50% extra from 0600 hrs. to 1230 hrs., from 1230 hrs. to 1900 hrs and from 1900 hrs. to 0030 hrs.
Holidays: Work can be performed at overtime rates plus 100% extra from 0600 hrs. to 1230 hrs., from 1230 hrs. to 1900 hrs. and from 1900 hrs. to 0030 hrs.
MEDICAL: Not necessary to receive advance note of required medical attention. Hospital and clinical surgery available. Master to advise in advance of particular inoculations required.
TANKERS: Maximum draft allowed 28 ft. 6 in. Maximum length 164 metres. Tankers are not permitted to enter port before sunrise and after sunset. Diameter of discharge lines 8–10 in.
FRESH WATER: Drinking water and water for boilers is supplied from pier with fire hoses, lit. 150 per ton. Overtime lit. 165 per hour to waterman. Average pumping rate 8–10 tons/hour.
FUEL: Barging only and subject Owner's stem. Grades available: fuel oil and gas oil.
DEVELOPMENTS: Future works will include extension of outer breakwater and deepening of the basin.
GANGWAY/DECK WATCHMEN: Watchmen services recommended. Average cost of one watchman: lire 5,000 per 12 hours.
OPENING/CLOSING HATCHES: First opening and last closing normally carried out by crew.
CERTIFICATES: Requirements are those prevailing in all other Italian ports, e.g. Tonnage Certificate, Safety Equipment, Load Line, Deratting Certificate, etc.
CUSTOMS ALLOWANCES: Tobacco. Quantity permitted to each crew member: 50 grams to be smoked within first 48 hours. Wine and/or Spirits. One open bottle of spirits.
IDENTIFICATION CARDS: Required. Passes issued by local police.
CONSULS: There are no Consulates, but only Consular Agencies or Honorary Representatives for the following countries:

France	Tel. 23044	Spain	Tel. 23025
Sweden	,, 23109	Norway	,, 23289
Finland	,, 23134	Portugal	,, 23048

Nearest British Consulate is in Rome.
REPAIRS: Repairs of limited extent and importance may be carried out by 2 local workshops.
REPATRIATION: Facilities exist to effect crew changes and to arrange repatriations.

AIRPORT: Distance from Airport Leonardo da Vinci (Rome) 70 kilometres.
TIME: One hour in advance in relation to GMT. Clock will be advanced one hour in summertime, giving 2 hours advance of GMT.
HOLIDAYS: All Sundays, 1st and 6th January, 19th March, 25th and 28th April, 1st May, 2nd and 29th June, 15th August, 1st and 4th November, 8th, 25th and 26th December, Easter Monday, Ascension Day, Corpus Domini. Holiday work is subject to the authorisation of port authorities.
POLICE/AMBULANCE/FIRE: Police, 23729; Ambulance, 23382; Fire, 23333.
TELEPHONES: Can be connected on board vessels in port.
AUTHORITY: Il Comandante de Porto.

AGENT: Gastaldi & C. S.p.A., 3, Passeggiata Lungoporto Gramsei, Cables: "Dick". Tel.: 23289.

FIUMICINO: 41.46 N. 12.13 E.

DOCUMENTS:
3 copies of Crew List.
Store Manifest.
List of Personal Effects.
Manifest of Cargo.
PILOTAGE: Master waits Pilot half a mile from platform "Dalmine" situated in position 41° 44′ 6″ N., 12° 10′ 1″ E.
ANCHORAGE: Vessel should anchor if necessary in position indicated above.
RESTRICTIONS: Pilotage and mooring forbidden during hours of darkness.
MAX. SIZE: Ships of any length can be moored – maximum draft allowed 19 m.
HEALTH: Sanitary pratique can be granted by radio cabling "Medipro" Rome 36 hours (48 hours in case of arrival a day after holiday) before arrival stating: last port, number of crew and good health of same, ship's flag – using international code.
RADIO: Romaradio.
TUGS: Not required for mooring.
VHF: No VHF service, but vessel, when moored, can contact agent through Refinery radio-telephone.
MEDICAL: Local doctor and hospitals available in Rome.
TANKERS: Off-shore mooring berth at platform "Dalmine" connected with a sealine of 20 in. Rate of loading 600 cm. per hour – rate of discharge 2,500/3,000 cm per hour – no facilities for discharging of tank washings.
SALINITY: 25–28 grams per litre.
FRESH WATER: Supply by barge 100 tons per trip .Cost Lit 1.000 per ton.
FUEL: Bunkers not available, only luboil in drums can be supplied.
CUSTOMS ALLOWANCES: 40 cigarettes per day for three days for each crew member.
CONSULS: All Consulates and Embassies in Rome.
REPAIRS: Small repairs can be effected but no dry dock.
AIRPORT: International airport "Leonardo da Vinci" at Fiumicino.
TIME: GMT plus 1 hour.
HOLIDAYS: Do not affect tanker operations.

AGENT: "Filosa and Gionta," Rome Head Office: Via dei Colli della Farnesina, 144 Pal. 16. Tel. 321863–3273786. Telex: 62187 MAR. "Filosa & Gionta" branch at Fiumicino: Via Torre Clementina, 206. Tel. 6440617–6440020. Telex: 62187 MAR.

GAETA: 41.13 N. 13.35 E.

DOCUMENTS:
6 Crew Lists.
6 Passenger Lists.
Provisions Manifest.
Manifest of Crew Personal Effects.
Cargo Manifest.
Arrival Report – completed on arrival.
Maritime Declaration of Health Certificate – completed on arrival.
Ship's Certificates, including Italian Authority dues.
Vaccination Certificates for sighting.
PILOTAGE: Compulsory for entering road, docking and undocking. Pilots meet vessels about 2 miles off Punta Stendardo.
MAX. SIZE: Pontile Petrole – North side: Max. length 265 metres, draft 40 ft. South side: Max. length 190 metres, draft 32 ft. 6 in.
HEALTH: Free pratique may be requested by radio to Sanimare before arrival advising vessel's name, nationality, last port, number of passengers and crew and state of health on board. Pratique is automatic for vessels coming from ports in Italy, U.K., France, Belgium, Holland, W. Germany and Greece. Otherwise, free pratique granted by local Health Officer who boards ships on arrival together with harbour officers, between 7 a.m. and sunset with possible exceptions. In order to facilitate boarding by officers at anchorage or berth, it is requested that vessels have a convenient accommodation ladder/gangway ready.
TUGS: Tug-boat assistance compulsory for docking and undocking; also stand-by tug during loading/discharge, from connection to disconnection of cargo hose.
BERTHING: Docking and undocking – normally performed in daylight only, but with favourable weather conditions exceptions have been and will be granted. Undocking normally until midnight.
TANKERS: The oil terminal is situated at Punta Molino and is represented by a finger jetty with 2 berths alongside (North for tankers up to 50,000 DWT with a depth dragged to 12.20 metres (40 ft.); South for 18,000 – 25,000 DWT, with a depth of 10.20 metres (33 ft.) and one separate stern berth with 10.20 metres. depth available. The latter is generally used for smaller ships and loading refined products. At the two berths on the jetty discharge and loading is performed through up to 4 articulated 8 in. steel pipe connections. All berths are equipped for loading or discharge of full range of liquid petroleum cargoes. The distance between the connections of the hoses at midship and the stern of the ship must not be more than 133 metres.

Banchina Caboto: 106 metres long quay, with max. draft allowed of 20 ft. (vessels 130 metres long have been accommodated at this draft). No shore installations for loading or discharge, which should be performed with ship's gear. Ample room for lorries.

Genepexca Pier: about 50 metres long with 2 berths on a depth of about 4.20 to 4.30 metres (14–15 ft.). No shore cranes, possibility of cold storage (up to 1,000 cubic metres) scale for weighing trucks available. Normal shift of stevedoring work 0800–1200 1300–1700. Rates and official regulations on request. Cargo handled: frozen commodities (in and out), general cargo, newsprint.
BALLAST: Ballast is to be discharged exclusively ashore into tanks of the refinery plant; discharge is performed through 8 in. connections and a 1600 metre long 10 in. pipeline at a rate of 350/400 tons per hour. It is therefore advisable that vessels nominated to load products at Gaeta arrive with as little ballast as possible. Heavy fines are put on Masters if ballast is discharged overboard.
MEDICAL: Physician, dentist, eye and other specialists available. Hospital and nursing homes in Formia about 7 km. from Gaeta. Inoculation against smallpox, typhoid fever, etc., international certificates released. Extension of deratisation certificates granted, but no fumigation performed.
FRESH WATER: Of excellent quality, is supplied from city main at all berths. The supply to ships at the jetty cannot be assured during summer season, owing to lack of water in city mains.
FUEL: Supplies of Bunker C and gas-oil, can be arranged ex installation for ships at oil berths. A minimum quantity of 350–400 T is required for fuel and 100 T for gas-oil. At dry-cargo berths bunker can be supplied by road tankers only.
REPAIRS: There are 2 machine shops for current requirements including welding work.
CUSTOMS ALLOWANCES: 40 cigarettes and 1 opened bottle wine/spirits per man.
IDENTIFICATION CARDS: Shore passes given by local police.
TIME: GMT plus 1 hour. Summer-time: May to September, GMT plus 2 hours.
AIRPORT: Nearest Rome, Fiumicino, Leonardo da Vinci Airport.
DEVELOPMENTS: Increase of about 2 metres draft expected in the near future.
AUTHORITY: Getty Oil Italiana S.A.

GELA: 37.04 N. 14.15 E.

DOCUMENTS:
For Maritime Authority:
Arrival Report.
Crew List.
Passenger List.
Ship's Certificates, for sighting.
For Port Health:
Maritime Declaration of Health (2 copies).
Vaccination Certificates, for sighting.
For Customs:
List of supplies and engine stores.
Cargo Manifest enclosing Bills of Lading.
For Police:
Passenger List (2 copies).
Crew List (2 copies).
Shore Passes for all Passengers and Crew.
PILOTAGE: Pilots are requested by International Code signals. (Flag or whistle acoustic signal, two long and one short blast). Telegraphic address: Piloti del Porto Gela. ETA required at least 2 hours before arrival. No VHF.

The pilot boat has black hull, white cabin with letter "P" painted in black on both sides. The pilot boat stationed near port island, pilot boards about 1 mile off the port.
ANCHORAGE: Anchorage for vessels waiting Pilot about 1 mile West of the head of the Western breakwater, South of the 10-metre depth line. Small vessels may anchor to the West or East of the pier not less than 0·2 miles from the pier and in such a position as not to obstruct vessels berthing or leaving from the dock or the pier.
LIMITATIONS: Entry only between sunrise and sunset.
MAX. SIZE: Dry Cargo vessels: 180 m. length, 30 ft. 6 in. draft. Tankers berthing at the Mole: 250 m. length, 31 ft. draft. Campo Boe Tanker terminal: 250 m. length, 44 ft. draft.
HEALTH: No radio pratique. Free pratique can be given on board on request.
RADIO: Roma Radio, or Augusta Radio. Messages are forwarded quicker through Rome Radio.
TUGS: One stationed to West or East of the pier, depending on weather and tide. Use of tug lines is optional.
STEVEDORES: Should be ordered 12 hours in advance.
MEDICAL: All assistance can be arranged at two hours notice to Agents. Hospital and private clinic available. Vaccinations and inoculations with relative certificates can be arranged.
TANKERS: Moor at No. 6 berth at the Mole, 8 in. hoses. At the

sealine terminal, Campo Boe, hoses are 12 in. 10 in. or 8 in. No slop discharge facilities.
DENSITY: 1024.
FRESH WATER: Available at all berths.
FUEL: Usually available without notice.
DEVELOPMENTS: Two new piers for tankers planned.
OPENING/CLOSING HATCHES: Optional to employ shore personnel.
CUSTOMS ALLOWANCES: As for other Italian Ports.
IDENTIFICATION CARDS: Required.
CONSULS: No local representation.
REPAIRS: Only minor repairs possible.
AIRPORT: Catania, 104 km. away, eight flights a day to Rome.
TIME: GMT plus one hour. Summertime: GMT plus 2 hours.
HOLIDAYS: New Year's Day (1st January); Epiphany (6th January); St. Joseph (19th March); Liberation Day (25th April); Labour Day (1st May); Easter Monday Ascension Day; Corpus Domini; Proclamation Day (2nd June); St Peter and St. Paul (29th June); Assumption B.V. Maria (15th August); Patron Saint (8th Spetember) All Saints' Day (1st November); Victory Day (4th November); Immaculate Conception (8th December); Christmas Day (25th December); Boxing Day (26th December).
POLICE/AMBULANCE/FIRE: Police, tel. 30091; Ambulance, 37058; Fire, 30222.
SHORE LEAVE: Allowed.
AUTHORITY: Ufficia Locale Maritimo, Via More 104. tel. 30390.

GENOA: 44.24 N. 08.54 E.

DOCUMENTS:
6 Crew Lists.
6 Passenger Lists.
Provisions Manifest.
Manifest of Crew Personal Effects.
3 Cargo Manifests.
Arrival Report, completed on arrival.
Maritime Declaration of Health Certificate, completed on arrival.
Ship's Certificates including Italian Authority Dues.
Vaccination Certificates for sighting.

PILOTAGE: Pilots advised of vessel arrival by port authority and the latter by vessel's Agent. Therefore accurate ETA recommended. Pilotage compulsory for vessels over 500 GRT. To contact Pilots and pilot boats, VHF Channel 12. Time of working 8.0 a.m. to 5.0 p.m. Pilots board vessel at about 1 mile off port entrance.
ANCHORAGES: In case of port congestion or awaiting Pilot, vessel may anchor outside port entrance, East of the fairway.
RESTRICTIONS: Tankers not usually berthed during night time.
MAX. SIZE: Tankers: up to 49 ft. draft. Other vessels: 31 to 40 ft. draft.
HEALTH: Free pratique may be requested by radio to Sanimare, Genoa, between 12 to 6 hours before arrival, advising vessel's name, nationality, last port, number of passengers and crew and state of health on board. Pratique is automatic for vessels coming from ports in Italy, U.K., France, Belgium, Holland, W. Germany and Greece.
RADIO: Genoa Radio, call sign ICB. Agent uses same station when cabling to vessels.
TUGS: Tugs join vessel at port entrance. Ship's line used.
BERTHING: Pilot advises Master which side to berth. Shore fenders keep vessel off quay.

Calata Betolo: 1432 ft. berthing length, 29 ft. permitted draft; Ponte Rubattino: 1863 ft. berthing length, 31 ft. permitted draft; Ponte S. Giorgio: 2050 f. berthing length, 30 ft. permitted draft; Italsider Pier: 1700 ft. berthing length, 40 ft. permitted draft; Silos Granario: 555 ft. berthing length, 30 ft. permitted draft; Silos Granario: 490 ft. berthing length, 27 ft. permitted draft.

Tankers: Berths in Genoa Harbour: 750 ft. length, 34 ft. permitted draft; Multedo Pier: 588 ft. length, 31 ft. permitted draft. Multedo Oil Harbour: Pier A 850 ft. length, 36 ft. permitted draft; Pier B 850 ft. length, 43 ft. permitted draft; Pier C 850 ft. length, 49 ft. permitted draft; Pier D for 100,000 dwt. under construction.

STEVEDORES: Working hours: General cargo, 0800–1200 and 1330–1730; coal, 0700–1300 and 1400–2000; ore grain, 0800–1200 and 1330–1930; Saturdays, 0800–1300; grain silos, 0700–1200 and 1330–1630, 0700–1200 on Saturdays. Italsider Pier: 24 hours daily in three shifts.
MEDICAL: All medical assistance available. Advance notice required for urgent cases only.
DENSITY: Varying from 1,0253 to 1,0263.
FRESH WATER: Available direct from quay at almost all berths. Supply by lighter, minimum 20 cu. m.; about lire 575 per cu. m.
FUEL: All grades available. Delivered by barge. 48 hours notice desirable.
DEVELOPMENTS: Construction of new port at Voltri.
GANGWAY/DECK WATCHMEN: Recommended. Cost of each man, lire 6,850, for 10 hours' shift.
OPENING/CLOSING HATCHES: First opening and last closing normally carried out by crew.
CUSTOMS ALLOWANCES: Tobacco. Customs allow a maximum of 50 cigarettes or 10 cigars, or 50 grams tobacco per person, as long as vessel stays in port. All cigarettes, cigars, etc. must be ready on arrival in a locker in order to be checked and sealed by Customs guards. Wine and/or spirits. Wine allowed any reasonable amounts. Spirits allowed one bottle for every two crew members.
CARGO GEAR: Certificates must be in order, otherwise authorities may prevent vessel perform commercial operations, especially if using derricks.
IDENTIFICATION CARDS: Required. Shore passes issued by local police.
CONSULS:

Argentina	Tel.	561819	Guatemala	Tel.	870387
Austria	,,	592680	Haiti	,,	594716
Belgium	,,	589692	Honduras	,,	52411
Bolivia	,,	208729	Paraguay	,,	564810
Brazil	,,	561357	Spain	,,	52669
Chile	,,	55541	Turkey	,,	892107
Colombia	,,	53538	U.K.	,,	564833
Costa Rica	,,	218343	Indonesia	,,	883403
Cuba	,,	581908	Iceland	,,	580780
Denmark	,,	297453	Lebanon	,,	290650
Panama	,,	891786	Liberian	,,	200441
Portugal	,,	53104	Madagascar	,,	67541
Switzerland	,,	55620	Mexico	,,	52253
U.S.A.	,,	282741	Monaco	,,	591642
Cyprus	,,	67541	Nicaragua	,,	218607
Dominican	,,	580247	Norway	,,	206965
El Salvador	,,	53690	Netherlands	,,	566838
Ecuador	,,	564116	Peru	,,	580955
France	,,	566041	Sweden	,,	581282
Germany	,,	590841	Uruguay	,,	581173
Greece	,,	564416	Venezuela	,,	561171

REPAIRS: All types of repairs available. Preferable have advance notice of requirements.
DRY DOCKS: One floating dry dock, lifting capacity up to 15,000 tons; 7 dry docks (largest dimensions 280×40×12·50 metres).
REPATRIATION: All facilities available.
AIRPORT: Located at about 5 kilometres from town. Served by regular lines, international services.
TIME: Local time in relation to GMT one hour ahead. Summer time further one hour ahead from May to September.
HOLIDAYS: New Year's Day (1st January); Epiphany (6th January); St. Joseph (19th March); Liberation Day (25th April); Labour Day (1st May); Easter and day after Easter; Ascension Day; Corpus Domini; Proclamation Day (2nd June); Patron Saint's Day (24th June); St. Peter and St. Paul (29th June); Assumption B.V. Maria (15th August); All Saints' Day (1st November); Victory Day (4th November); Immaculate Conception (8th December); Christmas Day (25th December); holiday (26th December.

Holiday work is available at overtime rates. Generally workers not available on 1st January, 1st May and 25th December. Saturday: work performed after 1200 hrs. is at overtime rates.
POLICE/AMBULANCE/FIRE: Police, tel. 55.555, 61.395; Ambulance, tel. 469659, 480171; Fire, tel. 22.222, 466666, 62.222.
TELEPHONES: Telephones can be placed on board at approx. cost of lire 6.500 for installation, lire 2.250 rent per apparatus for the first day, lire 850 for each succeeding day.
PORT AUTHORITY: Consorzio Autonomo Del Porto.

LA SPEZIA: 45.05 N. 09.49E.

DOCUMENTS:
3 Crew Lists.
3 Passenger Lists.
1 Provisions List.
1 List of Parcels.
1 Cargo Manifest.
1 Bill of Lading.
All Ship's Certificates including Italian Anchorage Dues.

PILOTAGE: Compulsory. Pilot Station situated on breakwater at entrance to Gulf. One hours notice to Pilots required for shifting, sailing vessel, Pilot boards incoming vessels at Torre Scuola.
ANCHORAGE: Safe areas available in depths 25 to 40 ft. Mud bottom, no tide. Tankers: if waiting berth required to anchor in Safety Zone immediately behind the breakwater. If this anchorage is occupied by two vessels later arrivals must anchor outside the Gulf.
RESTRICTIONS: Western entrance to Gulf is 400 m. wide with depth of 42 ft. 6 in. The dredged channel to the port is 42 ft. deep. Eastern entrance is 200 m. wide used by smaller vessels only.
MAX. SIZE: Limited only by draft: Mercantile Port, 33 ft. draft; Shell Pier 40 ft. draft; Grain Silos, 33–35 ft. draft; Coal Berth, 30 ft 4 in. draft; Enel Pier, 35 ft. draft; SPI – Philips Terminal, 36 ft. draft.
HEALTH: Radio pratique may be requested to Sanimare-Laspezia before arrival. Pratique is automatic for vessels from Ports in U.K., France, Belgium, Holland, W. Germany, Greece and Italy.
RADIO: Genoa Radio – ICB or Marina Militare ICS. Radio telephone station at Leghorn, transmitting 2591 Khz., receiving 2182 Khz.
TUGS: Six tugs available up to 1,500 h.p. For large tankers, four tugs usually used.
BERTHING: Garibaldi Pier, grain cargoes 3 berths up to 30 ft. depth; Malaspina Pier, berth No. 4, 25 ft. depth; Enel Pier, coal and oil berths up to 35 ft. depth; Paita Pier, berths 5, 6, 7, up to 35 ft. depth; Shell Pier, 4 berths up to 42 ft. depth; SPI buoy berth for tankers up to 36 ft. draft.
STEVEDORES: Gangs to be ordered by 0700 for morning shift; by 1300 for afternoon shift. Mechanised work to be ordered by 1000 for Saturday afternoon and Sundays; by 1600 previous day for holidays. Normal working hours: 07.30/12.00 and 14.00/17.00 summer, 07.30/12.00 and 13.30/17.00 winter. Sundays and overtime; tariff plus 50%. National holidays: tariff plus 150%.
MEDICAL: All facilities available. Vaccination/inoculation can

be arranged. Prior notice should be given if urgent attention required on arrival.
TANKERS: Safety Regulations handed to Master on arrival and strictly observed. No shore steam or electricity available. At Shell pier, no goods may be loaded from shore. Slop discharge facilities available only at Shell Pier.
FRESH WATER: Available at most berths, or by barge.
FUEL: Can be taken concurrent discharge at Shell Pier. Supplied by barge at other berths. S.P.I. terminal expected fit bunker lines shortly.
IDENTIFICATION CARDS: Shore passes issued to crew.
CONSULS: Following countries represented at Spezia: Denmark, France, Finland, Holland, Norway, Portugal, Sweden.
REPAIRS: Naval and civil repair yards can undertake all types of work.
DRY DOCKS: Available only when not used for naval vessels: No. 5, 209·65 m. by 27·60 m.; No. 6, 210·20 m. by 23·10 m. Floating dock for 80,000 dwt. under construction.
TIME: GMT plus one hour.
HOLIDAYS: New Year's Day (1st January); Epiphany (6th January); St. Joseph (19th March); Liberation Day (25th April); Labour Day (1st May); Easter and Day after Easter; Ascension Day; Corpus Domini; Proclamation Day (2nd June); St. Peter and St. Paul (29th June); Assumption B.V. Maria (15th August); All Saints' Day (1st November); Victoria Day (4th November); Immaculate Conception (8th December); Christmas Day (25th December); Boxing Day (26th December).
SHORE LEAVE: Allowed.
AUTHORITY: Capitaneria di Porto, La Spezia.

AGENT: Gastaldi & C. S.p.A., 39–A/4, Via F. Crispi, PO Box 371. Cables: "Dick". Telex: 27482. Tel.: 32040.

LIVORNO (Leghorn): 43.33 N. 10.20 E.

DOCUMENTS: Complete set of Manifests and B/Ls relative to cargo destined for this port. Complete set of Manifests of all cargo in transit. 3 Crew Lists. 3 Passenger Lists. All ship's documents.
ANCHORAGE: Anywhere between 1–1½ miles from breakwater.
PILOTAGE: Sound signals for calling Pilot, 3 long blasts, or international signal "G". Pilot boards vessels 1 mile from breakwater.
RESTRICTIONS: No night berthing for tankers; no restrictions for tankers on sailing, when empty and up to 15,000 gross tonnage according to weather conditions.
MAX. SIZE: Maximum draft for commercial port 34 ft. 6 in.; for oil carriers: 37 ft. 6 in. for tankers up to the length of 215 metres, or 34 ft. 6 in. for tankers from 215 to 240 metres length.
HEALTH: To obtain free pratique by radio cable to "Sanimare", Livorno, advising all health particulars at least 12 hours before arrival.
RADIO: Roma Radio generally used for communications.
TUGS: Tugs normally join vessel at entrance of the port. Ship's lines used.
TANKERS: Two berths at Darsena Petroli for large size vessels. No slop facilities.
STEVEDORES: ETA required by Agent in order to arrange matters with stevedores at least 48 hours before arrival.
MEDICAL: It is advisable to give details of assistance required together with ETA cable. Hospital facilities available.
FRESH WATER: Available, by pipe-line; cost per ton, lire 103. On other quays delivery by barge; cost per ton, lire 500.
FUEL: All grades available from berth. Advance notice required 48 hours; supply subject to Owners' stem.
OPENING/CLOSING HATCHES: Normally carried out by stevedores.
CERTIFICATES: All ship's certificates required.
CUSTOMS ALLOWANCES: Tobacco. 50 cigarettes, or 50 grams tobacco per man for the first 24 hours. Wine and/or Spirits. Only in consignment of the Master.
IDENTIFICATION CARDS: Issued by local police authorities.
CONSULS:

Denmark	Tel. 24164	Norway	Tel. 22642
Finland	,, 21429	Netherlands	,, 38341
France	,, 28368	Peru	,, 33294
West Germany	,, 24415	Panama	,, 36000
Greece	,, 31110	Portugal	,, 21442
Haiti	,, 24026	Spain	,, 21295
Liberia	,, 23459	Sweden	,, 24241
Monaco	,, 34051	Switzerland	,, 22267

REPAIRS: All types of deck and engine repairs are possible.
DRY DOCKS: Dry docks suitable to accommodate a Liberty type ship. A small floating dry dock for vessels up to maximum of 1,500 tons.
REPATRIATION: All necessary repatriations possible.
AIRPORT: Nearest at Pisa, distance about 20 km.; served by Alitalia.
TIME: Local time is one hour ahead of GMT, and summer time 2 hours ahead.
HOLIDAYS: 1st January, 6th January, 19th March, Easter Monday, 25th April, 1st May, 23rd May, 2nd June, 13th June, 29th June, 15th August, 1st November, 4th November, 8th December, 25th December, 26th December. On these days work can be arranged with an increase of 150%.
TELEPHONES: Only at some quays is it possible to place telephones on board.

MESSINA: 38.11 N. 15.34 E.

DOCUMENTS: If vessel comes from foreign port, whenever possible, at least one copy of Crew List and Passenger List to be sent some days before her arrival, so that they can be delivered to police in advance. Required on arrival:
3 Crew Lists.
1 Provisions List.
3 Lists Passengers in Transit.
3 Lists Passengers Disembarking.
1 List of Articles – new and Customs-barred in possession each crew member – cameras, binoculars, radios, cigarettes, tobacco, new articles, etc. If on inspection articles or quantities not in conformity or in excess, Master responsible; articles removed and heavy fine imposed.
Copies of Cargo Manifest also to be prepared on arrival.
If Anchorage Dues already paid and still in force, the relative receipt to be shown to the Harbour Authorities, together with other ship's papers and report of arrival to be delivered to them.
PILOTAGE: Pilot meets vessel at about 1 mile from port's entrance. On request he can meet vessel at greater distance, but additional tariff to be paid.
MAX. SIZE: Maximum draft allowed: 30 ft. at passenger quay; other berths 27 ft. Max. length 200–300 metres. Tankers: Length 110 m. draft 27 ft.
ANCHORAGES: Allowed outside harbour; at Paradiso's bay, sufficient depths for safe anchorage existing. Advisable to request Pilot's assistance for indication of best anchorages.
RESTRICTIONS: For entering harbour during night time ETA to be given in advance.
HEALTH: Free pratique automatic for vessels coming from other Italian ports and quarantine flag not to be flown on entering. From other countries usual procedure applies.
RADIO: Rome Radio, Naples Radio, or Augusta Radio.
TUGS: Not compulsory. Tugs join vessels at about ½ mile from entrance of harbour. If tug's lines used increase of 10% on tariff.
STEVEDORES: Enable Agent order gangs important obtain accurate ETA. Latest time to order gangs: normal shift 07.30 for work in the morning; 12.00 for work in afternoon; night shift 16.00 same day – Saturday noon or Sunday at 12.00 on Saturday.
Failure to give ETA results in cost of waiting gangs, charged to vessel.
Tonnage: Per gang in 8 hours: General cargo 50 ton – cereals 80 ton.
HOLIDAYS: Work can be arranged, provided timely notice is given, in following official holidays, paying the respective increase on normal tariff:
New Year's Day (January 1st); Epiphany (January 6th); March 19th; Easter Monday; 25th April; 1st May; Ascension Day; June 2nd; June 3rd; local religious holiday; Corpus Domini; 29th June; 15th August; 1st November; 4th November; 25th December; 26th December.
MEDICAL: Doctor can attend sick crew members or for vaccinations. Hospitals available.
TANKERS: There is an Esso bunkering station only. Small tankers from time to time discharge fuel oil, gasoline, etc.
FRESH WATER: All quays have water pipe-line connections and water may be supplied day and night (provided ETA given) directly from ashore by hoses; during summer time water may be supplied from 07.00 to 11.00 only. Cost, Lit. 142 per ton.
GANGWAY/DECK WATCHMEN: Recommended; Lit. 3,800 for 12 hrs. service.
OPENING/CLOSING HATCHES: May be carried out by the crew or stevedores.
CERTIFICATES:
Safety Certificate.
Wireless Safety Certificate.
Freeboard Certificate.
Deratisation Certificate.
Anchorage Duties Voucher.
Crew List.
Passenger List.
Construction Certificate.
CUSTOMS ALLOWANCES: 50 grms. tobacco for each seaman. Spirits: ¾ bottle for all crew.
IDENTIFICATION CARDS: Required.
CONSULS:

Argentina	Tel. 47472	Peru	Tel. 30862
England	,, 46977	Germany	,, 49133
Norway	,, 49461	Panama	,, 41051
Sweden	,, 32121	Denmark	,, 53956
Colombia	,, 38663	Finland	,, 49061
Holland	,, 41051	Guatemala	,, 44164

REPAIRS: Almost all types of deck and engine repairs can be carried out.
DRY DOCK: Dry dock belonging to Italian Navy. If it is not engaged for warships it can be hired. Therefore application must be granted by the Marina Militare. Dimensions are as follows: 492 ft. × 52 ft. 7 in. (bottom), 81 ft. 6 in. × 24 ft. 8 in. (top).
Smaller floating dry dock available, but also belongs to Italian Navy. Under construction a big dry dock to receive tankers.
REPATRIATION; No particular facilities existing; but necessary repatriation can normally be arranged.
AIRPORT: Reggio Calabria Airport – distance about 10 km. From Messina, Reggio Calabria can be reached in 15 minutes by hydrofoil boats, which run every half hour (about). Flights from Reggio Airport in winter, one per day; in summer, 2 per day.

TIME: In relation to GMT local time is an hour ahead. During summer, from June to September, clocks are put one hour forward.
POLICE/AMBULANCE/FIRE: Police, 46830; Ambulance, 45070; Fire, 30222.
TELEPHONES: No arrangements exist.
SHORE LEAVE: Allowed.
AUTHORITY: Il Comandante Colonello di Porto, Messina.

AGENT: Gastaldi & C. S.p.A., 201/203, Corso Garibaldi. Cables: "Dick". Telex: 98029. Tel.: 55110–55896.

MILAZZO (Sicily): 38.13 N. 15.16 E.

DOCUMENTS:
6 Crew Lists.
6 Passenger Lists.
Provisions Manifest.
Manifest of Crew Personal Effects.
Cargo Manifest.
Arrival Report – completed on arrival.
Maritime Declaration of Health Certificate – completed on arrival.
Ship's Certificates, including Italian Authority dues.
Vaccination Certificates for sighting.
PILOTAGE: Pilot boards 1½ miles off the berths. International Code signals used. Pilot can be contacted on VHF channel 16.
ANCHORAGE: One to 2 miles off the berths. Anchoring prohibited within 1 mile of Single Buoy Mooring.
RESTRICTIONS: No night berthing. Unberthing all hours.
MAX. SIZE: Tankers up to 200,000 DWT.
HEALTH: Free pratique may be requested by radio to Sanimare between 12 to 6 hours before arrival advising vessel's name, nationality, last port, number of passengers and crew, and state of health on board. Pratique is automatic for vessels coming from ports in Italy, U.K., France, Belgium, Holland, W. Germany and Greece.
TUGS: Three available of 1,000 H.P. each. Meet vessel 1 Km. off port. Ship's lines used.
BERTHING:
Dry Cargo: Ludovico Mazzullo Jetty length 340 metres depth 22 feet
Pennello Eolie „ 65 „ „ 23 „
Mediterranea Refinery Facilities: 2 wharves 600 metres long and with a depth of 60 feet allow the simultaneous loading of 4 big ships and 2 ships of medium tonnage.
Vessels berth head out. One anchor used in mooring. Lines run to buoys ahead and astern.
Crude Oil and Fuel Oil: Hoses 12″
Other Grades: „ 8″
Ballast line: Hose 12″
Offshore Buoy Mooring: An Imodco type single buoy mooring can accommodate crude oil carriers in excess of 200,000 DWT.
FRESH WATER: Boiler water can be supplied from the jetty. Drinking water supplied only by tug, maximum load 50–80 tons each trip.
FUEL: All grades available subject to prior notice.
BALLAST: Slop facilities available, reception at 400 to 500 tons per hour. Maximum capacity 5,000 tons.
CUSTOMS ALLOWANCES: 40 cigarettes and 1 opened bottle wine/spirits per man.
IDENTIFICATION CARDS: Shore passes given by local police.
TIME: GMT plus 1 hour. Summer-time: May to September GMT plus 2 hours.
AUTHORITY: Societa Azionaria Raffinazione Olii Minerale.

AGENTS: Gastaldi & Co., S.p.a., Via Luigi Rizzo 29, 98057 Milazzo (Sicily). Tel.: 921263. Telex: 98029 Dick-Me. Telegrams: "Dick Milazzo".

NAPLES: 40.50 N. 14.17 E.

DOCUMENTS:
6 Crew Lists.
6 Passenger Lists.
Provisions Manifest.
Manifest of Crew Personal Effects.
Cargo Manifest.
Arrival Report – completed on arrival.
Maritime Declaration of Health Certificate – completed on arrival.
Ship's Certificates, including Italian Authority Dues.
Vaccination Certificates for sighting.
PILOTAGE: 15 pilots and 3 motor launches. Pilot station tel. 322.832 and 312.604.
ANCHORAGES: Approximately 70, having depths ranging from 11 to 15 metres.
RESTRICTIONS: 2 port entrances of which the Western is 300 metres wide, the Eastern is 250 metres wide.
MAX. SIZE: Tankers up to 40 ft. draft.
HEALTH: Free pratique may be requested by radio to "Sanimare Naples" between 12 to 6 hours before arrival advising vessel's name, nationality, last port, number of passengers and crew, and state of health on board. Pratique is automatic for vessels coming from ports in Italy, U.K., France, Belgium, Holland, W. Germany and Greece.
TUGS: 19 tugs available as required to assist berthing.

BERTHING:

	Berth No.	*Depth*
Molo Angioino Ponente	5	33 ft.
	6	33 ft.
	7	34 ft. 6 in.
Molo Angioino Testata	8	33 ft.
Molo Angioino Levante	9	32 ft.
	10	35 ft.
	11	31 ft.
Calata Piliero	12	29 ft.
	13	29 ft.
	14	23 ft.
Pontile Immacolatella Vecchia	15	20 ft.
Calata Porta di Massa	16/17	27 ft.
	18	27 ft.
	19	27 ft.
	20	27 ft. 6 in.
Pontile Pisacane Ponente	21	34 ft.
	22	34 ft.
Pontile Pisacane Testata	23	29 ft. 5 in.
Pontile Pisacane Levante	24	27 ft.
	25	26 ft.
Villa Popolo Ponente	26	23 ft. 5 in.
Pontile Silos Ponente	27	32 ft.
Pontile Silos Levante	27	29 ft.
Villa Popolo Levante	28	28 ft.
Molo Carmine Ponente	29	29 ft.
	29	30 ft.
	30	29 ft.
Molo Martello	—	30 ft.
Molo Carmine Levante	31	25 ft.
	32	
Testate Bacini	32	30 ft.
Cesario Console Ponente	33	23 ft.
Cesario Console Levante	34	25 ft.
	35	25 ft.
Calata Marinella	36	—
	37	27 ft.
	38	—
Vittorio Emanuele Ponente	39	—
	40	27 ft.
Vittorio Emanuele Levante	42	30 ft.
	43	29 ft.
Vittorio Veneto Calata	44	28 ft.
Flavio Gioia Ponente	45	27 ft.
	46	27 ft.
Flavio Gioia Testata	47	28 ft.
Flavio Gioia Levante	48	28 ft.
	49	30 ft.
Calata Granili	50	29 ft. 5 in.
Bausan Ponente	51	29 ft. 5 in.
	52	29 ft. 5 in.
Bausan Testata	53	29 ft. 5 in.
Bausan Levante	54	35 ft.
	55	36 ft.
Calata Pollena	56	35 ft.
Calata Vigliena Ponente	57	27 ft.
Darsena Pellegrino	57	—
	57	—
Calata Vigliena Levante	58	28 ft.
Vigliena Ponente	59	31 ft.
	60	33 ft.
Vigliena Testata	61	33 ft.
Vigliena Pennello	62	33 ft.
	63	33 ft.
Vigliena Levante	64	39 ft.
	65	39 ft.
	66	39 ft.
Calata Progresso	67	38/40 ft.
Diga Curvilinea	—	17 ft. depth
Molo San Vincenzo	—	at 5 metres from quay

TANKERS: The petroleum port is located at the far East area of the port of Naples and consists of the Vigliena Pier, Progresso Pier and the East side of Bausan Pier. The Petroleum pier is exclusively used for handling petroleum products at its 7 berths, and several pipelines connect these berths with the Naples Refinery of Mobil Oil Italiana and the bulk plants belonging to A.G.I.P., Esso Standard Italiana, Shell Italiana and State Railway Organisation which are all located in industrial area of Naples adjoining the petroleum port at a distance not exceeding 3 miles. The Bausan pier with berth No. 55 is used exclusively by Mobil Oil Italiana for crude oil unloading and fuel oil loading. The imported crude oil is then pumped to the Naples Refinery. A new plant, owned by Mobilchimica Italiana is now operating in the Industrial area and loads its petrochemical products into Vigliena Pier. New petroleum basin located at the Eastern side of port can berth two supertankers simultaneously up to 40 ft. draft.
FRESH WATER: Water pipelines are connected to all wharves and piers in Port. Water barges available.
FUEL: All grades available. Delivered by barge subject to advance notice given.
REPAIRS: All types of ship repairs can be carried out by the shipyards of Soc. Anonima Navalmeccanica, and Soc. Cantieri Pellegrino, at Pontile Vigliena.
DRY DOCKS: Three graving docks, measuring 202×28.90 metres, 113×20.50 metres, 349×45 metres.

Two floating dry docks, 100×17 metres (Italian Navy), 233×37 metres.
CUSTOMS ALLOWANCES: 40 cigarettes and 1 opened bottle wine/spirits per man.
IDENTIFICATION CARDS: Shore passes given by local police.
AIRPORT: Capodichino Airport, situated 8 km. from city. Full international services.
POLICE/FIRE/AMBULANCE: Police tel. 315032; Fire 330210; Ambulance 351450.
TELEPHONES: Telephone system permits the connecting up of the ships in all berths with the city network.
TIME: GMT plus 1 hour. Summer-time: May to September GMT plus 2 hours.
HOLIDAYS: Local and national holidays: New Year's Day (1st January); Epiphany (6th January); St. Joseph (19th March); Liberation Day (25th April); Labour Day (1st May); Easter and day after Easter; Ascension Day; Corpus Domini; Proclamation Day (2nd June); St. Peter and St. Paul (29th June); Assumption B.V. Maria (15th August); Local Saints' Day (19th September); All Saints' Day (1st November); Victory Day (4th November); Immaculate Conception (8th December); Christmas Day (25th December); and 26th December.
AUTHORITY: Ente Autonomo del Porto di Napoli.

OLBIA (Terranova) Sardinia: 40.45 N. 09.31 E.

DOCUMENTS:
For Maritime Authority:
Arrival Report.
Crew List.
Passenger List.
Ship's Certificates, for sighting.
For Port Health:
Maritime Declaration of Health (2 copies).
Vaccination Certificates, for sighting.
For Customs:
List of Supplies and Engine Stores.
Cargo Manifest, enclosing Bills of Lading.
For Police:
Passenger List (2 copies).
Crew List (2 copies).
Shore Passes for all passengers and crew.
PILOTAGE: Pilots are requested by International Code Signals Telegraphic address, Pilot-Olbia. At least 2 hours notice of arrival required. No VHF. Pilots have portable radios with range 10 miles operating on 27112 and 27085 kHz. Pilot launch is wooden motor boat of 65 h.p., speed 9 knots. Pilot boards 1 mile from Lighthouse Isola Bocca. Vessels may anchor temporarily in this location to await Pilot.
ANCHORAGE: In the roads of Golfo Aranci.
RESTRICTIONS: Between 05.30 and 06.30; 22.30 and 23.30, channel kept free for entrance and exit of liners.
MAX. SIZE: Isola Bianca, max. draft 22 ft. Inner port, max. draft 18 ft.
HEALTH: Before arrival vessel to advise Agents if free pratique required, indicating state of health on board.
TUGS: One available, service is optional, tug normally meets vessel in vicinity of Isola Bianca.
STEVEDORES: Agents require ETA 24 hours before arrival in order to arrange gangs.
MEDICAL: Hospital facilities available. Vaccinations and inoculations can be done, except for yellow fever which must be done in Cagliari.
FRESH WATER: Available in inner port and Isola Bianca.
FUEL: Available only by barge, subject 2 to 3 days notice.
DEVELOPMENTS: Planned to dredge entrance to 10 m. depth. The channel to the inner port is being dredged to 7·50 m.
GANGWAY/DECK WATCHMEN: Service is optional.
OPENING/CLOSING HATCHES: Work is exclusively done by stevedores.
CUSTOMS ALLOWANCES: For first 48 hours, 50 grammes tobacco per person and 20 gm. for each successive day. Not permitted to take tobacco out of the docks. Reasonable amount wine/spirits allowed for normal consumption on board.
IDENTIFICATION CARDS: Shore passes required.
CONSULS: No local representatives.
AIRPORT: Olbia Airport is Vena Fiorita, 10 km. away. Regular services.
TIME: GMT plus one hour. Summertime GMT plus two hours from June to September.
HOLIDAYS: New Year's Day (1st January); Epiphany (6th January) St. Joseph (19th March); Liberation Day (25th April); Labour Day (1st May); Easter Monday, Ascension Day, Corpus Domini (variable date); Proclamation Day (2nd June); St. Peter and St. Paul (29th June); Assumption B. V. Maria (15th August); All Saints' Day (1st November); Victory Day (4th November); Immaculate Conception (8th December); Christmas Day (25th December); Boxing Day (26th December).
Sundays – tariff plus 50%. Holidays – tariff plus 150%.
POLICE/AMBULANCE/FIRE: Police, 22081; Ambulance, 22394; Fire, 22222.
SHORE LEAVE: Allowed.
AUTHORITY: Capitaneria di Porto.

PALERMO: 38.07 N. 13.20 E.

DOCUMENTS:
6 Crew Lists.
6 Passenger Lists.
Provisions Manifest.
Manifest of Crew Personal Effects.
Cargo Manifest.
Arrival Report, completed on arrival.
Maritime Declaration of Health Certificate, completed on arrival.
Ship's Certificates including Italian Authority Dues.
Vaccination Certificates for sighting.
PILOTAGE: Is compulsory for vessels over 499 tons. Pilot joins vessel one mile off port entrance.
RESTRICTIONS: No entry restrictions, but there is a daily mail boat service to and from Naples arriving about 0800 hrs. and sailing at 19.15 hrs. No vessel is allowed to leave or enter the port half an hour before arrival or sailing of this vessel.
MAX. SIZE: Draft maximum is 23 ft. to 32 ft. according to the quay. Tankers up to 15 m. draft.
HEALTH: Free pratique may be requested by radio to "Sanimare", Palermo, between 12 to 6 hours before arrival advising vessel's name, nationality, last port, number of passengers and crew, and state of health on board. Pratique is automatic for vessels coming from ports in Italy, U.K., France, Belgium, Holland, W. Germany and Greece.
TUGS: Six to eight tugs are available with h.p. from 200 to 800.
BERTHING: *Grain in bulk.* One private silo (22,000 tons) owned by Silos Granaria Sicilia, S.p.A. available. Maximum depth 33 ft., length 326 m.; largest fully loaded grain vessel berthed up to now about 25,000 tdw., with 33 ft. 6 in. draft. Three berths are also available for grain discharged on wagons or trucks. Discharge can be made by shore crabs or by vessel's gears. Discharging rate 300 tons per day per hatch. Draft normally maximum 32 ft., length 326 metres.
The quay Puntone has been recently completed with about 12,000 sq. metres available to discharge containers, general cargo, cars, etc.
STEVEDORES: Available.
MEDICAL: Assistance will be given upon request. English-speaking doctors available.
TANKERS:
Oil Products and Crude Oil: Agip. Max. length 185 m., draft 32 ft., 25,000 dwt. Tankers drop anchors and are tied up at 2 buoys astern. Discharge rate 200–400 tons per hour.
Islom. Max. length 260 m., draft 40 ft., 96,000 dwt. Vessels are berthed alongside. North breakwater is used for loading and discharging fuel oil at discharging rate of 400 tons per hour.
Esso. Max. draft 15 m., no limitation for length. Vessel drops anchor and ties up at 2 buoys by stern. Discharging rate 600–700 tons per hour.
DENSITY: 1025.
FRESH WATER: Available at any quay by hoses or barges. By hose at 25 tons per hour, by barge 45 tons per hour.
FUEL: Available.
GANGWAY/DECK WATCHMEN: Not compulsory; usually number of watchmen required depends upon the Master. Rates per man, day or night, 6,750 lire.
OPENING/CLOSING HATCHES: Crew usually carry out this operation.
CUSTOMS ALLOWANCES: 40 cigarettes and one opened bottle wine/spirits per man.
IDENTIFICATION CARDS: Shore passes given by local police.
TIME: GMT plus one hour. Summertime: May to September, GMT plus 2 hours.
CONSULS: Belgium, Holland, France, Germany, Norway, Panama, Portugal, Spain, U.K., United States.
REPAIRS: Any type of repairs undertaken.
DRY DOCKS: One graving dock and two floating graving docks. 172 m. length, 24 m. width, 1st floating dock. 193 m. length, 24 m. width, lifting power 10,000 tons, 2nd floating dock. 254 m. length, 46 m. width, 40,000 lifting power.
REPATRIATION: Good facilities exist.
HOLIDAYS: New Year's Day (1st January); Epiphany (6th January); St. Joseph (19th March); Liberation Day (25th April); Labour Day (1st May); Easter Monday; Ascension Day; Corpus Domini; Proclamation Day (2nd June); St. Peter and St. Paul (29th June); Assumption B.V. Maria (15th August); All Saints' Day (1st November); Victory Day (4th November); Immaculate Conception (8th December); Christmas Day (25th December); Holiday (26th December).
Cargo work can be arranged on the above days.
POLICE/AMBULANCE/FIRE: Police, 233333; Ambulance, 231166; Fire, 212222.
TELEPHONES: Available if required, but only for local use.
SHORE LEAVE: Allowed.
AUTHORITY: Comandante di Porto.

AGENT: Gastaldi & C. S.p.A., 2, Via Maricano Stabile. Cables: "Dick". Telex: 91072. Tel.: 217618.

PIOMBINO: 42.56 N. 10.33 E.

DOCUMENTS:
3 copies of Crew List.
3 copies List of Passengers in Transit or Disembarking.
1 Customs List, including ship and crew articles (Master is responsible for any excess, less or more).

1 copy of Manifest and B/L of Cargo Discharging.
1 copy of Manifest for Cargo in Transit.

PILOTAGE: Entering from South, Pilot available about 1 mile from breakwater. Maximum draft recommended 39 ft. Pilot's telephone number 30535. Night pilotage charges about 50% extra.
ANCHORAGE: Outside the breakwater, no Pilot required.
RESTRICTIONS: Vessels over 35,000 dwt. cannot berth or sail during darkness.
MAX. SIZE: Maximum draft 39 ft., length 220 metres, no breadth restriction. Can accommodate vessels up to 50,000 dwt.
HEALTH: Free pratique automatic for vessels coming from Continent, "Q" flag not to be flown on entering. From other countries, including Spain and Portugal, usual procedure applies. Not coming from Continent it is possible to request free pratique by radio to "Sanimare", Piombino, between 12 to 6 hours before arrival.
RADIO: Civitavecchia or Leghorn Radio.
STEVEDORES: To enable Agent to order gangs, it is important to radio accurate ETA. Latest time to order gangs: shift 0600–1400, 1700 hrs. day before, shift 2200–0600, 1700 hrs. same day, shift 1400–2200, 1100 same day. Failure to give precise ETA may result in ship losing 12–24 hours, and the cost of the gang not employed, about lit. 70.000.
MEDICAL: Doctor and dentist can attend sick crew, For yellow fever and smallpox vaccination doctor comes from Leghorn.
FRESH WATER: Available at any pier, by pipe-line, cost if about 80/ton more, lit. 1,000 as fixed charge.
FUEL: Available.
OPENING/CLOSING HATCHES: Normally carried out by crew (if stevedores, extra charge).
CERTIFICATES:
Certificate of Registry.
Load Line.
Safety Equipment.
Radio Certificate.
Deratisation Certificate.
CONSULS: No Consuls.
REPAIRS: Small repairs only undertaken.
REPATRIATION: It is possible to arrange repatriation.
HOLIDAYS: Cargo work can be arranged on all official holidays.
SHORE LEAVE: Allowed.
AUTHORITY: Il Comandante, Capitano di Porto.

AGENT: Gastaldi & C. S.p.A., 27, Piazzale Premuda. Cables: "Dick". Tel:. 33080.

PORTO TORRES (Sassari): 40.51 N. 08.24 E.

DOCUMENTS:
1 Crew List.
1 Passenger List.
1 Maritime Health Declaration.
1 Arrival Report.

PILOTAGE: International Code Signals are used to call Pilot. Pilot station telegraphic address, Corpo Piloti Porto Torres, tel. P. Torres 54936. No VHF connection at present. The pilot boats carry international pilot signals. The Pilot normally boards about 1 mile from port entrance. On request, vessel can be boarded 3 miles off port entrance.
RESTRICTIONS: The oil terminal is exposed to winds and swell from N.W. to N.E. Heavy N.E. swell may delay berthing of larger vessels. Vessels should be ready to leave the berth if necessary due to adverse weather conditions.
ANCHORAGE: About 1 mile from the green light on head of West Mole in depths of 25 m.
MAX. SIZE: Inner port: length 120 m., draft 7 m.; Outer port: length 150 m., draft 8 m.; West Mole: length 150 m., draft 8–10 m.
S.I.R. Terminal: Pier A, length no limit, draft 9 m.; Pier B, length no limit, draft 12 m.; Pier C, length no limit, draft 15 m.; Pier E, length no limit, draft 8 m.
S.B.M. mooring: up to 300,000 tons.
HEALTH: Pratique is given by the Port Medical Officer who boards all vessels coming from foreign ports. No Radio pratique at present.
RADIO: Coastal radio station, Porto Torres Radio P.T., call sign IZN, operating on 2182 kHz. between 06.00–12.00 hours and 16.00–22.00 hours. A continuous service is imminent (beginning 1971).
TUGS: Join vessel about ½ mile from port or from S.I.R. Piers. Ship's lines normally used. Four tugs available.
TANKERS: Largest tankers afloat can moor at single Buoy mooring located 1·7 miles N.N.W. of S.I.R. terminal.
BERTHING: While dry cargo vessels may enter port at any time, tankers are only allowed to berth between sunrise and sunset; sailing is permitted at any time.
STEVEDORES: There are two ordering times each day. The first at 08.00 and the second at 13.30. It is possible to order gangs outside normal working hours through ship's Agents.
MEDICAL: All facilities available. Nearest hospital located at Sassari, 18 km. away.
DENSITY: Salt water.
FRESH WATER: Can be supplied in limited quantities to vessels in port and in the roads.
FUEL: All grades available by pipeline at S.I.R. piers. Elsewhere, can be supplied by barge, subject advance notice of 12 hours.
GANGWAY/DECK WATCHMEN: No authorised shore service available.
OPENING/CLOSING HATCHES: Normally done by crew, can be done by stevedores on request.
CUSTOMS ALLOWANCES: 40 grammes tobacco per man. Normal daily consumption wine/spirits allowed.
IDENTIFICATION CARDS: Not required.
CONSULS: No local consular representation.
REPAIRS: Only minor repairs can be effected locally.
REPATRIATION: can be arranged through Agents.
AIRPORT: Nearest at Alghero-Fertilia, 34 km. away. Daily flights to main Italian cities.
TIME: GMT plus one hour. Summer-time, clocks advanced 1 hour between 24th May and 21st October.
HOLIDAYS: New Year's Day (1st January); Epiphany (6th January); St. Joseph (19th March); Liberation Day (25th April); Labour Day (1st May); Easter Day, Ascension Day, Corpus Domini (variable date); Proclamation Day (2nd June); St. Peter and St. Paul (29th June); Assumption B. V. Maria (15th August); All Saints' Day (1st November); Victory Day (4th November); Immaculate Conception (8th December); Christmas Day (25th December); Boxing Day (26th December).
POLICE/FIRE/AMBULANCE: Police tel. 54888; Fire, 31421; Ambulance, 54973.
SHORE LEAVE: Allowed.
AUTHORITY: Capitaneria di porto di Porto Torres. Cables: Compamare Portotorres. Tel. 54884 and 54396.

RAVENNA: 44.25 N. 12.12 E.

DOCUMENTS:
For Maritime Authority:
Ship Safety Certificates.
3 Crew Lists.
3 Passenger Lists.
For Customs:
1 Crew List.
1 Passenger List.
Cargo Manifest.
Bills of Lading.
1 Provisions List.
1 Customs Declaration of each Crew Member.
For Maritime Health:
1 Crew List
1 Passenger List.
De-rat. Certificate or Exemption.
Maritime Health Declaration.
For Police:
1 Crew List.
1 Passenger List.

PILOTAGE: Ordered by Agent in advance. Contact by radio telephone: Nos. 40204 and 40453 during office hours. Cables to Piloti del Porto, Marina di Ravenna. Pilot station and both pilot boats equipped with VHF, Channels 16, 9, 6 and 12. Pilot is embarked not less than 1 mile from head of breakwater. Vessel awaiting Pilot may anchor 1·5 miles from breakwater head. This anchorage is not secure in bad weather. Vessels bound for SAROM installation, embark Pilot at least ½ mile from the berths. Pilot launches have black hull with white band, white superstructure, 10 or 14 m. in length.
ANCHORAGE: Anchorage prohibited in vicinity of submarine pipe-lines and cables. Vessels waiting for a berth may anchor at a distance more than 1·5 miles. from the outer breakwater head according to their draft and subject to weather conditions.
RESTRICTIONS: Berthing in daylight only. The channel to the inner port is navigable one way only. Traffic signals are displayed to indicate when channel closed to incoming vessels.
MAX. SIZE: *Inner Port*, draft limited from 17 ft. to 24 ft. depending on vessel's beam.
San Vitale: 24 ft. 6 in. max. draft.
Sarom (oil platform): length not limited, draft 34 ft.; Buoy Berth: length not limited, draft 34 ft.; S.B.M. Terminal: length not limited, draft 44 ft.
HEALTH: Pratique given by radio, on request to Sanimare Ravenna. Pratique is automatic for vessels coming from ports in Italy, United Kingdom, France, Belgium, Netherlands, Germany and Greece.
RADIO: Ancona Radio, Venezia Radio, or Trieste Radio.
TUGS: Available, join vessel in outer port. Ship's lines are used.
STEVEDORES: To be ordered before 10.30 for afternoon work; 22.00 for following morning.
MEDICAL: All facilities available.
TANKERS: No slop discharge facilities available. Dirty ballast may not be discharged within 20 miles of the port.
DENSITY: 1024.
FRESH WATER: Only available ex-wharf in inner port and San Vitale. Water barge available.
FUEL: Available by barge.
FIRE PRECAUTIONS: Tankers are given copy of port fire regulations on arrival. No repairs or gasfreeing to be carried out without permission of Port Authorities.
DEVELOPMENTS: Construction of a new tanker terminal in depth of 20 m.
GANGWAY/DECK WATCHMEN: Optional, can be employed from shore if required.
OPENING/CLOSING HATCHES: Must be performed by stevedores.
CUSTOMS ALLOWANCES: 50 cigarettes per man for first day in port. Wine/spirits, allowance is made for normal daily consumption on board.
IDENTIFICATION CARDS: Shore passes given by police.

CONSULS:
Norway tel. 24.5.47
Sweden ,, 23.5.05
Spain ,, 24.0.14
REPAIRS: Minor engine repairs can be done.
REPATRIATION: Can be arranged.
AIRPORT: Rimini, 55 km. away. Miramare Airport, international services in summer. Venice, 147 km. away. Marco Polo international airport.
TIME: GMT plus one hour. From May to September, GMT plus 2 hours.
POLICE/FIRE/AMBULANCE: Police, tel. 22.4.66; Ambulance, 22.3.11; Fire, 22.2.22.
TELEPHONES: Cannot be installed on board.
SHORE LEAVES: Allowed. Launch service available for vessels in the roads.
AUTHORITY: Capitaneria di Porto Ravenna, Via Antico Squero 9, tel. 22 100, 24 1 24.

AGENT: Gastaldi & C. S.p.A., 23, Via Carducci, PO Box 25. Cables: "Dick". Telex: 55103. Tel.: 23505.

SAVONA (including Vado Ligure): 44.18 N. 08.29 E.

DOCUMENTS:
Arrival Report for Port Authority.
Cargo Manifest.
Provisions and Crew Personal Effects Manifest.
8 Crew Lists.
Safety Certificates.
PILOTAGE: Ordered through Agent. Telegraphic address Piloti Porto di Savona. Pilot launch is black with white band. To call Pilot, use flag or light signals according to International Code. For vessels bound for Savona or Vado Ligure, Pilot boards about ½ to 1 mile N.W. of the red light at Savona port entrance.
ANCHORAGE: Depths of 25 metres. Important limit: it is forbidden to anchor North of bearing 270° from red light between 1st October and 14th May. It is forbidden to anchor East of bearing 360° from the white light between 15th May and 30th September.
RESTRICTIONS: Night entrance is considered for each case depending on type of mooring and vessel's draft. At Savona berths, vessels on maximum draft berth in daylight at high tide. No restrictions on un-berthing.
MAX. SIZE: Savona inner port, max. draft 9 m.; Savona Silos, max. draft 10·50 m.; Vado Ligure Roads, depending on berth depth.
HEALTH: Request free pratique by radio from Sanimare Savona prior arrival.
RADIO: Genova Radio or Roma Radio. VHF at Harbour Master's Office (tel. 22464).
TUGS: Available, join vessel in vicinity of Savona port entrance or at Vado Ligure just off the berth. Ship's line usually used. If tug line used, tariff plus 20% is charged.
BERTHING:
Savona: Funivie (S. Giuseppe), 32 ft. depth; Savona Silos S.p.A., 30 ft. depth.
Vado Ligure: Fornicoke Pier, 38 ft. depth; Esso berth, 32 ft. depth; Vadoil berth, 39 ft. depth; Shell berth, 31 ft. depth; SARPOM buoy berth, in 60 ft. water serving Quiliano/Trecate pipe-line; SARPOM buoy berth, in 55 ft. water serving Savona/Trecate pipe-line; Chevron berth, 31 ft. depth.
STEVEDORES: Ordered by ship's Agent, no separate ETA required.
MEDICAL: All facilities available.
TANKERS: No slop reception facilities.
DENSITY: 1025.
FRESH WATER: Obtainable at berths by pipe-line. Barge available for quantities in excess of 60 tons.
FUEL: All grades available by barge.
FIRE PRECAUTIONS: Watchmen on board tankers or vessels handling dangerous cargo.
OPENING/CLOSING HATCHES: Can be handled by ship's crew or stevedores.
CUSTOMS ALLOWANCES: Bond Sealed. Small quantity cigarettes and spirits permitted for consumption while in port.
IDENTIFICATION CARDS: Shore passes given by local police.
CONSULS:

Finland	tel. 28813	Norway	tel. 27333
France	,, 38451	Spain	,, 27498
Netherlands	,, 30633	Sweden	,, 28813

REPAIRS: All types of repairs possible.
HOLIDAYS: 1st January; 6th January; 19th March; 25th April; Easter Monday; 1st May; 7th May; 28th May; 2nd June; 29th June; 15th August; 1st November; 4th November; 8th December; 25th and 26th December.
POLICE/FIRE/AMBULANCE: Police, tel. 28868; Ambulance, 20125; Fire, 21000.
TELEPHONES: Can be connected on board.
SHORE LEAVE: Allowed.
AUTHORITY: Capitaneria di Porto, tel. Savona 20940.

TARANTO: 40.29 N. 17.15 E.

DOCUMENTS:
6 Crew Lists.
6 Passenger Lists.
Provisions Manifest.
Manifest of Crew Personal Effects.
Cargo Manifest.
Arrival Report, completed on arrival.
Maritime Declaration of Health Certificate, completed on arrival.
Ship's Certificates including Italian Authority Dues.
Vaccination Certificates for sighting.
PILOTAGE: Piloting in Port of Taranto is compulsory to all vessels over 500 GRT. Vessels are taken 1 mile off S. Vito Cape Lighthouse. Also for shifting from berth to berth Pilot assistance is compulsory.
RESTRICTIONS: Entry during the day only.
MAX. SIZE: Tankers up to 49 ft. draft at buoy mooring. Bulk carriers to 39 ft. draft at Italsider pier.
HEALTH: Free pratique is automatic for vessels coming from Italy, France, Great Britain, Ireland, Germany, Belgium, Holland and Greece. From other countries it may be obtained via radio, by applying to "Sanimare Taranto" between 12 and 6 hours before arrival.
Smallpox vaccinations available. Yellow fever vaccinations could be arranged by calling Bari port doctor to Taranto with two days notice.
TUGS: Towage service is not compulsory and is supplied by one 1,350 h.p., one 1,000 h.p., one 800 h.p. and one 427 h.p. tugs, belonging to Messrs. Rimorchiatori Napoletani. It is expected that the service will be improved in the near future with more powerful tugs.
BERTHING: *Outer Harbour:* Quays No. 1/2, combined length, 1,050 ft. (32 m.); maximum draft, 26 ft. 3 in. (8 m.); Quay No. 3, length, 820 ft. (250 m.); maximum draft, 27 ft. 10 in. (8·50 m.).
Italsider Pier: Eastern Side: (for discharge of ore, coal, steel scraps): Length, 1,456 ft. (444 m.); depth alongside, 39 ft. 6 in.; maximum draft allowed, 39 ft.
Western side (for discharge and loading of finished goods): Length, 1,566 ft. (477 m.); depth alongside, 32 ft. 8 in. (10 m.).
Safety. During winter time, berths are subjected to heavy swell which may force vessels to leave same, as the breakwater effectively protects only the Eastern side. However, work is now in progress to lay new breakwater, which should also render safe the Western side.
Head of the Pier: Width, 448 ft. (136·55 m.); maximum length of vessel, 459 ft. (140 m.) or up to 525 ft. (160 m.), subject to vessels laying at Western and Eastern sides being berthed at not less than 164 ft. (50 m.) from head of pier; depth alongside, 32 ft. 8 in. (10 m.).
Cement Pier: Maximum depth is 8·50 m.; suggested maximum draft 8·20 m. (26 ft. 10 in.); maximum vessel length acceptable, 120 m.; rate of loading (in bulk): up to 280 m./ton per hour; (in bag): up to 35 m./ton per hour.
TANKERS: *Aviation Gasoline Oil Jetty.* Tankers moor with two anchors and with stern made fast to four buoys. Connection by stern. Vessel lifting up hoses (9 in.) from the jetty (breadth 9 ft., length 1,476 ft.). Length of pipe-line from ½ to 1½ miles.
Access to vessel by boat. No water or bunkers available. Maximum draft 25 ft. Night crossing of Mar Piccolo up to and from jetty is not allowed.
Navy Oil Jetty: Pier, terminating in two quays, which may accommodate two vessels each. Max. draft 33 ft., hoses 300 mm. Night movements allowed.
Petroleum Pier: Exclusively used for handling petroleum products at its four berths and is connected by several pipe-lines with Shell Italiana Refinery, as well as with the bulk plants belonging to Agip, and Industrie Chimiche De Gaeta, which are all located in the industrial area of Taranto adjoining to the petroleum port. Access to the pier is through a dock 350 m. long and 33 m. wide. The pier itself is 560 m. long.
Berth No. 1 and 2 (aft berths), maximum length of vessel, 175 m. (557 ft. 3 in.); maximum draft, 9·50 m. (31 ft. 2 in.). Maximum depth, 10 m. (32 ft. 9 in.). Bunkers from line, (8 in. hose, 10 in. pipe-line). Water, by barge. Loading arms, 2 of 10 in., 3 of 8 in.
Berth No. 3 and 4 (fore berths), maximum length of vessel, 208 m. (682 ft. 5 in.); maximum draft, 10·50 m. (34 ft. 5 in.); maximum depth, 11·00 m. (36 ft. 1 in.). Bunkers and water, as per berths 1 and 2. Loading arms, 6 of 10 in.
Pier is fitted with one line for each product to be loaded (14 lines) and a 20 ft. line for ballast discharge. Any quantity of ballast may be received by the pier. Access to the pier for provisions only via boats.
Shell CBM. Shell terminal for discharge of crude oil is situated in Mar Grande N.E. of Saint Paul's Island (1·4 miles from light placed on head of Saint Paul breakwater). Vessels moor at 5 buoys and with both anchors down. Buoys are equipped with intermittent red lights and quick release hooks.
The hoses (two of 12 in.) are signalled by marker floats and have to be lifted from bottom by vessel (derricks capacity must be at least 8 tons). The terminal is connected with the Refinery by a 34 ft. pipe-line, 3 kilometres long. Maximum length acceptable, 300 m. (984 ft. 4 in.); maximum draft, 49 ft.; maximum deadweight, 90,000 tons.
Two tugs suggested for berthing with good weather and without N.W. winds. Night mooring/unmooring allowed.
Agip/Anic Terminal: Vessels moor with two anchors and with stern made fast to four mooring buoys.
Maximum draft 26 ft. 3 in. (8 m.). Under rough weather conditions vessels may have to leave the terminal, position being exposed. No mooring at night allowed, while unmooring is permitted. Supplies, bunkers, water, and connections with vessel by barge.
For methanol, tank inspection is usually carried out in the road, before berthing.
Pozzi Ferrandina SPA Terminal: Three sea lines, the hoses of which must be lifted from the sea bottom by ship's gears. One sea line (6 in.) is used to load methanol and one (6 in.) to load soda. Third

(3 in.) sealine is for water. Port side hose connection. Pipe-line length ¼ mile.

Vessels moor with starboard anchor and made fast to three buoys astern and one port. Night movements are not allowed. Maximum draft 22 ft. Maximum length 85 m.

Industrie Chimiche Di Gaeta, G.I.D. Terminal: Situated further West of Pozzi Terminal, it has three sea lines with hoses of 6 in. and 10 in., which have to be lifted from sea bottom.

Vessels moor with port anchor and make fast to three buoys astern and one buoy forward starboard. Maximum draft 22 ft. Night movements not allowed.

BRIDGES: One bridge in inner harbour. Opening times: 00.20–04.20, 08.30, 15.10, 21.10. Opening on Agent's request to Harbour Master (24 hours notice requested for day opening time). Maximum speed in the canal, 6 knots.

STEVEDORES: Available. Normal working hours are from 07.00 to 15.00. For work performed in overtime/and/or holiday, the "Tariffs to the Workers" are increased as follows:

Day	*Shift*	*Increase*
Weekday	15.00–23.00 hrs.	40%
	23.00–07.00 hrs.	80%
Saturday	11.00–15.00 hrs.	40%
	15.00–23.00 hrs.	40%
	23.00–07.00 hrs.	80%
Sunday	07.00–15.00 hrs.	50%
	15.00–23.00 hrs.	80%
	23.00–07.00 hrs.	100%

DENSITY: 1029 and 1031. Tides negligible. Maximum variation 1 ft.

FRESH WATER: Available at all quays from 0.700–17.00; also available from barges, one of 200 and one of 250 tons.

FUEL: Available by barges from Agip; Shell and Sincat. 48 hours notice requested, aside from usual stemming.

Lubricating Oil. Available from Shell, Mobil and Esso.

FIRE PRECAUTIONS: Performed by fire brigade and compulsory to all tankers undergoing repairs/dry docking. It is requested and paid for by the shipyard, which afterwards charge same directly to the Owners.

WATCHMEN SERVICE: Available. Hourly cost, lire 450 per watchman used (lire 500 on Sunday and holiday).

OPENING/CLOSING HATCHES: Usually carried out by crew, but stevedores also carry out this operation at 1,202 lire per hatch.

CUSTOMS ALLOWANCES: 40 cigarettes and one opened bottle wine/spirits per man.

IDENTIFICATION CARDS: Required. Shore passes issued by local police.

CONSULS: Spain, France, Panama and Norway.

REPAIRS: All major repairs undertaken.

DRY DOCKS: Dimensions are:

	(1) *Benedetto Brin*	(2) *Ferrati*
Length at support level	622 ft. 4 in.	789 ft. ¼ in.
Length overall	688 ft. 5 in.	807 ft. 1 in.
Breadth at support level	105 ft. 0 in.	131 ft. 8 in.
Depth	31 ft. 1 in.	38 ft. 2 in.

REPATRIATION: Good facilities exist.

AIRPORT: Located at Grottaglio, 20 minutes by car from city. It is served by two daily connections with Rome and one with Venice.

TIME: GMT plus 1 hr. winter. GMT plus 2 hrs. summer.

HOLIDAYS: New Year's Day (1st January); Epiphany Day (6th January); Saint Joseph's Day (19th March); Liberation Anniversary (25th April); Easter Monday; Ascension Day (19th May); Corpus Domini Day (9th June); Labour Day (1st May); Republic Foundation's Day (2nd June); Saint Peter and Paulus Day (29th June); Assumption Day (15th August); All Saints' Day (1st November); National Unity Day (4th November); Immaculate Conception Day (8th December); Christmas Day (25th December); Saint Stephen's Day (26th December); Town Saint Patron's Day (10th May, at Taranto).

SERVICES: Compass adjusting, etc. available.

SHORE LEAVE: Allowed.

PORT AUTHORITY: Il Comandante Colonello di Porto. Ministero della Marina Mercantile.

AGENT: Gastaldi & C. S.p.A., 17, Corso Vittorio Emanuele. Cables: "Dick". Telex: 81148 Bari. Tel.: 23473.

TRIESTE: 45.39 N. 13.45 E.

DOCUMENTS:

For Customs:
- 2 Cargo Manifests.
- 1 Stores List.
- 1 Provisions List.

For Port Authorities:
- Arrival Report.
- 2 Crew Lists.
- 3 Passenger Lists.

For police:
- 1 Crew List.
- 1 Passenger List.
- Shore Passes, provided by Agents.

For Port Health:
- Maritime Declaration of Health.

PILOTAGE: Is compulsory for vessels over 499 GRT. Pilots meet incoming vessels about 1 mile off Lanterna Vecchia.

ANCHORAGE: No pilot required to anchor in roads.

MAX. SIZE: Tankers up to 55 ft. draft.

HEALTH: Free pratique is granted by the local Health Officers who board the vessels on arrival together with Port Authorities. The pratique can also be requested by cable, addressed to "Sanimare – Trieste" and stating the port of origin, the number of crew and general health condition on board.

RADIO: Trieste Radio – call sign IQX.

TUGS: Normally join vessel at pilot boarding station. Ship's lines usually used. If tug lines used, the tariff is increased by 10%. Tug assistance is compulsory for tankers.

BERTHING: Maximum draft allowed at berths as follows:

Punto Franco, Vecchio, ore pier, 28 ft.; Other berths, 21 ft. Punto Franco, Nuovo, ore pier, 30 ft. silos, 31 ft. 5 in.; general cargo, 31 ft. Punto Franco, Scalo Legnami, 24 ft. Molo Martello, 30 ft., max. length of ship, 171 m. Italsider, berths, 45 ft. Siot, terminal, 55 ft. Pontile Aquila, oil pier, 38 ft. Italcementi, berths, 30 ft. Vetrobel, berth, 30 ft. A.F.A., berth, 21 ft.

STEVEDORES: Working hours 0800–1200 and 1300–1700; Monday to Friday. Gangs to be ordered by 1500 to commence at 0720 following morning; by 1100 to commence at 1300.

MEDICAL: All facilities available. Preferable order in advance if required on holidays.

TANKERS: No slop discharge facilities; no repairs allowed to tankers at loading/discharge berths; no trucks or lorries allowed at Aquila Oil Pier which can only be approached by motor boats.

Transalpine Pipeline Terminal. The TAL tanker terminal provides the following facilities: Main pier, 1,870 ft. long; Mooring pier No. 1, 1,558 ft. long; Mooring pier No. 2, 1,607 ft. long; draft allowed, 55 ft.

Piping layout – one crude oil line 42 in. diam, for each mooring pier; one main manifold of 42 in. diam.; one 42 in. line from main manifold to tank farm; two lines for bunkering purposes, 42 in. diam. for fuel oil service, 10 in diam. for diesel oil service; one 8 in. line for fresh water service.

DENSITY: 1025.

FRESH WATER: Available by pipe-line at all berths.

FUEL: All grades available, loading rate about 250 tons per hour. 48 hours notice required.

DEVELOPMENT: New mole No. VII in Punto Franco Nuovo, most up-to-date equipment. New dry dock 350 m. long under construction.

GANGWAY/DECK WATCHMEN: Available but not compulsory.

OPENING/CLOSING HATCHES: Optional, but stevedores usually perform this operation for convenience.

CUSTOMS ALLOWANCES: 50 cigarettes for each man and one bottle wine/spirits between 5 men. Only one allowance given while vessel in port.

IDENTIFICATION CARDS: Shore passes are issued by local police.

CONSULS:

Austria	tel. 90891	Holland	tel. 61690
Belgium	,, 37073	Honduras	,, 95225
Brazil	,, 35317	Lebanon	,, 37370
Chile	,, 28960	Sweden	,, 29182
El Salvador	,, 36556	Turkey	,, 24393
Germany	,, 37141	Uruguay	,, 31664
Great Britain	,, 35760	U.S.A.	,, 30221
Greece	,, 28278	Yugoslavia	,, 24969
Guatemala	,, 29551		

REPAIRS: All kinds of hull, deck and engine repairs can be carried out by Arsenale San Marco, San Rocco, Cantieri Navale Giuliano, San Augusta, and other yards.

DRY DOCKS: Four dry docks available, the largest of which is 206·96 m. long; 30·0 m. wide, 27·60 m. depth and 8·25 m. sill depth.

REPATRIATION: No facilities.

AIRPORTS: 30 miles distant. Two flights daily to Venice/Milan and Rome for international connections.

TIME: GMT plus one hour. Summertime: GMT plus 2 hours.

HOLIDAYS: New Year's Day (1st January); Epiphany (6th January); St. Joseph (19th March); Liberation Day; (25th April); Labour Day (1st May); Good Friday, Easter Monday, Ascension Day, Corpus Domini (variable dates); Proclamation Day (2nd June); St. Peter and St. Paul (29th June); Assumption B.V. Maria (15th August); All Saints' Day (1st November); St. Giusto (3rd November); Victory Day (4th November); Immaculate Conception (8th December); Christmas Day (25th December); Boxing Day (26th December); Cargo work can be arranged on the above days.

POLICE/FIRE/AMBULANCE: Police, tel. 223; Fire, 2222; Ambulance, 24024.

TELEPHONES: Can be installed on board.

SHORE LEAVE: Allowed.

AUTHORITY: Ente Autonome del Porto di Trieste. C.P. 569 Trieste.

AGENT: Gastaldi & C. S.p.A., 7, Via Diaz, PO Box 1321. Cables: "Gastaldico". Telex: 46105. Tel.: 31275.

VENICE: 45.26 N. 12.20 E.

DOCUMENTS: Minimum number of ship's papers required upon arrival:

By Port Health
- 2 copies Passenger List.
- 2 copies Crew List.

By Police
- 2 copies Passenger List.
- 2 copies Crew List.

By Ship's Agents
2 copies Passenger List.
2 copies Crew List.
2 copies Cargo Manifest.
By Customs
2 copies Cargo Manifest.
2 copies Provisions and Stores List.

PILOTAGE: Pilot boards 2 miles from breakwater. Master can contact Pilot by radiotelephone, VHF Channel 114.

ANCHORAGE: In position 45° 26′ N., 12° 20′ E. No restrictions, ample depths of water.

RESTRICTIONS: Advisable to enter during day-time and with favourable tide. Vessel up to 29 to 30 ft. draft can enter at high water. Vessel of this size can berth alongside with use of a pontoon. Tankers; normally restricted to 31 ft. draft.

HEALTH: Health Officer Boards as soon as vessel is berthed. Pratique can be obtained by radio prior arrival. Radio request to Sanimare Venice through Trieste Radio.

TUGS: Tugs are available in plenty and will join vessel at breakwater and/or off Lido when proceeding to S. Nicolo. Ship's lines have to be used.

BERTHING: Banchina Piave have a total quayage of 2,760 ft. long with a depth of water varying from 26 to 28 ft. at low water.

Banchina Tagliamento have a total quayage of 2,500 ft. long with a depth of water varying from 26 to 29 ft. at low water.

Testata Marmi have a total quayage of 720 ft. long and 28 ft. depth of water.

Banchina Palazzo have a total quayage of 525 ft. long and a depth of water of 26 ft.

Banchina Isonzo have a total quayage of 2,360 ft. long with depth varying from 24 to 29 ft. at low water.

Testata Silos have a total quayage of 330 ft. long with a depth of water 21 ft. at low water.

Banchina S. Marte e Magazzini Generali Punto Franco (Free Port) have a total quayage of 2,950 ft. long with a depth of water varying from 21 to 23 ft. at low water.

Porto Marghera:

Leghe Leggere with a depth of water 27 ft. at low water.

Radice Molo "A" with a depth of water 27 ft. at low water.

Banchina Veneto with a depth of water varying from 22–25 ft. at low water.

Banchina Lombardia with a depth of water 28 ft. at low water.

STEVEDORES: The Provveditorato al Porto Venice are exclusively entitled to manage all the commercial traffic and to provide by their own means the commercial work in the harbour including stevedores. Vessel should en route ETA cable to Agent at least 48 hours prior vessels arrival to arrange gangs.

MEDICAL: Hospital facilities always available. No notice required in advance.

TANKERS: Tank washing cannot be disposed of inside port. Diameter of load/discharge lines 8–12 in. Discharging berths for tankers at Porto Marghera: Darsena IROM, length 570 ft. depth 35 ft. Tankers over 31 ft. draft require special approval. There are also moorings available at Esso, Shell and Agip piers for similar sized vessels.

SALINITY: Average salinity of water inside port 1010.

FRESH WATER: Plenty available. Approx. cost: from quay per ton – Lire 240, from barge per ton – Lire 600.

BUNKERS: All grades available and delivered by barge.

DEVELOPMENTS: Work now in progress on the re-opening at Port entrance of Malamocco, at point of the island of the Lido, where a canal 12 metres deep will be dredged to Port of Marghera. This canal will allow large tankers to coastal storage tanks without passing through urban centre of Venice.

CUSTOMS ALLOWANCES: The Customs require from the ship a complete list in duplicate of Provisions and Stores. It is particularly important that the quantities of items such as tobacco, cigarettes, spirits, coffee, matches, pepper, salt, spices, cars, chocolate, should be given accurately. Customs Officers will supervise the issue while ship is in port. Amount of tobacco allowed out of Bond: 50 cigarettes per man for all foreign vessels except British and U.S.A. flags. 20 cigarettes per day per man on British and American flag vessels.

CONSULS: Following are Consulates maintaining their offices at Venice:

Argentine	Germany	Panama
Austria	Greece	Peru
Belgium	Guatemala	Portugal
Denmark	Lebanon	Spain
Finland	Liberia	Sweden
France	Norway	Switzerland
Great Britain	Holland	Uruguay

REPAIRS/DRY DOCKS: There are ample facilities for repairs. Following are particulars of Venice dry docks:

Minore	*Maggiore*	*Principe*
298·8 ft.	526·3 ft.	820·3 ft. extreme length
58·4 ft.	79·8 ft.	117·8 ft. breadth of entrance
1·0 ft.	1·0 ft.	3·1 ft. height of sill above bottom dock
19·7 ft.	29·6 ft.	36·0 ft. depth on sill at high water.

OPENING/CLOSING HATCHES: Normally carried out by stevedores.

AIRPORT: International Airport Marco Polo about 10 km. from Porto Marghera. Served by regular airlines.

TIME: GMT plus 1 hour. Summer Time from June to September.

HOLIDAYS: The public and port holidays are the following: 1st January; 6th January; 19th March; 25th April; Monday after Easter Day; 1st May; Ascension Day; Corpus Christi Day; 2nd June; 29th June; 15th August; 1st November; 4th November; 21st November; 8th December; 25th December; 26th December.

TELEPHONES: Telephones will be placed aboard the ship.

AGENT: Bassani S.p.A., Venice – Via 22 Marzo, 2414, PO Box 484. Tel. 20340 – 22771. Telex 41066.(Subagents of Gastaldi & Co.)

Ivory Coast

ABIDJAN: 05.18 N. 04.00 E.

DOCUMENTS:
7 Crew Lists.
6 Lists of Previous Ports of Call.
2 Lists of Ship's Stores.
2 Lists of Crew Personal Effects.
Maritime Declaration of Health.

PILOTAGE: About one hour before arrival ships equipped with VHF shall confirm to the pilot station their **correct** hour of arrival off the roads; then the boarding time for Pilot shall be communicated. It is essential that these times are clearly understood both by ship and pilot station.

Ships shall stay in a position so they keep across the swell and the wind which both generally come from the South and they shall put the pilot ladder at the lee, i.e. Port if steering Eastward, Starboard if steering Westward.

Pilotage is compulsory, except for shifting alongside quays. For ships leaving harbour or shifting within harbour limits, request for a Pilot should be made at the Harbour Master's Office 3 hours at least before sailing or shifting. For a night sailing or shifting, request must be made before 5 p.m.

Warning: when embarking Pilot, keep well clear of sandbank extending from entrance to Vridi Canal.

RESTRICTIONS: Ships may leave or enter Abidjan only between certain time limits. These limits are transmitted by Abidjan-Radio: on 500 kc/s on request; on short wave, at the beginning of each watch period.

MAX. SIZE: Maximum draft 32 ft., maximum length 200 metres.

HEALTH: Request for free pratique is given by the Agent to port Health Authority, who will board vessel on arrival.

RADIO: Captains should radio their ETA and draft to "Comport-Abidjan". When at anchorage off Vridi canal, they should watch for signals from Vridi signal station, which keeps continuous watch, and advise them regarding the time the pilot will board their ship. Port Captain's office and Vridi signal station keep a permanent watch on 156·6 Mc/s and 156·8 Mc/s. Agents may be obtained through Abidjan-Radio on 2182 Khz. Abidjan-Radio answers on 1813 Khz.

VHF: 16 and 12 Channels are used: 16 for security and 12 for general traffic. It is strongly advised to use Channel 12. This channel is strictly reserved for the harbour traffic and ships wishing to talk to each other should do so on a ship to ship channel (6 or 8).

TUGS: Tugs join vessel at the port entrance. Towing lines are provided by the tug.

BERTHING: At the Tanker berth in the Vridi channel, berthing is effected at slack water and unberthing is effected at the end of flood tide. Mooring at the sea line buoys at Port Bouet is only made at certain stages of the tide determined by the Pilot.

STEVEDORES: Gangs must be ordered before 17.00 on the previous day.

PORT RADAR: Is installed in the Harbour Master's Office. Vessels can contact port radar by VHF calling Comport Abidjan on Channels 16, 12 and 11, or through Abidjan Radio, which keeps watch on Channel 16.

MEDICAL: All medical services and hospitalisation can be arranged without difficulty. Crew members are obliged to have valid certificates against smallpox and yellow fever.

DENSITY: Varies from 1025 in January to 1000 in November.

FRESH WATER: Supplied from the quay at the rate of 40 tons per hour per hydrant. Cost: 100 F. per ton. Can be supplied by barge. Cost: 200 F. per ton.

FUEL: 1500 secs. fuel available from Abidjan Refinery. Advance notice required.

WATCHMEN: Services of shore watchmen are recommended.

HATCHES: Normally opened and closed by stevedores.

CUSTOMS ALLOWANCES: Each man allowed to retain 200 cigarettes and 1 bottle of alcohol.

IDENTIFICATION CARDS: Should be carried by crew going ashore.

CONSULS: The following countries are represented locally:

Algeria	Japan
Belgium	Korea
Brazil	Lebanon
Colombia	Liberia
Congo	Mauretania
Denmark	Morocco
Ethiopa	Netherlands
Finland	Nigeria
France	Norway
Gabon	Sweden
Germany	South Vietnam
Ghana	Tunisia
Great Britain	U.A.R.
Italy	U.S.A.
Israel	U.S.S.R.

REPAIRS: All types of repairs can be effected. There is a floating dock for vessels up to 800 tons.
REPATRIATION: Can be arranged.
AIRPORT: Local international airport with connections to all parts of the world.
TIME: GMT. No alterations during the year.
HOLIDAYS: 1st May and 8th August no work can be carried out. Other holidays which may be worked at overtime rates are: 1st January, Easter Monday, Whit Monday, Ascension Day, 1st November, Christmas.
POLICE/FIRE/AMBULANCE: Police, tel. 557/57; Fire, tel. 238/82; Ambulance, tel. 238/82.
TELEPHONES: Can be connected on board if requested for vessels moored at quays No. 1, 2, 4 and 5.
SHORE LEAVE: Allowed without restriction.
AUTHORITY: Direction du Port D'Abidjan, BP 1360 Abidjan, Commandant du Port, BP 1382 A. Telephone 238–82 or 272–53. Telex 674. Cables Comport Abidjan.

AGENTS: Socopao Cote D'Ivoire, B.P. 1297. Tel.: 03–21–16. Cables: "Freight". Telex: 745.

Jamaica

KINGSTON: 76.52 W. 18.00 N.

DOCUMENTS:
For Customs Port Royal
2 Health Certificates (obtainable from Customs Port Royal).
2 Crew Lists.
2 copies Passenger Lists.
2 Dangerous Cargo Lists.
1 Ship's Register.
2 Crew Declaration (obtainable from Customs Port Royal).
2 Stores List.
International Certificates of Vaccination for each crew member.
For Immigration
2 Crew Lists.
2 Passenger Lists.
For Agent
Bills of Lading covering all cargo on board.
2 Crew lists.
2 Stores Lists.
5 Manifests.
Ship's Register, Safety Certificate and Load Line Certificate.
For Quarantine
1 Derat. Certificate.
International Certificates of Vaccination for crew members.
PILOTAGE: Forty-eight hours advance notice to Agents required. Pilot boards vessel about 2 miles S.E. of Plumb Point Lighthouse. Vessels required to anchor at Port Royal whilst Customs board to grant pratique and seal stores. Contact pilot station VHF Channel 11. Several small pilot boats in use at present which come out from Kingston as required.
ANCHORAGES: Depth of ship channel 35 ft. recommended. Four specified anchorages, namely A, B, C, D – these having to be reserved in advance. Also unlimited anchorage space towards Eastern end of harbour. Positions of these four specified anchorages as follows:
Anchorage A 221° distant from R.C. Cathedral Dome 14·4 cables.
Anchorage B 180° distant from R.C. Cathedral Dome 11·0 cables.
Anchorage C 168° distant from R.C. Cathedral Dome 10·7 cables.
Anchorage D 155° distant from R.C. Cathedral Dome 11·0 cables.
RESTRICTIONS: Entry – day or night. Rise and fall of tide, average range 10 in., occasionally 16 in. Strength of current in harbour 1½ knots in some places. Main direction and average speed of prevailing winds E.S.E. 20 m.p.h. Months of maximum rainfall (i) April/May, (ii) Sept., Oct. and Nov. Hurricane period June 15–November 15.
MAX. SIZE: Recommended maximum draft into Port Royal 48 ft. for vessels of unlimited size. Main ship channel has recommended draft of 35 ft. and is 800 ft. wide. Newport West has recommended draft of 32 ft. 6 in. with a turning basin of 1,500 ft. Esso Terminals has recommended maximum draft of 34 ft. 6 in. Maximum recommended draft of 32 ft. 6 in. to proceed Eastwards, from Esso Terminals, in harbour to anchorage or berths. Newport East has maximum recommended draft of 27 ft. 6 in.
HEALTH: See "Documents".
Pratique Procedure: The Customs Officer who boards vessel will indicate to Master when pratique granted, after he has checked all documents and placed under bond all excess tobacco and liquor on board. In respect of vessels arriving from restricted areas (e.g. Texas, U.S.A.) vessel will not be granted pratique at Port Royal but at berth after being sprayed (at berth) by Quarantine Officer. A vessel with suspected fever or disease on board should inform agent before arrival. The agent will advise Customs at Port Royal and Quarantine. The Quarantine Officer will tell Master whether to proceed to Quarantine Anchorage or to berth direct.
If a vessel obtains pratique at Kingston, automatic pratique granted to proceed to any other port in Jamaica.
RADIO: Cable agents giving ETA, Draft, Passengers (if any), cash required. Call sign "KNRDO 6YI".
TUGS: Tugs optional. Tug joins incoming vessel near berth. In case of emergency tug joins vessel wherever requested by Master. Usually ship's lines used, but if tug's lines used there is no extra cost.
BERTHING: No specific requirements for berthing. If explosives on board a special permit is required from Harbourmaster and Customs. Extract from Gunpowder and Firearms Law:
"Twelve hours' notice shall be given by agent of ship to Harbour Master or Principal Officer of Customs, as case may require, of intended arrival of a ship with Gunpowder and/or Dangerous Explosives on board, and such ship shall not be permitted to come alongside a wharf or any ship in Harbour or to break bulk until Harbour Master or Chief Officer of Customs, as case may be, is satisfied that Gunpowder and/or Dangerous Explosives are of such character and are so stowed, or are in opinion of Harbour Master or Collector of Customs, in such trifling quantity as not to be an element of danger, when proper Officer shall certify –
(*a*) that in consideration of character, method of stowage, or quantity of such Gunpowder and/or Explosives it is safe for such ship to berth and proceed to discharge cargo without special precaution, or
(*b*) that having regard to considerations aforesaid such ship should discharge such Gunpowder and/or Explosives into lighters or at place appointed under rules for special landing before being allowed to berth or break bulk in connection with landing or shipping of other cargo."
STEVEDORES: To enable agent order gangs important to obtain accurate ETA from vessels. Time: 12 noon the working day before vessel arrives. Shifts: 0700–1400, 1400–2100 Mondays to Fridays; 0700–1200 Saturdays. Sundays – full overtime.
Stevedores normally rig and open, but crew open McGregor hatches. All necessary gear supplied by stevedores except rain tents and special lifts requiring special gears, which vessel must supply. Average unloading rate 10/15 tons per gang hour for general cargo.
RADAR/VHF: No existing radar service. VHF Channel 16 – Kingston Radio. VHF Channel 11 – Pilotage.
MEDICAL: Agents to be advised before arrival of vessel if emergency medical attention required. Hospital facilities available. If inoculation required Master to advise Agents prior arrival of vessel.
TANKERS: No specific requirements applicable to oil carriers. Reducers available to fit 12 in.–4 in. load/discharge lines. Slop (residue) discharge facilities available taking maximum 500 gallons. Five tanker berths. Drafts at these berths vary from 28 ft. to 34 ft. (approximately). Gas free certificate required for tankers laying alongside Public Wharves in Kingston.
DENSITY: Average density 1026. No tide.
FRESH WATER: Fresh water available at berth. Average rate of delivery 20 tons per hour.
FUEL: All grades (viscosities) available. At least two days advance notice required.
FIRE PRECAUTIONS: Fire boat available equipped for fighting harbour fires 24 hours per day. Also equipped fire engines situated within easy reach of docks available 24 hours a day.
DEVELOPMENTS: Kingston has a new port development in harbour West of the city. There are seven berths (numbers 1–7) operated by two private wharf companies. Two further new berths completed in 1970. Maximum depth of water in channel approaching and alongside berths is 35 ft. Recommended draft is 32 ft. 6 in. Bunkering facilities available at all new berths.
GANGWAY/DECK WATCHMEN: Services of watchmen are recommended. Rate is 31/9d per day and 63/6d night.
OPENING/CLOSING HATCHES: Hatches covered by Pantoon and Hatch Boards opened and closed by stevedores. McGregor hatches handled by crew.
CERTIFICATES:
Safety Certificate.
Ship's Register.
Load Line Certificate.
Test Certificates for derricks and cargo handling gear.
CUSTOMS ALLOWANCES: Tobacco, 2 oz. tobacco in any form (2 oz. pipe tobacco or 40 cigarettes) per day. Wine and/or Spirits, 6 oz. or ½ reputed pint of spirit per day. 1 pint wine allowed Master and Officers only or as stated in the Articles under flag they fly.
CARGO GEAR: The usual certificates covering testing and inspection of all gear and equipment as required under Docks Regulation 1934 of Great Britain or by International Labour Organisation, will be acceptable.
IDENTIFICATION CARDS: No Identification Cards required.
CONSULS: Consuls not available on Saturdays and Sundays, except by special request.

Consular Offices	*Kingston Tel. No.*
British Information Service	24135, 22711
Canadian High Commissioner	65726–0
Trinidad and Tobago High Commissioner	65739, 65730
Embassies	
American Embassy	26341–0
Argentine Embassy	77616
Chinese Embassy	78161
Dominican Embassy	66676
French Chancery Embassy	79811
German Embassy	26551
Mexican Embassy	66891
Netherlands Embassy	69026–8
Panamanian Embassy	70042
Venezuelan Embassy	65519–0

Consular Offices	*Kingston Tel. No.*
Argentine Consulate	77616
Austrian Consulate General	25623
Belgium and Luxembourg Consulate	0353–259
Colombian Consulate General	42004
Costa Rican Consulate General	67285
Cuban Consulate	84564
Danish Consulate	36737
Finnish Consul	23006, 22519
German Embassy–Consular Section	26551–3
Greek Consul	23685
Guatemalan Consul	42966
Haitian Consulate General	25888
Hondurian Consul Ad Honorem	67285
Israeli Consul	26671
Italian Consul	66981
Jordanian Consulate	82661
Lebanon Consulate	76465
Liberian Consul	27169
Mexican Consulate	66891
Nicaraguan Consul	22856
Norwegian Consul	22151
Peruvian Consul	76565
Salvadorian Consul	25780
Spanish Consul	22856
Swedish Consulate	36737
Swiss Consulate General	23347

REPAIRS: Minor deck and engine repairs possible by two firms. Pre-advice of three days recommended.
DRY DOCKS: No dry dock facilities available.
REPATRIATION: Facilities available for effecting crew changes.
AIRPORT: 10 miles from port and is served by regular airlines.
TIME: Local time is GMT minus 5 hours.
HOLIDAYS: Days when work is performed only on overtime rate: New Year's Day; Ash Wednesday; Easter Monday; National Heroes Day (third Monday in October); Boxing Day. Days when ports closed, no work performed: Good Friday; National Labour Day (fourth Friday in May); Independence (first Monday in August); Christmas Day.
POLICE/AMBULANCE/FIRE: Emergency tel. numbers: Police 116; Ambulance 110; Fire 110. Commission of Police 79858–0. Radio Control Room 81261–2. Fire Brigade 22121. Fire Boat Station 27018.
TELEPHONES: Arrangements exist for placing telephones on board. The Jamaica Telephone Company to be advised by Agents 2/3 days before vessel arrives. Rates £3 10/- connection fee, £2 per day rental. Overseas call, extra cost.
GENERAL: Bunkering Facilities: Bunkers are supplied by three firms: The Shell Oil Co. (West Indies) Ltd. Texaco Caribbean Inc. Esso Standard Oil S.A.

Ship's Chandlers: Three ship's chandlers available.

Communications: Regular air services daily to London, New York and other European and American cities, and is therefore in excellent position to offer emergency facilities to vessels requiring urgent spares, crew replacements, etc. Vessels can anchor at Port Royal close by airport.

Customs: Vessels are searched thoroughly by Customs for *fire-arms* and contraband. Masters are held responsible by Customs for security of bonded stores, etc. Masters are therefore alerted to check security arrangements and to keep watch on bond whilst in port.
SERVICES: Compass adjusting services available. Although routine repairs to radar, radios and other electrical equipment are possible, technical services generally limited.
SHORE LEAVE: Crew members allowed on shore after vessel cleared by Immigration. Vessels arriving from some countries require special Government approval before shore leave permitted, but no restrictions are normally placed on vessels arriving from Western European, American or African countries.
PORT REGULATIONS: Dogs are not permitted to land unless they have undergone quarantine or are imported from United Kingdom.
DELAYS: Normally there are no delays to vessels calling at the port.

AGENT: Sprostons (Jamaica) Limited, Shipping Department, 7th Floor, North American Life Building, 72–76 Harbour Street, Kingston, Jamaica. Mail: PO Box 139, Kingston, Jamaica. Cable "Shipspros". Telex 35 Alprojam. Tel. 25767–9 and 25254.

OCHO RIOS: 18.25 N. 77.072 W.

GENERAL: Reynolds Jamaica Mines must act as Agents for all vessels using the pier at Ocho Rios. (*a*) Tel. Ocho Rios 603. (*b*) Cable address is "Mines" Ocho Rios, Jamaica. (*c*) 72 hour and 24 hour ETA requested. (*d*) Radio telephone 2738 Kc open when calls expected at 0700, 1100, and 1500 local zone time.
PILOTAGE: Compulsory. Pilot meets vessel 1 mile North-east of sea-buoy. On rare occasions when a local pilot is not available expenses and detention must be paid for an outside Pilot.
FRESH WATER: 50 c. per ton supplied from pipe-lines on the pier.
FUEL: Bunker "C" Fuel Oil – daily prevailing rate Kingston Harbour. Diesel Fuel Oil – per oil company suppliers Kingston.
TUGS: 45 ft. diesel-powered tug.
REGULATIONS: (1) If any captain of any vessel or any other person shall throw or deposit, or permit to be thrown or deposited (*a*) any rubbish, earth, mud, stone, sand, ballast or other similar matter; or (*b*) any oil or mixture containing oil or oil residues, in any channel leading into or out of any harbour, or in any place within the limits of any harbour other than such place therein as shall be set apart for such purpose he shall be liable to a penalty not exceeding one thousand pounds. (2) No siren or steam whistle shall be sounded on any vessel in any harbour except for the purpose of making signals as laid down in the regulations for preventing collisions at sea, provided that any vessel may sound one warning blast of not more than five seconds duration before sailing. Any person committing a breach of the rules is liable for a penalty not exceeding Twenty Pounds.
CARGOES: The Reynolds Jamaica Mines Pier is occupied about twice each week by ore carriers for 8 to 12 hours and about twice a month by sugar ships for indefinite periods.
TOURIST VESSELS: Tourist ships are accepted at Ocho Rios without Ministry of Finance approval in accordance with verbal instructions of the Collector at St. Ann's Bay, 19th September 1966, subject to the availability of berth at Reynold's option and: (*a*) Any guarantee to be only for Monday through Friday and for the hours 0700 to 1800. (*b*) Ocho Rios must be the first port of call in Jamaica of the ship on any particular voyage. (*c*) Signature of release form.
PASSENGERS: (*a*) Passengers disembark via shore gangways (2 if requested) direct to wharf situated in fence enclosed compound with guarded gate. Where lighterage is required a landing is available at the back of the wharf sufficiently large to be used by a 45 ft. tug. (*b*) Entry and clearance by Customs and Immigration are made at the pier. (*c*) Taxis are kept outside the gate. (*d*) Normally the Ocho Rios Chamber of Commerce set up a table on the wharf for the purpose of providing information and distributing literature on local musical groups to spend some time playing on the wharf for the benefit of the passengers.
AGENCY: (*a*) Normally Reynolds Jamaica Mines acts as sub-agent in Jamaica for vessels calling at Ocho Rios and bills for disbursements are directed to the Island agent for payment. (*b*) In cases where Reynolds Jamaica Mines acts as sole agent for a vessel, a sum of money adequate to cover vessel's disbursements is requested from the owner or charterer to be deposited to Reynolds Jamaica Mines' account in advance.

PORT ESQUIVEL: 17.53 N. 77.08 W.

DOCUMENTS:
6 Crew Lists.
6 Passenger Lists.
Customs Documents:
4 Stores Lists.
Crew's Manifest or Declaration outside of Personal Effects.
4 Load Line Certificates.
4 Small Parcels Lists.
4 Customs Clearance from last port of call.
Health Documents:
International Certificate of Vaccination of all crew members.
Maritime Declaration of Health.
Crew's Declaration of Health.
6 Manifests.
4 Bills of Lading
Ship's Documents:
3 Stowage Plan of Cargo.
2 Deadweight Survey (Bulk carriers only).
Charter Party and any other specific documents of instructions relating to the loading or discharging of cargo.
PILOTAGE: Pilotage compulsory. Compulsory pilotage limit two miles to seaward of line drawn from Polink Point to Bare Bush Cay to Portland Cay to Portland Point. Cable advice 48 and 24 hours ahead of vessels ETA at pilot station must be sent to vessel's agent at Kingston, Jamaica.

One pilot boat "Silver Spray", launch equipped with ship-to-shore radio communication: (*a*) One Marconi VHF – FM 30-watt output multi-channel set. (*b*) One Marlin HF – AM 75 output multi-channel set.

VHF shore set manned 24 hours per day. Contact with Port or launch can be made on three international channels – 16, 2 and 6.

Vessels requiring pilot display the following signals separately or together: By day: International code signals G or PT; Pilot Flag viz. the vessel's National Flag with white border *from the foremast.* By night: Morse signal G by flash lamp; Morse signals PT by flash lamp; blue light at intervals of 15 minutes. A bright white light shown just above bulwarks for one minute at short intervals.

During fog, mist, heavy rainstorms: At least 3 seconds after normal fog signal international code signal G (I require a Pilot). The pilot vessel – in event of rendering a Pilot and considering all circumstances – will answer with normal fog signal, followed after at least 3 seconds by international code signal H (I have a Pilot on board).
ANCHORAGES: A. Seaward to East of pilot station, depth in excess of 36 ft. B. Leeward of Pigeon Island – depth 36 ft. min. C. Eastward of entrance of main channel – depth 36 ft. min.
RESTRICTIONS: Restriction of permissible draft to maximum of 35 ft.
MAX. SIZE: Maximum permissible length 650 ft. and draft 35 ft.
HEALTH: Pratique procedure requires presentation of undermentioned health documents: (*a*) International Certificate of Vaccination of all crew members. (*b*) Maritime Declaration of Health. (*c*) Crew's Declaration of Health. In event any suspected communicable disease or fever on board, Master required to advise Agents in advance.
RADIO: "KNRDO 6YI".

TUGS: Pilot boat will be on standby during berthing operations of all vessels to assist in placing ship's lines on to pier.
BERTHING: Facilities for two berths – Eastern side and Western side of pier. Alumina bulk loading facilities on Western berth. Bulk alumina vessels given priority on Western berth and it is used otherwise for vessels handling general cargo, loading or discharging fuel oil, caustic liquor, etc. Length of pier, East Side, 54 ft. West Side, 600 ft.
STEVEDORES: Cable advice to Agents in Kingston, Jamaica, 48 and 24 hours ahead of vessel's ETA at pilot station for arrangements to provide stevedore and dock labour.
RADAR/VHF: There is no port radar service. VHF Channels 16, 2, and 6.
MEDICAL: Agents to be advised 48 hours ahead of vessel's ETA pilot station of medical attention required, details of inoculations, vaccination/fever certificates, etc. Free ambulance service provided. Nearest hospital approximately 15 miles.
TANKERS: Both sides of pier equipped to handle receival and delivery of Bunker C oil, caustic liquor, sulphuric acid and molasses. Diameters of the load/discharge lines are:

Bunker C Oil	10 in.
Caustic liquor	10 ,,
Sulphuric acid	4 ,,
Molasses	12 ,,
Water	4 ,,

Maximum permissible draft 35 ft.
DENSITY: 1025 subject to slight variation during heavy rainfall.
FRESH WATER: Maximum of 300 L. tons available. Delivery made from storage tank at a rate of 40 to 50 L/T per hour.
FUEL: Bunker C fuel oil is available from dock. Application to be made to Esso (W.I.) Ltd. through ship's Agent for supply of bunkers. Pumping rate approx. 130 L/T per hour. Specification – Group 0 or group 1 – Viscosity SSF at 122° F; 160–180 Flash P – M °F 200 plus. Arrangements to supply other grades of fuel oil can be made on request of local Agents to Esso.
FIRE PRECAUTIONS: Strategically located fire hydrants throughout port and on pier. No special precautions apart from "No smoking" rule.
GANGWAY/DECK WATCHMEN: Service of watchman optional but not necessary. During time vessel is in port there is Customs guard on pier and strict security measures are carried out by port Security Force on personnel entering or leaving port compound which is surrounded by a chain-link security fence.
OPENING/CLOSING HATCHES: For bulk alumina vessels, opening and closing of hatches is done by crew members. For general cargo vessels, opening and closing of hatches may be done by crew members or on request to Agents, by stevedores.
SHIP CERTIFICATES:
Load Line Certificate,
Registration Certificate.
CUSTOMS ALLOWANCES: Tobacco: Each crew member including ship's officers, normally allowed by local customs authority 2 oz. of tobacco or 2 pk. of 20 or 25 cigarettes per day released from bond. Wine and/or Spirit: No limitations to use of wine on board. For spirits each crew member is allowed a part bottle per man.
CARGO GEAR: Local Agents provide necessary cargo gear. These are tested every six months in accordance with Factory Law and certificates issued for respective maximum lifting capacities.
IDENTIFICATION CARDS: Not necessary as the Passport will serve this purpose.
CONSULS: No consuls are available. Consular offices are located in Kingston approximately 30 miles away.
REPAIRS: Limited repairs may be undertaken.
DRY DOCKS: None.
REPATRIATION: Upon request, local Agents arrange crew changes and any necessary repatriation.
AIRPORT: Palisadoes International Airport approximately 40 miles.
TIME: GMT minus 5.
HOLIDAYS: New Year's Day (1 January); Ash Wednesday (in accordance with calendar); Good Friday (in accordance with calendar); Easter Monday (in accordance with calendar); Labour Day (23 May); Independence Day (first Monday in August); National Heroes Day (third Monday in October); Christmas Day (25 December); Boxing Day (26 December). These holidays are sometimes subjected to change in accordance with Government Proclamations but work on vessels loading bulk alumina is usually carried out on these holidays. For general cargo vessels, work is optional on Public Holidays and only carried out on Master's request or in accordance with terms of Charter Party.
POLICE/AMBULANCE/FIRE: Old Harbour Constabulary tel. 255; Old Harbour Fire Brigade tel. 235. An ambulance service is available for any crew member requiring medical attention. Several qualified doctors within a 12-mile radius of port. There is also a fire station.
TELEPHONES: Facilities do not exist for placing of telephones on board ship other than Magneto telephones. International telephone services available and scale of rates is as per schedule listed in Jamaica Telephone Company's Directory.
GENERAL: Port normal working days Mondays–Fridays 7.30 a.m. to 4.30 p.m. Overtime in excess of 8 hours per day or 40 hours per week, Monday–Friday at time and a half normal rate; Saturday between midnight and midnight time and a half normal rate, double time for hours worked on Sundays and two and one half times for hours worked on public holidays, between midnight and midnight. Rail facilities exist on Western side of the pier. Ship chandlering or any other requirements may be acquired through local Agents.
SERVICES: Special services are limited. Arrangements can be made through vessel's agents for the port or local contractors to undertake these jobs.
SHORE LEAVE: Crew members usually granted shore leave by Immigration Authority for period vessel remains in port. Immigration Authority can, however, withdraw permission of shore leave to any individual crew member who, in their opinion, may be a security risk.
PORT REGULATIONS: No unusual regulations.
DELAYS: The normal delays in berthing, loading or discharging or bunkering can be expected where the two berths are occupied.
AUTHORITY: (*a*) Alcan Jamaica Limited, Port Esquivel, PO Box 2, Old Harbour, Jamaica, West Indies. Tel. OH 289.
(*b*) The Port Authority, 51 Duke Street, Kingston, Jamaica, West Indies. Tel. 24212.

AGENT: See Kingston.

PORT KAISER: 17.52 N. 77.37 W.

DOCUMENTS:
6 Crew Lists.
4 Stores Lists.
Declaration of Crew Personal Effects.
Customs Clearance from Last Port.
Maritime Declaration of Health.
Vaccination Certificates for all crew members.
Cargo Documents.
PILOTAGE: Compulsory. Pilot boards about 1 mile seaward of the jetty. International code Pilot signals used.
MAX. SIZE: Tankers up to 30 ft. draft.
HEALTH: Pratique granted by customs officers who board on arrival, after Master has completed Maritime Declaration of Health, and Crew's Declaration of Health. All crew members require valid vaccination Certificates. In event of suspected disease or fever on board, Agent should be advised full particulars by radio before arrival.
RADIO: KNRDO 6Y1.
TUGS: None available.
BERTHING: Tanker berth at the end of a finger pier. Pier head is adequately fendered and a holding off buoy is utilised if necessary because of swell. Vessels berth portside to the jetty. Both anchors used.
TANKERS: Fuel and gas oil discharged, 8 in. hoses. No slop facilities.
DENSITY: 1025.
FRESH WATER: Not available.
FUEL: Not available.
CUSTOMS ALLOWANCES: 25 cigarettes and part bottle spirits per day per man.
CONSULS: Nearest at Kingston.
TIME: GMT minus 5 hours. No changes.
SHORE LEAVE: Allowed.
AUTHORITY: Port Authority, Kingston.

AGENT: See Kingston.

SALT RIVER: 17.50 N. 77.10 W.

DOCUMENTS: Health Certificate. Crew List. Manifest. Bills of Lading and other ship's papers for cargo shipped, prepared by Wisco Wharves Limited, a subsidiary of The West Indies Sugar Company Limited.
PILOTAGE: Latest 24 hours prior arrival off pilot station. Cable "Monymusk Lioneltown" giving name of vessel, ETA, date of arrival. Pilotage – optional, Barebush Cay; Compulsory, Pigeon Island; pilot boat at Salt River.
ANCHORAGE: 77° 8.40′ West; 17° 49.58′ North.
RESTRICTIONS: No restrictions.
MAX. SIZE: Draft 30 ft.
HEALTH: Customs grant pratique.
RADIO: Cable agents via Kingston Radio/6YI.
TUGS: Not applicable.
BERTHING: No berthing facilities.
STEVEDORES: 48 hours prior arrival of vessel. Commodity bulk sugar. Loading rate approximately 1,800 tons per day.
MEDICAL: No advance notice required.
FRESH WATER: Can be arranged if given sufficient notice.
FUEL: None available at port but can be arranged.
GANGWAY/DECK WATCHMEN: Customs guards.
OPENING/CLOSING HATCHES: Normally done by crew.
SHIP CERTIFICATES: Registered tonnage certificate on first call. Master's and Chief Engineer's certificates of Competency, also Loading Line Certificate.
CUSTOMS ALLOWANCES: Tobacco, determined by Customs. Wine and/or Spirit, determined by Customs.
IDENTIFICATION CARDS: Not required.
CONSULS: None.
REPAIRS: Not possible.
REPATRIATION: Can be arranged.
AIRPORT: Palisadoes International approximately 50 miles away and served by regular airlines.
TIME: GMT minus 5 hours.
HOLIDAYS: New Year's Day; Ash Wednesday; Good Friday; Easter Monday; Labour Day (23rd May); National Heroes Day; Independence Day; Christmas Day (25th December); Boxing Day.

Work can be arranged on all public holidays except Good Friday and Christmas Day.
POLICE/AMBULANCE/FIRE: Police Vere 233; Ambulance Vere 337; No port fire brigade.
TELEPHONES: Radio communication ship to wharf can be arranged.
SHORE LEAVE: Crew members are allowed ashore.
DELAYS: Delays can be expected.

AGENT: The West Indies Sugar Company Limited, 5 Trevennion Park Road, PO Box 174, Kingston 5, Jamaica, W.I. Tel. 65927–8. Telex 13. Cable address: Head Office: "Wisco Kingstonja". Home Office: "Monymusk Lioneltown".

SAVANNA LA MAR: 18.12 N. 78.09 W.

DOCUMENTS: Declaration of Health Certificate forms obtainable from Supercargo. 4 copies Crew List, Stores List. Manifest, Bills of Lading and other ship's papers for cargo shipped prepared by Sugar Shipping Limited, a subsidiary of The West Indies Sugar Company Limited.
PILOTAGE: Latest 24 hours prior arrival off pilot station. Cable "Wicaroo Frome" giving name of vessel, ETA, date of arrival, cash required. Diesel powered 88 hp launch painted black hull, red deck, white wheelhouse. District – Compulsory and Optional.
ANCHORAGE: 78° 8.20′ West; 18° 11.27′ North.
ENTRY RESTRICTIONS: No night entry or sailing.
MAX. SIZE: Draft 19 ft.
HEALTH: Maritime Declaration of Health prepared by Master and lodged with Customs. MOH is notified of any suspected illness and action taken. Pratique automatic.
RADIO: Cable Agents via Kingston Radio 6YI.
TUGS: Not applicable.
STEVEDORES: No particular ETA advice required. Commodity, bulk sugar. Average loading rate 1,500 tons per day.
MEDICAL: No advance notice required. Hospital facilities available. Smallpox vaccination by MOH and certificate issued.
FRESH WATER: No facilities.
FUEL: No port facilities, but can be arranged.
GANGWAY/DECK WATCHMEN: Customs guards.
OPENING/CLOSING HATCHES: Normally done by crew.
SHIP CERTIFICATES: Registered tonnage certificate on first call. Master's and Chief Engineer's Certificates of Competency, also Loading Line Certificate.
CUSTOMS ALLOWANCES: Tobacco, determined by Customs. Wine and/or Spirit, determined by customs.
CARGO GEAR: No additional requirements. In use, grabs operated by ship's winches.
IDENTIFICATION CARDS: Not required.
CONSULS: None.
REPAIRS: Not possible.
REPATRIATION: Can be arranged.
AIRPORT: Montego Bay International approximately 32 miles away and served by regular airlines.
TIME: GMT minus 5 hours.
HOLIDAYS: See "Kingston".
POLICE/AMBULANCE/FIRE: Police Savanna la Mar 621; Ambulance 533; Fire 666 and 540.
TELEPHONES: Radio communication ship to wharf can be arrange during day only.
SHORE LEAVE: Crew members are allowed ashore.
DELAYS: Delays can be expected.

AGENT: The West Indies Sugar Company Limited, 5 Trevennion Park Road, PO Box 174, Kingston 5, Jamaica, W.I. Tel. 65927–8. Telex 13. Cable address: Head Office: "Wisco Kingstonja". Home Office: "Wicaroo Frome".

Japan

AIOI, Drydocking Port: 34.46 N. 134.28 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists, including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist watch, radio, firearms/swords, etc., (only at first port of call in Japan).

Ship's Agents will prepare: Inward/Outward Declaration. 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agents should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Inland Sea Pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all inland sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea Pilots also act as Harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits). Position 34.38N.; 135.11E. Telegraphic address: "Anjin Kobe".
2. Sekisaki, 3 miles South of Sekisaki lighthouse. (Vessels transitting Bungo Channel.) Position 33.13N.; 131.54E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot station.
3. Hesaki, at East side of Kanmon (Shimoneseki) Straits. Position 33.56.24N.; 131.03.12E.

Aioi Dock Master not licensed to pilot vessels from outer harbour and boards at anchorage.
ANCHORAGES: Inside Aioi Bay. Maximum 18 ft. draft.
A. True bearing 250° from Kabeshima post, distance 350 m.
B. True bearing 217° from Kabeshima post, distance 730 m.
C. True bearing 313° from Kasamatsu Iwa bench mark, distance 620 m.

RESTRICTIONS: Vessels may anchor any time day or night. Draft to be adjusted to enter dry dock per dockyard recommendation as follows:

Name of Dock	*Trim Recommendation*
No. 1 & 2 Dry dock	$\frac{\text{Vessel's L.O.A. (mm.)}}{200}$ plus 500 mm.
No. 3 Dry dock	$\frac{\text{Vessel's L.O.A. (mm.)}}{300}$ plus 500 mm.

MAX. SIZE: Max. size of ships to be accommodated as follows:

DOCK	*LOA*	*LBP*	*Breadth*	*Draft*	*DWT (L/T)*
No. 1 dock	238 m.	230 m.	33 m.	5·5 m.	73,000
	780′9″	754′7″	108′3″	18′	
No. 2 dock	156·1 m.	145 m.	19·5 m.	5·5 m.	14,000
	512′1″	475′8″	63′11″	18′	
No. 3 dock	341 m.	328 m.	54 m.	6·0 m.	300,000
	1118′9″	1076′1″	177′1″	19′8″	

HEALTH: Pratique to be obtained at another Port prior arrival Aioi.

At first port of call in Japan, vessel must obtain free pratique. Quarantine officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards. Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agents prior to arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agents through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West-bound vessel to Choshi and North-bound to Nagasaki Radio respectively.
TUGS: Normally join vessel at anchorage inside Aioi Bay. Tug's lines always used without charge.
TANKERS: Must be fully gas-freed before arrival. No facilities for tank cleaning or gas freeing.
DENSITY: Average 1025/1026 winter, and 1018/1020 summer.
FRESH WATER: Available from jetty/dock. Cost Y120 per ton (approx.).
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
CUSTOMS ALLOWANCES: Only allowed 50 cigarettes to take ashore, but no spirits.
CONSULS: None.
REPAIRS: Dockyard port. All repairs available. Specialist technicians obtainable from Kobe/Osaka area.
AIRPORT: Osaka (Itanii).
TIME: GMT plus 9 hours. Permanent.
POLICE/AMBULANCE/FIRE: Police 07912 or Aioi 2–0740; Ambulance/Fire 119 or Aioi 2–7128.
TELEPHONES: Placed aboard at IHI shipyard.
SERVICES: No special services at Aioi, but available from Kobe/Osaka.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
AUTHORITY: Hyogo-Ken-Cho, 5 cho-me Shimoyamate-don, Ikuta-Ku, Kobe City, Kobe, Japan.

AGENTS: Shikama Kaiun K.K., Minatomachi, Shikama-Ku, Himeji. Tel. Himeji (0792) 35–0912. Telegraphic, Shikamakaiun Himeji.

AKITA: 39.45 N. 140.03 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
5 Crew Lists including Passport Nos.
5 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist watch, radio, firearms/swords (only at first port of call in Japan).

Ship's Agents will prepare Inward/Outward Declaration 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Ships agents should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Not compulsory but recommended, available daylight only. Boards off Akita one mile 280° from Akita lighthouse or off Funakawa one mile 140° from breakwater end light if required. 2 Pilots board if ship's gross tonnage exceeds 18,000. Cost 180% of pilotage.

ANCHORAGE: Off Akita, 2 miles 280° from Akita Lighthouse. Depth exceeds 20 metres. Bottom – soft clay with mud. No buoys.

RESTRICTIONS: Pilot available daylight only.

MAX. SIZE: Max. draft available 9·6 metres in fairway. Size at berths, see "Berthing". Minimum depth at extreme low water – In fairway – 10·0 m. At Anchorage – 20·0 m.

HEALTH: Officer stationed at Funakawa. Quarantine anchorage 39° 51′ N. 139° 53′ E. When impossible to inspect at Funakawa, i.e. during bad weather, attends off Akita.

RADIO: Niigata Radio when ship coming from South. Sapporo Radio when ship coming from East/North. Choshi Radio if long distance.

TUGS: One tug available 800 h.p. owned by local government, 4 small tugs 150–180 h.p. privately owned.

BERTHING:

Wharf	*Length*	*Depth*	*Berthing capacity*	*Discharging*
Nakajima No. 1	160 m.	9·0 m.	10000 G/T.	Phosphate, Grain, logs
Nakajima No. 2	185 m.	10·0 m.	15000 G/T.	Logs, zinc concentrate
North Pier	227 m.	7·5 m.	5000 G/T.	Coal, logs.
South Pier	227 m.	5·5 m.	3000 G/T.	Ore, logs.

STEVEDORES: Working time 08.30–16.30 every day.

Phosphate rock in bulk: 200–270 tons per hour by shore crane, 50–70 tons per hour by ship's gear.

Grain in bulk: 150–170 tons per hour by shore crane, 40–60 tons per hour by ship's gear.

Logs/lumbers: 200,000 BM per gang per day (Nanyozai), 80,000–100,000 per gang per day (Beizai).

Potash in bulk: 150–180 tons per hour by shore crane, 50–60 tons per hour by ship's gear.

Fertiliser in bag: 250–300 tons per day per gang.

Zinc concentrate in bulk: 140–160 tons per hour by shore crane. 40–60 tons per hour by Ship's gear.

RADAR/VHF: Not port radar service. VHF Channel 16–156·8 megacycles. VHF Channel 12–121·5 megacycles. Operated by Regional Maritime Safety Headquarters – Harbour Master.

MEDICAL: Hospital and treatment available.

DENSITY: 1.020–1.021. Tidal range 20/30 cm.

FRESH WATER: Available at every wharf. Rate 30 tons per hour.

FUEL: Domestic bunkers available. If bonded bunkers required, brought from Niigata, Hakodate.

DEVELOPMENTS: (*a*) New berth. 1,400 m. long, 10 m. deep, to be completed by 1972, for one 30,000 d.w or two 15,000 dw near port entrance.

(*b*) One private, one public berth, each for 30,000 dw to be completed by 1971 at other side of present berth.

(*c*) New rafting pool, 166,000 m². Stocking yards for lumber/logs off 190,000 m² to be completed by 1972.

(*d*) New breakwater and anchorage inside breakwater to be completed by 1972.

(*e*) New tug 2,000 h.p., 1971.

GANGWAY/DECK WATCHMEN: Not compulsory, but available if required.

OPENING/CLOSING HATCHES: Stevedores open and close hatches. Cost Y4,400–Y7,200 per hour depending on cargo. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete before berthing.

CERTIFICATES: Ship's register to show Customs Inspector, ship's registered Gross and Nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance seems poor.

CUSTOMS ALLOWANCES: Only 50 cigarettes to take ashore. No spirits.

CONSULS: No Consuls, but two notary public offices.

REPAIRS: Minor repairs only.

REPATRIATION: Possible.

AIRPORT: Flights to Tokyo 2 or 3 times per day. 12 kilometres from port.

TIME: GMT plus 9 hours. No alterations during year.

HOLIDAYS: Local holidays January 2nd, 3rd; July 13th (p,m.) 14th, 21st; Dec. 31st. Other Sundays/holidays/non-working days see "Tokyo".

POLICE/AMBULANCE/FIRE: Contact through Agents.

GENERAL: *Harbour Protection* – Breakwaters, South and North.

Weather Conditions past two years

	Spring	*Summer*	*Autumn*	*Winter*
Temp. on average	8·5°C	21·7°C	13·0°C	—0·5°C
Rainfall on average	122 mm.	171·3 mm.	120·5 mm.	133·5 mm.
Wind force and direction	4·0 E.S.E.	3·3 E.S.E.	4·1 E.S.E.	5·2 N.W.

Warehouse/Silo – 31 Warehouses/silos, area 28,450m² including fumigating warehouse/silos.

Stock Yards – 7 yards 82,520 m² for coal, ore, etc. 100,000 m² for lumber/timber.

Services-Provisions – Available. Hold Cleaning – Available. Surveyor – from Funakawa/Niigata.

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension if ship stays longer.

AUTHORITY: Akita-Kencho, 1–1, Sammo 4, Akita City.

AGENT: Sub-Agents of Dodwell & Co. Tokyo. Akita Kairiku Unso K.K., 44, 10–ban, Nishi 1–chome, Tsuchizaki–ko, Akita. Tel. Akita (0188) 45–0185/9. Telegraphic – "Akita Kairiku Akita".

AMAGASAKI: 34.42 N. 135.24 E.

DOCUMENTS:

Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage i.e. tobacco, wine/spirits, camera, wrist watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's agents will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's agents should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Usual for Pilot to embark at Kobe (Wada Point); however, if Master does not require a Pilot between Wada Point and Amagasaki, Pilot embarks off Amagasaki.

Cables: "Hanshinpilot Osaka" and "Hanshinpilot Kobe". One day's notice ETA required. Telephone through VHF. 3 Pilot boats at Osaka and 6 boats at Kobe with wireless communication with Pilot Station. Pilot boards Kobe, Wada Point (Kobe quarantine anchorage). Amagasaki, 2·5–3 miles off Amagasaki. In case bad weather unable to take Pilot. Safe pilot ladder required. Vessel waiting for Pilot at anchorage as above.

ANCHORAGE: No quarantine anchorage; quarantine inspection only available at Kobe (Wada Point). Safe anchorage (approx.) position 34° 39′ 30″ N., 135° 20′ 18″ E. Draft 12·80 metres.

MAX. SIZE:

	Kobe Steel Works (Ohgimachi Wharf)	*Kobe Steel Works (Ohama Wharf)*
Maximum LOA	200·0 m.	176·81 m.
Maximum breadth	No limitation	No limitation
Maximum draft	11·70 m.	10·40 m.
	Public Wharf	
Maximum LOA	180·21 m.	
Maximum breadth	No limitation	
Maximum draft	9·60 m.	

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Chosi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: Tug usually joins vessel at anchorage off Amagasaki. Tug's line used for operation free of charge.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time (Y4,400–Y7,200 per hour per gang). If cargo gears not rigged on berthing, stevedores will do same for ship's crew (Y2,200–Y3,600 per hatch). Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

MEDICAL: No advance notice required unless urgent.

DENSITY:

	Ohgimachi Wharf	*Ohama Wharf*	*Public Wharf*
Winter	1023·5–1025·0	1020–1025	1025–1119
Summer	1022·0–1025·0	1013–1025	1017–1025

FRESH WATER: Available at any time.

	Kobe Steel Works Wharfs	*Public Wharf*
Methods	Shore line	Shore line
Cost	Daytime Y80.–	Y80.–
	Before midnight Y120.–	Y120.–
	After midnight Y160.–	Y120.–
Sunday, Holiday	Daytime 40% up	40% up
	Before midnight 50% up	50% up
	After midnight 100% up	50% up

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

DEVELOPMENTS: One more public wharf under construction and scheduled to complete 1971. Wharf will be equipped with one shore-crane specially for scrap cargo.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost day-time (0800–1700 hours) Y2,700, Night-time Y5,940.

OPENING/CLOSING HATCHES: Stevedores carry out opening

and closing hatches. Cost Y4,400–Y7,200 per hour per gang depending on type of cargoes. It any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.

CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.

CONSULS: No consulate in Amagasaki area.

REPAIRS: No dockyard. Minor repairs can be carried out on vessel alongside wharf.

REPATRIATION: Possible.

AIRPORT: International airport Osaka, 15 miles from Amagasaki.

TIME: GMT plus 9. No alterations made to clocks during year.

HOLIDAYS: Kobe Steel (Ore/Coal) Nil. Public Wharf (Scrap) 20th July.

POLICE/AMBULANCE/FIRE: Police 110; Ambulance 119; Fire 119.

TELEPHONE: No telephone installation service on board.

SERVICES: Compass adjustment can be carried out at anchorage.

SHORE LEAVE: Local Immigration Officers issue shore pass valid for only 3 days, but 3 days extensions possible if ship stays longer.

AUTHORITY: Hyogo-Ken-cho, 5 cho-me, Shinoyamate-dori, 1 Kuta-Ku, Kobe City.

AGENTS: Dodwell Tramp Agencies, Osaka. (see "Osaka".)

CHIBA (including Yahata): 35.36 N. 140.07 E.

DOCUMENTS:

Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Stores List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist watch, radio, firearms/swords, etc., (only at first port of call in Japan).

Ship's agents will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: See "Tokyo".

ANCHORAGES: Quarantine anchorage on Northern part of Tokyo wan. Chart No. 1061. published by Maritime Safety Agency.

RESTRICTIONS: Following signals exhibited at Chiba Lt. and Chiba Signal Station.

	By Night	*Remark*
Chiba Route	W. flash 2 secs.	Over 500 GT outwards — STOP.
	R. flash 2 secs.	Over 500 GT entering — STOP.
	R. and W. flash 3 secs.	Over 10,000 GT entering or outwards — STOP.
	3R. and 3W. flash 6 secs.	Entering or outwards — STOP.
Ichihara Route	○G. ○G.	Over 500 GT outwards — STOP.
	○R. ○R.	Over 500 GT entering — STOP.
	○G. ○G. ○R.	Over 10,000 GT entering or outwards — STOP.
	○G. ○G. ○R. ○R.	Entering or outwards — STOP.

MAX. SIZE: Keiyo Sea Berth can take 200,000 d.w. vessel.
Chiba Harbour Route Depth of Water—12.0 m. Width 250.0 m. length 7.200 m.
Ichihara route. Depth—12 m. Width 250 m., length 2,350 m.
Anegasaki route. Depth—16 m. Width 350 m., length 1,450 m.

HEALTH: Radio pratique available, requested through Agent. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination cards, derating Exemption Certificate. In case vessel arrives from cholera infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which covers all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: Tugs join vessel at entrance of each waterway. Tug's line used.

BERTHING: Contact Agent for berthing arrangements on entry. No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

Chiba District
Public Pier

Name of Pier	*Metres Depth*
Inner Harbour Chiba Harbour loading place	4
Inner Harbour of Chiba Harbour Wharf	3
Desu Pier	7·5
Private Piers	
Products Loading Pier A.	9·5
Products Loading Pier B.	10·5
Front Dolphin, No. 2	9·2
Limestone Pier	12·0
Front Pier, No. 1	9·5
Front Dolphin	9·5
Front Pier, No. 2	12·0
Limestone Pier	6·0
Scrap Pier	4·5
Soga Scrap Pier	6·0
Soga Products Loading Pier	6·0
Soga Limestone Pier	6·0
Samukawa Pier	5·0
Samukawa Pier	5·5
Samukawa Pier	5·5
Samukawa Pier	5·5
Chiba Thermal Power Pier	9·0
Chiba Thermal Power Dolphin	7·5
Chiba Thermal Power Dolphin	7·5
Mobil Oil Dolphin	5·0
Samukawa Pier	3·5
Samukawa Pier	3·5
Samukawa Pier	2·5
Chiba Thermal Power loading place	2·0

Ichihara District
Public Piers

Ichihara Pier	7·5
Ichihara Loading place	4·0
Ichihara Suiro Loading place	3·0
Goi Loading place	3·0
Yorokawakawaguchi Loading place	4·0
Yorokawawaguchi Loading place	3·0
Private Piers	
Showa Electrification Dolphin	9·5
Showa Electrification Wharf	9·5
Showa Electrification Wharf	5·0
Showa Denko Pier	4·5
Fuji Electric Dolphin	9·0
Fujisatusi Pier	6·0
Yoneda Product Pier	4·5
Nippon Cement Pier	9·0
Goi Steam Power Pier	
Goi Steam Power Pier	9·0
Goi Steam Power Loading place	9·0
Front Dolphin	9·0
Manufacture Wharf	12·0
Manufacture Wharf	6·0
Manufacture Wharf	5·0
Imodoko Terminal	15·0
Chisso Petroleum Loading place	16·0
Asahi Glass Wharf	5·0
Asahi Glass Pier	9·5
Ube Kosan Pier	4·5
Ube Kosan Dolphin	11·0
Kyodo Pier	10
Denka Pier	6·0
Wharf No 1	15·5
Wharf No. 2	16·0
Wharf No. 3	16·0
Wharf for Products	16·0
Wharf for Products	6·0
Wharf for Products (south)	5·0
Wharf for Products (eastside)	5·0
Nippon Sheet Glass Pier	5·0
Anegasaki Steam Power Pier	6·0
Azuma Steel Loading place	5·0

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agents to arrange stevedores. Vessel must constantly keep her Agents advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours (50% additional of basic stevedorage) 2100–0500 hours next morning (130% additional) Sundays/holidays (60% additional).

MEDICAL: No advance notice required unless urgent.

RADAR/VHF: No radar service. VHF call sign "Chiba Port Radio" Channel No. 12 156·6 M/c (Simplex), Channel 14 156·7 (Simplex), Channel 16 156·8 (Simplex), Channel 20 161·6 (Duplex)' Channel 22 161·7 (Duplex).

TANKERS: Ten tanker berths and max. permitted draft 20 metres. 200,000 dwt.

FRESH WATER: Cost per ton at berth 80 Yen. (approx).
FUEL: All grades available.
DEVELOPMENTS: 5-year port development plan. Three 5,000-ton berths, depth 7·5 m. Ten 2,000-ton berths (5·5 m.) 300 m. unloading wharf, and three 10,000-ton berths, depth 10 m. Ore berth to be dredged to 17 m. by end 1972.
GANGWAY/DECK WATCHMEN: Recommended. Cost: General Y1,841–3,766, Special Y2,009–4,185 (approx.).
OPENING/CLOSING HATCHES: Carried out by stevedores. Cost: General cargo day-time Y6,000, night Y8,400. Bulk cargo day-time Y7,500, night Y10,400.
SHIP CERTIFICATES: See "Tokyo".
CUSTOMS ALLOWANCES: Tobacco – 200 cigarettes. Wine and/or spirits – one bottle.
CONSULS: None.
REPAIRS: All major repairs possible.
DRY DOCK: Mitsui Ship Building Yard 500,000 d/w and 300,000 d/w dry docks.
REPATRIATION: Available.
AIRPORT: About 70 km. to Tokyo Airport.
TIME: Japan Standard Time (135° E) = GMT plus 9. Permanent.
HOLIDAYS: New Year's Day (January 1st); Attaining the Age of Maturity Day (January 15th); State Foundation Day (February 11th); Vernal Equinox Day (March 21st); Birthday of Emperor (April 29th); Constitution (May 3rd); Children's Day (May 5th); Respect Day for the aged (September 15th); Autumnal Equinox Day (September 24th); Gymnastic Day (October 10th); Civilisation Day (November 3rd); Labour Thanksgiving Day (November 23rd). Cargo work can be arranged at 50 – 100% extra on basic costs.
POLICE/AMBULANCE/FIRE: Police tel. 110, Fire and Ambulance 119.
TELEPHONE: No facilities for placing telephones on board.
SHORE LEAVE: Local Immigration offices issue shore pass valid for only 3 days, but 3 days extensions possible if ship stays longer.
AUTHORITY: Chiba Prefectual Government: 1. Ichiba cho Chiba Japan Tel. Chiba (22)–2100.
Enquiry Office: Chiba Port Control Office, Chuoke Chiba Japan. Tel. Chiba (42)–6201–4.

AGENT: Sub-Agent of Dodwell & Co. Tokyo. Chiba Kaiun Sangyo Co. Ltd., 1–20, 3-Chome, Suehiro, Chiba. Cable Chibamarine, Chiba. Tel. Chiba (0472) 61–3361.

FUKUYAMA: 34.29 N. 133.21 E.

Located on central northern coast of Setonaikai (Inland Sea) and on border of Hiroshima Prefecture and Okayama Prefecture.
DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).
Ship's agents will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agents should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Inland Sea Pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot-stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot-stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits) Position 34° 38′ N. 135° 11′ E. Telegraphic address "Anjin Kobe".

2. Sekisaki, 3 miles South of Sekisaki lighthouse. (Vessels transitting Bungo Channel). Position 33° 13′ N. 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed shelter as near as possible having due regard to safety, to Sekisaki pilot-station.

3. Hesaki, at East side of Kanmon (Shimonoseki) Straits. Position 33° 56′ 14″ N. 131° 03′ 12″ E.

APPROACHES: Approach channel: length: (from quarantine anchorage to "A" berth) 7,000 metres; depth: 14 metres below low water; width: 300 metres.
Branch channel: (leading to NKK loading berths) depth: 11 metres below low water; width: 200–300 metres.
Note: Dredging of the approach channel to 16 metres with a width of 350 metres is now under way, and is expected to be completed by April 1971. Until then the arrival draft of vessels is to be controlled at 15·00 metres.
ANCHORAGES: Quarantine anchorage position: 34° 22·5′ N. and 133° 26·3′ E., an area of 750 metres radius.
MAX. SIZE: (Also see "Approaches").

NKK's Private Berths.

Berth	Length and depth (in meters)	Max. vessels acceptable (in dwt)	Unloaders	Cargoes handled
Raw Materials Berth				
"A"	300 17	150,000	4 gantry cranes each with 1,500 tons per hour discharging capacity	Iron ore and coal
"B"	280 16	100,000		
"F"	180 11	20,000	2 level-luffing cranes each with 300 tons per hour discharging capacity	Coal and other raw materials except iron ore
Mooring buoy	— 11	25,000	Ship's gear	Pig iron and scrap
Scrap berth	180 13	35,000	2 level-luffing cranes each with 20 tons lifting capacity	Pig iron and scrap
Export Berths				
Berth 1	234 11	30,000	2 level-luffing cranes each with 30 tons lifting capacity	Steel coil and plate
Berth 2	230 13	35,000	1 level-luffing crane with 30 tons lifting capacity and 1 gantry crane with 20 tons lifting capacity	Steel coil and plate
Pipe berth	200 13	35,000	1 level-luffing crane with 20 tons lifting capacity	Steel pipe

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards. Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agent through Chosi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Chosi and North bound to Nagasaki Radio respectively.
TUGS: "Nikko Maru" and "Kofuku Maru" (both 3,000 h.p.) are available in the Fukuyama Harbour. Additional tugs are available from other Inland Sea terminals.
BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.
STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the agents, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.
MEDICAL: No advance notice required unless urgent.
DENSITY: Summer 1·016–1·022. Winter 1·025. The density not much affected by tide, which is maximum 3·84 metres.
FRESH WATER: Available at any berth. Supply capacity 50 tons per hour. However, for a vessel moored to a buoy or at anchorage, water barge comes from Onomichi.
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice. Bunkering barge comes usually from Mizushima (31 miles East of Fukuyama) or from Kobe (97 miles East of Fukuyama). Therefore, an advance order is required.
DEVELOPMENTS: Berth "E" for discharge of raw materials which accommodates up to a 80,000 d/w will be built. Expected commence construction 1971.

Approach channel: The dredging of approach channel to 16 metres expected to be completed by April, 1971.

The construction of the fourth blast furnace was commenced on December 9, 1969 and is expected to be completed in May 1971. When this fourth blast furnace commences production, the annual crude steel output of the Fukuyama Works will increase to 12 million tons. NKK has as its target the construction of a fifth blast furnace thereafter with an annual crude steel output of 15 million tons.

The building of a big-diameter pipe plant is now under way on reclaimed land off Kasaoka, Okayama Prefecture, adjacent to Fukuyama. The pipe mills commenced operation 1970 and a berth accommodating a 35,000 tonner will be built, facing the raw material berths.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost daytime (0800–1700 hours) Y2,700, night-time Y5,940.
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost Y4,400–Y7,200 per hour per gang depend-

ing on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting, Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.
CONSULS: None.
REPAIRS: Only minor repairs.
DRY DOCK: None. Available at Innoshima or Mukaijima.
REPATRIATION: Possible.
AIRPORT: Okayama airport 70 kilometres from Fukuyama which takes about 2 hours by car. 2 flights daily.
TIME: GMT plus 9. No alterations made to clocks during year.
POLICE/AMBULANCE/FIRE: Report to Guardmen's office located at West Gate of Nippon Kokan.
TELEPHONES: No arrangements for placing telephone on board. Private telephones connecting with offices in the compound of the Fukuyama Works are placed at each of the raw material berths.
For vessels alongside export berths, private telephone available at foremen's office located on berth.
GENERAL: Fukuyama is a local and new port, developed along with the expansion of Nippon Kokan, Fukuyama Steel Works.
Ship repairs (except small ones) for machinery, radio, radar, etc., are all arranged by firms located in Tokyo, Osaka and Kobe.
SERVICES: Hold cleaning. Labour comes from Mizushima.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AGENTS: Subagents of Dodwell & Co. Ltd., Tokyo. Nissan Shipping Co. Ltd., NKK Kayi Bldg., 1, Kokan-machi, Fukuyama. Tel. Fukuyama (0849) 41–0535, 3210. Telegraphic Address "Sunsenpaku Fukuyama".

FUSHIKI: 36.49 N. 137.03 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
6 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).
Ship's agents will prepare Inward/Outward Declaration, 2 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Pilot available any time during daylight. Not compulsory. No telegraphic address of pilot station, therefore, direct advice to local Agent always required. Pilot meets vessels 209 degrees 2 miles off leading light, thence takes vessel to Quarantine Anchorage ground. Due to many fish-nets on both sides of fairway if requiring to come into Quarantine Anchorage without taking Pilot, necessary to advise Agent in advance. In case of bad weather and need to await outside port, recommend cruising in Toyama Bay until sea abates. Bay area too deep to anchor and also danger of fish-nets. When approaching position for Pilot, give exact ETA to Agent by using Niigataradio and/or VHF to Fushiki Harbour Master. Small wooden pilot boat painted yellow. No particular light or sound signals required.
ANCHORAGE: Safe at all seasons with depth from 8 to 11 metres. Sand and clay bottom. Room at anchorage for at least six vessels over 5,000 gross tons.
RESTRICTIONS: Pilot not available during darkness. No restrictions on tide, because small tide in all seasons. If draft over port limitation, vessel enters port after making adjustment by lightening in Outer Harbour.
MAX. SIZE: Length 180 metres, draft 31 ft. in summer and 30 ft. in winter. However, depth of port not always definite, being a river port, and dredging operations always carried out to keep depth all year round. Tidal range is maximum 0·45 metres.
HEALTH: At first port of call in Japan vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.
RADIO: (also see "Pilotage".) Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Chosi and North bound to Nagasaki Radio respectively.
TUGS: Tugs normally join vessel at port entrance, but sometimes in Outer Harbour for large vessels. Narita-Maru (2,060 h.p.) and Nihonkai-Maru (1,800 h.p.) provide lines, free of charge and Raicho-Maru (760 h.p.) uses ship's line. Used only when pilot on board.
BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agents mainly by radio.
STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agents, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.
MEDICAL: No advance notice required unless urgent.
DENSITY: Average density between 1015 and 1019 in all seasons.
FRESH WATER: Available, from left wharf No. 1 and 2, average 45 tons per hour, 120 yen per ton in daytime. In other berths, to be supplied by barge, average 50 tons per hour, 170 yen per ton in daytime.
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker ports at maximum 7 days prior notice.
DEVELOPMENTS: Right No. 4 wharf reconstructed, now 175 metres long, 10 meters deep, also Right No. 5 wharf, 130 metres long, 7 metres deep. Left No. 1 pier under reconstruction, when completed will be 185 metres length, 10 metres depth. Left No. 2 pier to be reconstructed and completed to same size as Left No. 1.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost day-time (0800–1700 hours) Y2,700, night-time Y5,940 (approx.).
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.
CONSULS: None.
REPAIRS: Minor repairs only.
DRY DOCKS: No dry docks. Nearest available in Toyama.
REPATRIATION: Possible.
AIRPORT: Toyama Airport about 35 kilometres distance. Two regular services a day. ANA only.
TIME: GMT plus 9. No alterations made to clocks during year.
HOLIDAYS: 1st May and New Years Day.
POLICE/AMBULANCE/FIRE: Police, Fushiki Police Station, Takaoka (0766) 44–1500; Ambulance, Fushiki Fire Station, Takaoka (0766) 44–1122; or 119; Fire, Fushiki Fire Station, Takaoka (0766) 44–1122.
TELEPHONES: No facilities for placing telephones on board.
SERVICES: Hold cleaning available.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
AUTHORITY: Toyama-Kencho, 1–7, Shinsomagatiwa, Toyama City.

AGENTS: Subagents of Dodwell & Co. Ltd., Toyko. Fushiki Kairiku Unso K.K, 6–6, Fushiki-Minatomachi, Takaoka-shi. Tel. Takaoka (0766) 44–1300. Telegraphic address "Fushikikairiku Fushiki".

HACHINOHE (Hachinoe): 40.32 N. 141.33 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).
Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's agents should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Pilot not compulsory, but arrangeable at Master's request. Pilot always arranged by Agent if Master requires, and vessel required radio Agent ETA 24 hours before arrival. Pilot boat has no facility to communicate with ship, but flies pilot flag ("H"). Pilot boards at Quarantine Anchorage (lat. 40° 32′ N. long. 141° 32′ E.).
ANCHORAGE: Open sea anchorage. Depth of water: 9–12 metres.
RESTRICTIONS: Pilot arrangeable only in daytime for entry.
MAX. SIZE: Draft: 9·00 m. (29 ft 8 in.). LOA: 160 metres (524 ft. 10 in.) Breadth: no restriction.
HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards. Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine Office through ship's Agents prior to arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUG: Tug joins vessel inside breakwater.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.
STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores connot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.
MEDICAL: No advance notice required unless urgent.
DENSITY: 1.025.
FRESH WATER: Available from wharf and barge. 20 tons/hour from barge (capacity: 60 tons). 30 tons/hour from wharf. Cost of water: Y60.– per M/T from wharf. Y130.– per M/T from wharf. Overtime service: plus 30% for 1700–2200 and Sunday/holiday. Plus 50% for 2200–0500.
FUEL: No bonded fuel oil, but domestic diesel oil.
DEVELOPMENT: New wharf expected to be constructed by 1972 LOA: 460 metres, and depth 10 metres.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost day-time (1800–1700 hours) Y2,700, night-time Y5,940.
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost Y4,400–Y7,200 per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.
CONSULS: None.
REPAIR: Minor repairs such as welding, piping and lathing.
REPATRIATION: Possible.
AIRPORT: One flight per day by All Nippon Airlines (ANA). Distance: about half an hour by car from wharf to airport at Hachinohe City. Service area: Hachinoho/Tokyo. (2·5 hours required).
TIME: GMT plus 9. No alterations made to clocks during year.
HOLIDAYS: 1st May, 21st August.
POLICE/AMBULANCE/FIRE: Police 2–4141 (Headquarters); 3–0237 (Water Police Station); Ambulance 119; Fire 119.
TELEPHONE: No facilities for placing telephones on board.
GENERAL: 1. Discharging ex-gearless vessel not available at anchorage because of no facilities. 2. In case vessel is moored to buoy, vessel required to prepare anchor chain (port or starboard anchor chain) prior to ship's arrival.
SERVICE: Surveyor: Tally. Hold cleaning. Radar service by Nippon Radar Service Co. Notary public. Bunker: No bonded oil, but domestic diesel oil.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
AUTHORITY: Aomori-Kencho, 1, Nagashima 1, Aomori City.

AGENTS: Subagents of Dodwell & Co. Ltd., Tokyo. Abeki Shokai, c/o Marufuku Ryokan, Same-machi, Hachinoho. Tel. Hachinohe (01782) 3–0218. Telegraphic address "Abe Hachinohe".

HAKATA: 33.37 N. 130.23 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's agents will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Not compulsory, but necessary unless Master well acquainted with locality. Pilot embarks at quarantine anchorage; position 33° 38′ N. 130° 19′ 30″ E. Request for Pilot made through ship's Agent, Master reporting ship's ETA by radio giving accurate time of arrival at least 24 hours prior arrival, also any subsequent change. No VHF. In the event of rough sea, harbour tug-boat will be used.
ANCHORAGE: No anchorage in port.
RESTRICTIONS: No restrictions if vessel in free pratique and draft less than 10 metres. No tide.
MAX. SIZE: No restrictions of length, breadth. Draft to be less than 10 metres (largest vessel berthed at Hakata: g/t 22,488).
HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: normally join vessel when approaching wharf. Ship's lines used.
BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.
STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew. Overtime surcharges 1700–2100 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.
MEDICAL: No advance notice required unless urgent.
DENSITY: About 1,024.
FRESH WATER: No water barge available. Hydrants: at Central and Suzaki Pier. Rate of delivery: 26/30 tons per hr.
Cost – Y95.– per ton.
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
FIRE PRECAUTIONS: Modern chemical fire service boat "Hiryu Maru" (30 tons).
DEVELOPMENTS: New berths at Hakozaki Wharves (completing 1972). 1 berth for 45,000 d/t (minus 12·0 m.) 1 berth for 15,000 d/t (minus 10·0 m.) and also lumber port (stock point 347,000 m.)
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost day-time (0800–1700 hours) Y2,700, night-time T5,940.
CERTIFICATES: Ship's register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears maintenance appears to be poor.
CUSTOMS ALLOWANCES: Only allowed 50 cigarettes to take ashore but no spirits.
CONSULS: American Consul, Fukuoka, tel. 092–75–9331.
REPAIRS: Local workshop (fishing-boat repairs) available only for small repairs, so Agent for ocean-going vessel in Hakata arrange repairs from Moji or Tobata.
REPATRIATION: Possible.
AIRPORT: Fukuoka airport: Distance: about 20 minutes from Hakata port by car. JAL Domestic regular airline for Tokyo and Osaka. ANA Domestic regular airline for Tokyo, Osaka. Also, CATHEY and JAL airlines for Taipei, Hong Jong twice a week.
TIME: GMT plus 9. No alterations made to clocks during year.
POLICE/AMBULANCE/FIRE: Police/Ambuoance tel. 110; Fire 119.
TELEPHONES: No arrangements exist for placing telephone on board.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible is ship stays longer.
AUTHORITY: Fukuoka-Shiyakusho, 8–1 Tenjin 1, Fukuoka City.

AGENT: Sub-agents for Dodwell & Co. Ltd., Tokyo. Holme Ringer & Co. Ltd., Fukuoka Branch, c/o Mitsubishi Warehouse Co. Ltd. 9, Okihama-che, Fukuoka. Domestic Telex 722–684 Mitsubishisoko Fuk with "For Ringer Hakata" at head of text. Telegraphic address "Ringer Fukuoka".

HAKODATE: 41.47 N. 140.46 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Stores List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's agents will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Not compulsory, but in practice is necessary. Pilots available 24 hours a day and vessels able enter and leave port day and night. Pilots board about 1½ miles S.W. of Breakwater Lt. Ho. Pilot-boat is small boat carrying flag 'pH".

The limit of Hakodate piloting district is the sea area surrounded by a line drawn from Obana Misaki to Kattoshi Misaki and the coastline.
ANCHORAGES: Quarantine anchorage outside Breakwater and care should be taken not to foul fishing nets. Good anchorage inside breakwater at East side of section 3 – depth 11 to 13 metres.
RESTRICTIONS: Quarantine and Customs business between 0800 and 1700 hours only.

MAX. SIZE: Tankers up to 72,000 dwt. at S.B.M.

(*a*) *Buoy* No. 1 Buoy 6,000 tons g.t.
No. 2 ,, 8,000 ,,
No. 3 & No. 4 ,, 10,000 ,,

(*b*) *Pier & Wharf*	*Depth*	*Length*	*Capacity*
Central Pier (South side)	8m	133 m.	6,000 g.t (1)
,, (North side)	9m	171 m.	8,000 ,, (1)

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination cards, derating Exemption Certificate. In case vessel arrives from cholera infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine office through ship's Agent prior to arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which covers all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: Two tug-boats available for big ships: m.s. "Hakodate Maru" 107 g.t. 800 h.p. (Hakodate Municipal); m.s. "Soryu Maru" 150 g.t. 1,100 h.p. (Kyodo-Office) Ferry Boat Co. Tug-boat waits and joins vessel near the appointeed berth. Tug line generally used.
BERTHING: No specific requirements. Pilot boarding time will be notified by ship's agents mainly by radio.
STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional. Sundays/holidays 60% additional.
MEDICAL: No advance notice required unless urgent.
TANKERS: Asia Oil Co. sea berth suitable for up to 72,000 dwt at Imodco buoy.
DENSITY: Average 1025.
FRESH WATER: Available at piers ex-hydrants and by barge at anchorage. Supplier, Hakodate Municipal Office.
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
Fuel supplies for Hakodate are generally lightered from Tokyo Bay area and delays can be caused by weather conditions.
DEVELOPMENTS: Extension to North Side Central Pier providing additional berth suitable 10,000 g.t., depth 9 metres. Expected ready April 1971.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost day-time (0800–1700 hours) Y2,700, night-time Y5,940.
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost Y4,400–Y6,200 per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommended request stevedoes for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's register to show Customs inspector ship's registered Gross and Nett Tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears maintenance appears to be poor.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.
CONSULS: None.
REPAIRS: Hakodate Dockyard Co., undertakes hull and engine repairs.
DRY DOCKS: No. 1. Capacity 15,000 g.t., length 180 m., breadth 22·45 m. depth 6 m. No. 2. Capacity 8,000 g.t., length 140 m., breadth 8 m., depth 6 m.
AIRPORT: Distant 20 min. by car.
TIME: GMT plus 9. No alterations made to clocks during year.
POLICE/AMBULANCE/FIRE: Police 110; Ambulance 119; Fire 119.
TELEPHONES: Arrangeable on board. Cost: Wiring charge Y700; Rental Y500 per day; Calls Y10 to city.
SHORE LEAVE: Local Immigration officers issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
AUTHORITY: Hakodate-Shiyakusho, 4–13, Shinonome-cho, Hakodate City.

AGENT: Sub-Agents of Dodwell & Co., Tokyo. Narasaki Sangyo Co. Ltd., c/o Hakodate Kowan Sangyo Co. Ltd., Attn. Ship's Agency Section, 27–7, Toyokawa-cho, Hakodate. Cables. "Narasaki Hakodate". Tel. Hakodate (0138) 22–4101.

HIMEJI (including Hirohata, Shikama, Mega and Aboshi): 34.47 N. 134.41 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's agents will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: See "Kobe". Vessels take Inland sea Pilot off Wada, Hesaki or Sekisaki; or from ports of Inland sea. No exact pilot station and no checking point at port of Himeji (Nega, Shikama, Hirohata and Aboshi) but Agents arrange pilot when vessel approaches upon receiving cable giving 24 hours advance notice. Pilot boarding positions as follows: Mega 34° 44′ N. 134° 42′ 15″ E. Shikama 34° 45′ N. 134° 39′ E. Hirohata 34° 44′ N. 134° 37′ E. Aboshi 34° 44′ N. 134° 34′ 10″ E.
No strict location of anchorage for vessel awaiting a Pilot in Himeji area, but should be as close as possible to port by draft allowance and communication.
ANCHORAGE: No strict boundary areas for anchorages. Anchor as close as possible to the port according to draft.
RESTRICTIONS: At ports of Mega, Shikama and Aboshi, no pilot boarding between sunset to sunrise. Hirohata pilot will board from sunrise to 2200 hours for Vs. less than 10,000 dwt for entry, and Vs. less than 15,000 for departure, for piers No. 4, 5, 6, 7, 9 and 10 but other berths only from sunrise to sunset. Draft restrictions as follows:
Mega 11·80 m. Shikama 8·80 m. Hirohata 12·50 m. for central pier, 7·50 m. for Kamota pier (Pier No. 1–7), 9·45 m. for Tsuruta pier (Pier No. 10–14). Aboshi 9·0 m.
MAX. SIZE:

Berth	*Wharf length*	*Max LOA*	*Max. Draft*
Shikama			
Public pier No. 2	130 m.		7·5 m.
Public pier No. 3	170 m.		10·0 m.
Public pier No. 4	170 m.		10·0 m.
Public pier No. 5	170 m.		10·0 m.
Satetsu pier	200 m.	160 m.	9·0 m.
Buoy No. 1	160 m.	130 m.	9·0 m.
Buoy No. 2	220 m.	160 m.	9·0 m.
Mega			
Idemitsu Oil Jetty			12·0 m.
Aboshi			
Buoy No. 1	240 m.	160 m.	9·0 m.
Buoy No. 2	260 m.	180 m.	9·0 m.
Hirohata			
Yumesaki Wharf (Pier No. 1–2)	240 m.		7·5 m.
Kamoda Wharf (Pier No. 3–7)	722 m.		7·5 m.
Central Wharf (Pier No. 9)	275 m.	250 m.	12·50 m.
Tsuruta Wharf (Pier No. 10–12)	503 m.		9·45 m.
Shioiri Wharf (Pier No. 13–14)	320 m.		9·45 m.
Oil Berth	140 m.		7·5 m.
Buoy			7·4 m.

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards. Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: Tug(s) normally join vessel when approaching, or at anchorage. Always use tug's lines without charges.
BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.
STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.
MEDICAL: No advance notice required unless urgent.
TANKERS: Idemitsu Kosan Kaisha Ltd., Himeji oil jetty where one berth only and max. 11·8 metres draft allowed. Shore discharging facilities two 12 in. diameter hose connections which connect to 18 in. diameter line for tank hoses. Acceptable max. 5 kg/cm² on hose gauge, discharge rate abt. 2,000 l/t per hour.
Note: Idemitsu Kosan Kaisha Ltd., Himeji, require following information prior arrival for smooth berthing and connecting hoses: Height from sea to deck; Length from vessel's side to underneath of hose connections; Height from deck to connection of line; Diameter of connection.
DENSITY: Average density between 1·025 and 1·026 in winter season and 1·018 and 1·020 in summer season.
FRESH WATER: Idemitsu Oil Jetty, Shikama public pier and Hirohata pier able to supply fresh water from shore, but *No Water Barge available at Port of Himeji* therefore not able to supply fresh water at Satetsu pier (Shikama), Shikama buoy, Aboshi buoy or outside anchorage.

Port	Average rate of delivery	Tariff
Mega	20–30 m/t per hour	Y100.–
Shikama	15–20 m/t per hour	Y80.– day-time Add. 50% 1700–2200 Add. 100% 2200–0800 Add. 50% Rain work
Hirohata	15–20 m/t per hour	Y80.– day-time (week-day) Add. 50% 1700–0700 Add. 25% Sunday & holiday Add. 75% Sunday & holiday 1700–0700

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
DEVELOPMENTS: At Shikama, Public Pier No. 6 extending 170 metres. 9 metres draft. Completion by mid 1971.
GANGWAY/DECK WATCHMEN: Not specially required unless passenger or valuable cargo on board. Cost day-time (1800–1700 hours) Y2,700, night-time Y5,940.
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost Y4,400–Y7,200 per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.
CARGO GEAR: See "Certificates" but no special requirements.
CONSULS: No consuls at Himeji, Shikama or Hirohata.
REPAIRS: Most minor deck and engine repairs available at port of Himeji; in case special technician required, should be called from Kobe.
DRY DOCKS: No dry dock available at port of Himeji, Nearest dry dock Ishikawajima-Harima Heavy Industries Co. Ltd., Aioi, who have following dry docks. Also see Aioi.

	LOA	LBP	Breadth	Depth	Capacity
Dock No. 1	238 m. (780′9″)	230 m. (754′7″)	33 m. (108′3″)	5·5 m. (18′)	73,000 dwt (LT)
Dock No. 2	156·1 m. (512′1″)	145 m. (475′8″)	19·5 m. (63′11″)	4·5 m. (14′9″)	14,000 dwt (LT)
Dock No. 3	341 m. (1,118′9″)	328 m. (1,076′1″)	54 m. (177′1″)	6 m. (19′8″)	300,000 dwt (LT)

REPATRIATION: Possible.
AIRPORT: About 60 km. to Irami airport. Regular services.
TIME: GMT plus 9. No alterations made to clocks during year.
HOLIDAYS: At Aboshi, No work on 1st and 3rd Sunday. At Shikama, Shore crane, no work on 1st and 3rd Sunday but gangs available for discharging and loading.
POLICE/AMBULANCE/FIRE: Police (Shikama) tel. 35–1441; Ambulance (Shikama) 119 or 35–0119; Fire (Shikama) 119 or 35–0119.
TELEPHONE: No facilities for placing telephones on board.
GENERAL: No quarantine available at port of Himeji, therefore pratique to be obtained at other ports.
SERVICES: Tally, laundry, daily provisions by ship chandler available locally. All other service from Kobe or Osaka.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
AUTHORITY: See "Amagasaki".

AGENTS: Sub-agents of Dodwell & Co., Tokyo. Shikama Kaiun K.K., Minatomachi, Shikania-Ku, Himeji. Tel. Himeji (0792) 35–0912. Telegraphic address "Shikamakaiun Himeji".

HIROSHIMA: 34.20 N. 132.25 E.

DOCUMENTS: See "Yokohama".
PILOTAGE: Inland Sea pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot-station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot stations dependent upon vessel's last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea Pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot-stations.

1. Wadamisaki, at entrance to Kobe (vessels transmitting Kii Straits). Position 34° 38′ N. 135° 11′ E. Telegraphic address "Anjin Kobe"

2. Sekisaki, 3 miles South of Sekisaki lighthouse (vessels transmitting Bungo channel). Position 33° 13′ N. 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot station.

3. Hesaki, at East side of Kanmon (Shimoneseki) Straits. Position 33° 56′ 24″ N. 131° 03′ 12″ E.

ANCHORAGES:

Anchorage	Location	From Ujina lighthouse Radius	m.	Conditions	Note
	N. 34.20′59.5″	56°	2,510	Draft – below 6 m.	
"A"	E. 132.29′17″		180	Length – below 120 m. Necessary P & S Anchor Draft – below 7 m.	
"B"	N. 34.20′57″	52°	2,200	Length – below 120 m.	
	E. 132.29′02.5″		180	Same as "A" Draft – below 8 m.	
"C"	N. 34.20′45″	67°	2,467	Length – below 150 m.	
	E. 132.29′24″		180	Same as "A" Draft – below 10 m.	
"D"	N. 34.20′35.5″	53°	1,070	Length – below 150 m.	Load & unload.
	E. 132.28′28″		180	Same as "A" Draft – below 12 m.	Logs.
"E"	N. 34.20′22.5″	73°	910	Length – below 150 m.	Load & unload.
	E. 132.28′29″		200	Same as "A" Draft – below 12 m.	Logs.
"F"	N. 34.20′09″	100°	890	Length – below 150 m.	Load & unload.
	E. 132.28′29″		200	Same as "A" Draft – below 12 m.	Logs.
"G"	N. 34.19′57″	116½°	1,190	Length – below 150 m.	Load & unload.
	E. 132.28′36″		200	Same as "A" Draft – below 12 m.	Logs.
"H"	N. 34.19′45″	125½°	1,150	Length – below 150 m.	Load & unload.
	E. 132.28′44″		200	Same as "A"	Logs.
"I"	N. 34.19′47″	158°	900		
	E. 132.28′08″		300		
"J"	N. 34.19′28″	162°	1,500		
	E. 132.28′18″		300		
"K"	N. 34.19′17″	122°	3,280		Ship repairs.
	E. 132.29′43″		700		
"L"	N. 34.18′58″	132°	3,430		Ship repairs.
	E. 132.29′34″		300		
"M"	N. 34.20′14″	230°	3,550		Ship repairs.
	E. 132.25′35″		300		
"N"	N. 34.19′56″	262°	3,820		Ship repairs.
	E. 132.25′26″		300		

Ujina Lighthouse is at South of Ujina-islet N. 34° 20′ 14″ : E. 132° 27′ 55″.
RESTRICTIONS: Depth of approach to berth about 10 m.
MAX. SIZE: (also see "Developments"). Wharf (Hiroshima Prefecture Public Berth) No. 1, length 166 m., draft 9·7 m, (10,000 g/t vessel). No. 2, length 166 m.

Gaibo-Ganpeki (wharf for ocean-going vessel) length 337 m., depth alongside about 10 m., maximum draft acceptable 9·70 m.
TUGS: Join vessel at quarantine anchorages. Tug's lines used.
TIDES: Maximum (Spring Tide) 3·9 m. Minimum (Neaps) 0·57 m.

Rate of current at flood tide generally ¼ knot to North-east; ½ knot at ebb tide to South-west. South area of Togeshima and Kannonsaki ¼ knot at flood to South-south-east, and ½ knot at ebb tide to North-north-west.
FRESH WATER: By water barge (capacity: 330 m/t available), Additional charges made for overtime i.e. after 5 p.m., and Sunday, holidays, and Saturday afternoon.
DEVELOPMENTS: 340 m. extension of berth completed 1970. Capacity increased for two 10,000 g/t vessels.,
CONSULS: No consul in Hiroshima. Nearest Osaka or Kobe. Marine note of protest can be attested by local notary public.
REPAIRS: All types of deck, electrical and engine repairs.
DRY DOCKS: Largest dry dock Taibi dry dock, Mitsubishi-Hiroshima Works, L 154 m. B 22·00 m. 10,300 g/t. Kanawa dry dock and Ujina dry dock available for 3,500 g/t and 1,500 g/t respectively.
AIRPORT: Hiroshima airport. Only domestic airlines every hour to Osaka and Tokyo.
POLICE/AMBULANCE/FIRE: Police (for emergency) 110; Ambulance 119; Fire 119.
TELEPHONE: No arrangements for placing telephones on board.
SERVICES: Any navigational apparatus can be serviced on request, Cargo holds cleaning services can also be carried out, but tank-cleaning and services are to be arranged from Kobe.
REGULATIONS: Many seaweed and oyster beds near anchorages, therefore oil pollution precautions strictly observed.
AUTHORITY: Hiroshima-Kencho, 10–52 Motomachi, Hiroshima City.

AGENTS: Sub Agents of Dodwell & Co. Ltd., Tokyo. Naigai Unyu Co. Ltd., 36–23, 2-chome, Ujina Kaigan, Hiroshima. Tel. Hiroshima (0822) 51–2421. Telegraphic address "Naigai Hiroshima".

HOSOSHIMA: 32.25 N. 131.41 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Telegraphic address of pilot station "Pilot Hososhima". 48 and 24 hours advance notice of ETA required, and any change in ETA. Pilot boards at Hososhima Quarantine anchorage

location, Hososhima I/h N.E. one mile off, position 32° 25′ 50″ N. 131° 41′ 53″ E.
ANCHORAGE: Refer Japanese chart No. 1223 (Ozue-wan and Hososhima-Ko).
RESTRICTIONS: Strictly no entry after sunset.
MAX. SIZE: Max. permissible LOA 170 m. and draft 31 ft. 6 in.
HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: Join vessel in position 32° 26·5′ N. 131° 39·5′ E. Tug's lines to be used.
BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.
STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.
MEDICAL: No advance notice required unless urgent.
DENSITY: Average 1·025 in winter, 1·020 in summer, subject to weather and tide current.
FRESH WATER: Available from dock, 20/30 tons per hour and costs Y100.– per ton in day-time.
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest stock ports at maximum 7 days prior notice.
DEVELOPMENT: Two wharves under construction; Wharf No. 3 max. acceptable draft 7·5 m., LOA 130 m. Wharf no. 4 max. acceptable draft 10 m., LOA 150 m.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost day-time (0800–1700 hours) Y2,700, night-time Y5,940 (approx.).
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost Y4,400–Y7,200 per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's register to show Customs Inspector ship's registered gross and net tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.
CONSULS: Nil.
REPAIRS: None.
REPATRIATION: Possible.
AIRPORT: Nearest, Miyazaki airport about 2 hours drive from Hososhima. JAL and ANA lines.
TIME: GMT plus 9. No alterations made to clocks during year.
POLICE/AMBULANCE/FIRE: Police 110; Ambulance 119; Fire 119. Public telephone booth available near by the berth.
TELEPHONES: No facilities for placing telephones on board.
SHORE LEAVE: Local Immigration Officers issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AGENTS: Sub Agents of Dodwell & Co. Ltd., Tokyo. Sankai Unyu KK., 757, Oaja Hosojima, Hyuga-ski, Miyazaki Pref. Tel. Hyuga (09825) 3101. Telegraphic address "Ringer Hyuga".

IHO: 34.45 N. 134.46 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Stores List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agents will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agents should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Inland Sea pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to Pilot station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot stations dependent upon vessel's last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea Pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits) Position 34° 38′ N. 135° 11′ E. Telegraphic address "Anjin Kobee".
2. Sekisaki, 3 miles South of Sekisaki lighthouse. (Vessels transmitting Bungo Channel). Position 33° 13′ N. 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot station.
3. Hesaki, at East side of Kanmon (Shimoneseki) Straits. Position 33° 56′ 14″ N. 131° 03′ 12″ E.

ANCHORAGE: Closed Port. Agent will arrange Anchorage Position for discharging, with Authorities, but usual Position Iho signal station, bearing 215° distant 3,000 m. (signal stn. 34° 44′ 58″ N. 134° 46′ 12″ E.).
HEALTH: Pratique must be obtained at another Port before calling Iho.

At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective quarantine Office through ship's agent prior to arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: Not required. Discharging at Outer Anchorage.
TANKERS: Port is operated for oil discharging only. Discharge is into barges through 6 in. hoses at either side of vessel.
DENSITY: Average density is between 1.025 and 1.026 in winter season and between 1.018 and 1.020 in summer season.
FRESH WATER: Not available.
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest stock ports at maximum 7 days prior notice.
REPAIRS: Not available.
DRY DOCK: Nearest dockyard at Aioi.
AIRPORT: Nearest airport at Osaka.
TIME: GMT plus 9 hours, no alterations.
POLICE/AMBULANCE/FIRE: Police tel. 07944/2–3377; Ambulance, 119 or 2–2101; Fire 119 or 2–2101.
SERVICES: None. Nearest services available at Kobe/Osaka area.

AGENTS: Sub-Agents of Dodwell & Co. Tokyo. Shikama Kaiuw K.K., Minatomachi, Shikama-Ku, Himeji. Tel. Himiji (0792) 35–0912. Telegraphic "Shikamakaiun Himeji."

IMABARI (Imahuru): 34.04 N. 133.00 E. (incl. Mategata).

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Inland Sea pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea Pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits) Position 34° 38′ N. 135° 11′ E. Telegraphic address "Anjin Kobe".
2. Sekisaki, 3 miles South of Sekisaki lighthouse. (Vessels transitting Bungo Channel), Position 33° 13′ N. 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot station.
3. Hesaki, at East side of Kanmon (Shimonoseki) Straits. Position 33° 56′ 24″ N. 131° 03′ 12″E.

ANCHORAGE: Anchorage outside breakwater, sufficient water, but on account fast current deemed not safe anchorage. Anchorage inside breakwater generally shallow, and sea area narrow for large

vessels. To discharge/load only Temposan wharf available for vessels alongside berth where holding ground is good and depth of water is 7·50 metres.

Vessels drawing over 7 metres: vessel can enter Mategata (open road) deemed to be most fitted place for vessels entry to discharge/load. Port of Mategata faces Aki-Nada and located near West entrance of Kurushima channel; 132 degrees 55 minutes East, 36 degrees 06 minutes North, where holding ground good and depth of water 12–20 metres is kept.

RESTRICTIONS: No entry after dark.

MAX. SIZE: Temposan Wharf length 110 metres, breadth no limit draft 7 metres. Mategata (open road) length no limit, breadth no limit, draft 10 metres.

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: Temposan wharf: join vessel at sea anchorage, using tug's line without charge. Mategata (Open road): no tug required in normal conditions.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio. Also see "Max. Size".

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

MEDICAL: No advance notice required unless urgent.

DENSITY: Temposan wharf 1.015. Mategata 1.015.

FRESH WATER: Fresh water not available but usually brought by barge from Onomichi (about 4 hrs. run to Imabari/Mategata) at Y.350.– per ton. Rate of delivery 80 tons to 200 tons per hour dependent on barge.

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost day-time (1800–1700 hours) Y2,700. Night-time Y5,940.

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's register to show Customs Inspector ship's registered gross and net tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.

CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.

CONSULS: See "Kobe".

REPAIRS: Only minor repairs.

DRY DOCKS: Not available at this port, the nearest ones are Kawasaki Heavy Industries Ltd., Sakaide; Hitachi Shipbuilding & Engineering Co. Ltd., Innoshima; and Mukaishima; dimensions of these docks as follows:

Kawasaki Heavy Industries Ltd., Sakaide. Dock No. 2 for 500,000 dwt vessel. 450 m.×72 m.×12·3 m. It is not in action yet for ships to repair. Only used presently for ship building and after services.

Hitachi Shipbuilding & Engineering Co. Ltd., Innoshima Dock, Dock No. 1 for 20,000 dwt vessel. 175 m.×25·62 m.×9·10 m. Dock No. 3 for 130,000 dwt vessel. 282·50 m.×47 m.×11·33 m

Hitachi Shipbuilding & Engineering Co. Ltd., Mukaishima Dockyard, Dock No. 1 for 3,000 dwt vessel. 86·18 m.×13·60 m.·×6·80 m. Dock No. 2 for 8,500 dwt vessel. 125 m.×18 m.×7·40 m. Dock No. 3 for 25,000 dwt vessel. 175 m.×29 m.×9 m.

REPATRIATION: Possible.

AIRPORT: No airport. Nearest airports are Matsuyama and Takamatsu where the All Nippon Airways.

TIME: GMT plus 9. No alterations made to clocks during year.

POLICE/AMBULANCE/FIRE: Police tel. 110; Ambulance 119; Fire 119.

TELEPHONES: No facilities for placing telephones on board.

GENERAL: Mategata is a closed port. To conform with regulations, vessel obtains permission from Shikoku Maritime Bureau to enter.

Customs request vessels calling Mategata to obtain permission to enter at preceding port of call by paying charge at same rate of tonnage dues prior to arrival of vessel. Application undertaken by Agent.

No quarantine available. Nearest station Matsuyama. No immigration. Officer comes from Niihama.

SERVICES: None.

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AGENT: See "Matsuyama".

INNOSHIMA: 33.17 N. 133.11 E.

DOCUMENTS:

Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Stores List.
1 Declaration of Crew's Baggage i.e. tobacco, wine/spirits, camera, wrist watch, radio, firearms/swords etc. (only at first port of call in Japan).

Ship's agents will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in Transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Inland Sea pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot stations dependent upon vessel's last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea Pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication with Inland Sea pilot stations.

Wadamisaki, at entrance to Kobe (vessels transmitting Kii Straits) Position 34° 38′ N., 135° 11′ E. Telegraphic address "Anjin Kobe".

Sekisaki, 3 miles South of Sekisaki lighthouse (vessels transtitting Bungo channel). Position 33° 13′ N., 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot station.

Kanmon Pilot boards at Mutsure (33° 58′ 15″ N., 130° 53′ 43″ E.) for passing Shimonoseki Strait to Hesaki where Pilot will be changed to Inland Sea Pilot.

Hesaki, at East side of Kanmon (Shimonoseki) Straits. Position 33° 56′ 24″ N., 131° 03′ 12″ E.

ANCHORAGE: 1. 14 metres deep, 1.4 miles off Hyakkan Island 180°. 2. 9 metres deep, 1.5 miles off Hyakkan Island 290°.

RESTRICTIONS: In general, mooring/unmooring and/or dry-docking in-and-out be carried out in daytime only.

MAX. SIZE:

		Length	*Breadth*	*Draft*
(1)	*a.* For mooring only	320 m.	× 50 m.	× 7 m.
	b. For dry-docking	275 m.	× 44.2 m.	× 4.5 m.

(2) Max. draft for entering port: 9 m.
(3) Max. draft for mooring: 5–7 m. according to quay.

Current is North-East at high tide, and South-west at low tide at max. 2·5 knots.

HEALTH: In event vessel proceeding Innoshima direct from foreign port, vessel to receive pratique at Quarantine anchorage Kobe or Saganoseki (33.15′N; 131.52E.) or Mutsure (33° 59′ N. 130° 53′ E.).

At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination cards, derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which covers all ports in Japan. If specifically West bound vessel to Choshi, and North bound to Nagasaki Radio respectively.

TUGS: Ship taken into port by dock master who joins ship at anchorage with tug-boat. Usually, tug's lines used.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

MEDICAL: No advance notice required unless urgent. Hospital facilities available.

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost day-time (0800–1700 hours) Y2,700, night-time Y5,940 (approx.).

CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.

CONSULS: None.

REPAIRS: All facilities for major repairs.

DRY DOCKS: See "Max. Size".

AIRPORT: Hiroshima Airport or Okayama Airport (domestic only) About 2 hours by car from both airports.

TIME: GMT plus 9 hours. Permanent.

TELEPHONES: Telephone is available: Shipyard installs one telephone in accommodation and another one in engine room. Cost: (*a*) Y5,000.– for installation of one telephone; (*b*) Y10,000,– per day, each telephone.

SHORE LEAVE: Local immigration offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

SERVICES: The following services are available: Tank cleaning, Discharge of tank washings, Compass adjustment, Ship's chandler.

AUTHORITY: Hiroshima-kencho, 10–52, Motomachi, Hiroshima City.

AGENT: Sub-Agent of Dodwell & Co., Tokyo. Hamaoka Shoten, 2207, Habu-cho, Innoshima. Cables: "Hamaoka Innoshima". Tel. Innoshima (08452) 2–1340.

IWAKUNI, Hiroshima Bay: 34.10 N. 132.11 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agents will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Inland Sea Pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Cable address Ansin Moji. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea Pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits) Position 34° 38′ N. 135° 11′ E. Telegraphic address "Anjin Kobe".

2. Sekisaki, 3 miles South of Sekisaki lighthouse. (Vessels transitting Bungo Channel). Position 33° 13′ N. 131° 54′ E. Telegraphic address "Anjin Saganoseki)). In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot station.

3. Hesaki, at East side of Kanmon (Shimonoseki) Straits. Position 33° 56′ 24″ N. 131° 03′ 12″ E.

ANCHORAGES: Two anchorages, one for "Quarantine" and repairing, etc., other for discharging logs.
(*a*) Quarantine 34° 10′ 28″ N., 132° 16′ 43″ E. minimum depth 27 m.
(*b*) Discharging area 34° 11′ 12″ N., 132° 14′ 21″ E. minimum depth 10 m.
Nature of bottom mud.
Minimum bottom width no limit.

HEALTH: At first port of call in Japan vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: Tugs normally join vessel at Quarantine area. Tug's lines to be used free of charge. Two tugs available of 3800 h.p.

BERTHING: No berthing from sunrise to sunset. At least 2·0 hours notice arrival necessary to reach berth, in event of direct arrival from foreign country.

MEDICAL: No advance notice required unless urgent.

TANKERS: Maximum about 150,000 dwt; slop discharge pipelines. Koa Oil Co. Ltd., Marifu refinery.

	Max. G/T	*Max. safe draft*	*Type and diameter hoses*
Koa Oil Crude Pier	90,000	17·00 m.	12″×3
There used pieces 12″–12″ with pressure gauge.			
North No. 3 Pier	9,000	10·00 m.	8″×1
Kenei No. 3 Pier	28,000	9·00 m.	10″×2
Kenei No. 3 pier used by Messrs. Union Sekiyu Kogyo K.K. jointly.			

DENSITY: 1,020.

FRESH WATER: Alongside Koa Oil Pier, possible to take fresh water ex. shore.

Berth	*Price*	*Capacity*
Koa Oil Crude Pier	Y70	5 tons/Hour
Kenei No. 3 pier	Y70	3 tons/Hour
Sanyo Pupl Pier	Y70	5 tons/Hour

FUEL: Available ex-wharf, but not ex-barge. All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

DEVELOPMENTS: New berth named "Muronoki Pier" under construction.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost day-time (0800–1700 hours) Y2,700, night-time Y5,940.

CERTIFICATES: Ship's register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears maintenance appears to be poor.

CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.

CARGO GEAR: See "Certificates" but no special requirements.

CONSULS: No consul but marine note of protest can be attended by local notary public.

REPAIRS: None. For heavy repairs from Hiroshima.

REPATRIATION: Possible.

AIRPORT: Hiroshima airport 45 kilometres (Abt. 2 hours).
For Osaka (TOA Airline) 0900, 1415, 1725, 2000
For Tokyo 0750, 1100, 1355, 1510, 1755, 1905

TIME: GMT plus 9. No alterations made to clocks during year.

POLICE/AMBULANCE/FIRE: Police 110 (just dial); Ambulance 119 (just dial); Fire 119 (just dial).

TELEPHONES: No arrangements available except Koa Oil.

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AGENTS: Sub-agents of Dodwell & Co. Tokyo. Naigai Unyu Co. Ltd., 35–7, 4-chome, Shinko-cho Iwakuni. Tel. Iwakuni (0827) 21–7115/6. Telegraphic address "Naigai Iwakuni".

KAGOSHIMA: 31.35 N. 130.33 E.

DESCRIPTION: Port situated in Kagoshima Bay, the southern part of Kyushu and consists of 3 sections as follows:

Main Harbour: divided into Inner Harbour sheltered by breakwaters which can accommodate up to 3,000 tonners, and Outer Harbour, (open roads) where large size vessels lie at anchor.

New Harbour: adjacent to Main Harbour on the South. This section also sheltered by breakwaters and a 10,000 tonner can be accommodated.

South Harbour: located about 6 kilometres away from main harbour on South and used for small coasters.

DOCUMENTS:
Customs: When vessel arrives direct from foreign port, customs officials board for search. Following documents to be submitted:
Crew List.
Passenger List.
Manifest of crew personal effects (must be signed by individual crew member).
Store List.
Arms and Ammunition List.
Narcotics List.
List of ports of Call on current voyage.
Discharging Cargo Manifest.
Through cargo Manifest.
Declaration inward/outward.

Following will be checked on board: Ship's Registry; Last Port Clearance.

When vessel comes from Japanese port, Customs officials will not attend on board, except special case. Master or Agents to attend Custom House for entry formalities with following documents:
Discharging Cargo Manifest.
Through Cargo Manifest.
Declaration inward/outward.
Ship's Registry.
Last Port Clearance.
Documents entrusted with the Master by Customs at previous port.

On vessel's departure, a clearance is issued by Customs, after confirming payment of tonnage dues.

PILOTAGE: Not compulsory, but necessary unless Master well acquainted with locality. Pilot embarks at quarantine anchorage, (see "Health"). Request for pilot made through Agent. Master report by radio accurate ETA at least 24 hours prior to arrival.

ANCHORAGE: Ample good holding anchorage available in Outer Harbour. Depth: Over 9 m.

RESTRICTIONS: Berthing/unberthing during day only.

MAX. SIZE:

Wharf	*Location*	*Length*	*Depth*	*Capacity (G/T)*
7·9 m. wharf	Main harbour	110 m.	7·9 m.	3,000×1
7·5 m. wharf	,,	220 m.	7·5 m.	2,000×2
North	New harbour	125 m.	7·5 m.	3,000×1
North	,,	160 m.	5·5 m.	1,000×2
South	,,	165 m.	9·0 m.	10,000×1
South	,,	260 m.	7·5 m.	5,000×2

HEALTH: Quarantine:
(*a*) Quarantine station: Sea area within radius of 1,000 metres from centre, position 31° 33′ 25″ N. 130° 35′ 33″ E.
(*b*) Quarantine service rendered from sunrise to one hour before sunset.
(*c*) "Q" flag should be hoisted until free pratique granted.
(*d*) When vessel arrives from plague-infected or suspected area within 10 days after she left such place, 24-hour special quarantine required.
All sanitary scuppers must be closed and garbage not thrown overboard after reaching 60 miles off Japanese coast.

RADIO: Recommended Captain contacts Agent through Choshi radio or Nagasaki Radio which covers all ports in Japan. If West bound vessel to Choshi, and North bound to Nagasaki radio respectively.

TUGS: "Wakashio Maru" twin diesel vessel, 1000 h.p.

BERTHING: No specific requirements. Pilot boarding time will be notified by Agent mainly by radio.

New Port (*Kagoshima-Shinko*). Sheltered harbour with main en-

trance 150 m. wide between S. breakwater (350 m.) and N. breakwater (150 m.). Sheltered anchorage in depth of 5·5– 9·0 m. No mooring buoy. Berthage outside breakwater in depth of 9·0 m. and inside breakwater in depth of 5·5–9·0 m.

Piers: South pier (in foreign trade zone, for outbound vessels only):

165 m. long with 9·0 m. alongside, will take one vessel of about 10,000 grt.

260 m. long with 7·5 m. alongside, two vessels less than 5,000 grt.

120 m. long with 4·5 m. alongside, two vessels less than 500 grt.

North pier (for inbound vessels):

125 m. long with 7·5 m. alongside will take one vessel of about 3,000 grt.

160 m. long with 5·5 m. alongside two vessels less than 1,000 grt.

60 m. long with 4·0 m. alongside one vessel less than 500 grt.

160 m. long with 5·5 m. alongside two vessels less than 1,000 grt.

STEVEDORES: Maximum 10 gangs available. Working hours: One labour shift. Normal working hour: 0800 to 1700 hrs. Overtime work possible until about 2000 hrs. by applying to Customs at following fees: 1700–2200, 0500–0830 also Sundays and holidays Y300 (per hour) 2200–0500 Y350 (per hour). All night work is impractible. No work can be arranged for on 31st December and during New Year holidays (1st to 3rd January).

MEDICAL: Hattanmaru Hospital; Fukusaki Hospital; Nagata Dental Plant. No advance notice required unless urgent.

TANKERS: No tanker berths at Kagoshima, but Central Terminal Station (C.T.S.) in Kagoshima Bay. See "Kiire".

FRESH WATER: One 150-ton water barge available. Hydrants at wharves in main harbour. Rate of delivery: 50 tons/hour from barge; 15–20 tons/hour from hydrants.

FUEL: None available. Lightered from another port. Ample notice so that necessary lighterage can be arranged.

DEVELOPMENTS: Industrial harbour planned on reclaimed land at Taniyama in Southern part of Kagoshima.

GANGWAY/DECK WATCHMEN: Not specifically required unless passengers or valuable cargo on board.

OPENING/CLOSING HATCHES: Stevedores open/close hatches. Cost per hour depending on type of cargo. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete before berthing.

CERTIFICATES: Ship's register to show Customs Inspector registered gross and nett tonnages. Valid Cargo gear Certificates sometimes required by stevedores when cargo gear's maintenance appears poor.

CUSTOMS ALLOWANCES: Only 50 cigarettes to take ashore but no spirits.

REPAIRS: Only minor repairs – Kikukawa Iron Works and Kagoshima Dockyard Co.

REPATRIATION: Possible. Also see "Port Regulations".

AIRPORT: Kagoshima Airport. Short distance from town.

TIME: GMT plus 9 hours. No alterations to clocks during year.

HOLIDAYS: See "Tokyo" (Also see "Stevedores").

SERVICES: Cargo Survey. Provisions and Stores. Fumigation – Toyo Fumigation attend from Moji on request.

WIND/TIDE: North-westerly wind prevails in winter season and Easterly wind in summer. Wet seasons in April and July. Average tidal range 2·74 metres. In the outer harbour, flood tide sets to North and ebb to South. Maximum speed of current 2 knots. Current in inner harbour is less than 0·25 knots.

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 day extension possible if vessel stays longer. Also see "Regulations".

REGULATIONS: Immigration officials board vessel on arrival to examine passports, discharge-books and/or other equivalent travel documents and provide 72-hour landing passes for crew members and passengers. One copy each of crew list and passenger list required by them. Providing ship's Agent with a crew list beforehand will be a great help in expediting immigration business on vessel's arrival. When vessel stays in port more then 72 hours, the landing passes may be extended 72 hours on application. In the event that crew members, without entry visas, are to be landed for repatriation or transfer, Immigration will not permit their landing unless passage, by either sea or air, ensuring the prompt departure from Japan (within 72 hours) of these men has been booked, or unless vessels to which they are to be transferred, arrive in Japan within 5 days.

AUTHORITY: Kagoshima Kencho, 14–50, Shitamachi, Kagoshima City.

AGENTS: Sub-agents of Dodwell & Co. Tokyo. Kyoshingumi Co. Ltd., 11, Yamashita-cho, Kagoshima. Tel. Kagoshima (0992) 26–7115. Telegraphic – "Kyoshingumico Kagoshima".

KAKOGAWA: 34.42 N. 134.50 E.

Port is for sole use of the Kobe Steel Co. Ltd. Declared open port as of 1st May 1970, but vessels should first call off Kobe to obtain free pratique, Customs clearance and Pilot.

DOCUMENTS:

Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Stores List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Pilot will board off Kobe when calling for free pratique and Customs clearance. Pilot will be arranged by Agent subject advance request and usual ETA advices.

HEALTH: Vessel must call off Kobe for free pratique. At first port call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination cards, derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which covers all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

RESTRICTIONS: Mooring/unmooring conducted daylight hours only.

BERTHING:

	Length	*Depth*
Pier E–1	200 m.	15 m.
Pier E–2	200 m.	14 m.
Pier E–3	300 m.	14·5 m.
Pier E–4	400 m.	17 m.

3 unloaders are presently available. 2 have capacity of discharging 1500 tons per hour and the third 700 tons.

Depth at low water is 16 metres in the fairway which is 350 metres wide. (Also see "Developments".)

MEDICAL: Treatment has to be arranged from Kobe.

FRESH WATER: Available from quay. Rate 50–80 tons per hour.

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay, and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

DEVELOPMENTS: Dredging work of the fairway is expected to complete as follows: February 1971 17 metres 350 metres wide; September 1971 17 metres 400 metres wide.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost day-time (0800–1700 hours) Y2,700. Night-time Y5,940.

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's Register to show Customs inspector ship's registered Gross and Nett Tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.

CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.

REPAIRS: Arranged from Kobe.

REPATRIATION: Possible, through Kobe.

TIME: GMT plus 9. No alterations made to clocks during year.

SHORE LEAVE: Local Immigration offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AGENT: See "Kobe".

KAMAISHI: 39.16 N. 141.55 E.

DOCUMENTS:

Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Pilot not compulsory, but arrangeable at Master's request. Pilot arranged by Agent and vessel required to radio Agent ETA 24 hours before ship's arrival. Pilot boat has no facility to communicate, nor particular light or sound signals, but flies pilot flag ("H"). Pilot boards at 39° 16′ N. 141° 59′ E. 1 mile off Osaki Point. No alternative area in event bad weather.

ANCHORAGE: Up to four 30,000 d/w tonners can safely anchor. Depth of water: 31–43 metres at Quarantine anchorage. 20–27 metres at discharging anchorage.

RESTRICTIONS: Vessel free in and out anytime, but no Pilot available after dark for entry.

MAX. SIZE: Draft 10 metres (33 ft.) and LOA, 200 metres (656 ft.) Breadth no restriction. Vessels with draft exceeding 9 metres required to berth on high water. (Also see "Developments").

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers

health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: Tugs (2) join vessel at anchorage and tugs' lines used free of charge.
BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.
STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for agents to arrange stevedores. Vessel must constantly keep Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time (Y4,400–Y7,200 per hour per gang). If cargo gears not rigged on berthing, stevedores will so same for ship's crew (Y2,200–Y3,600 per hatch). Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.
MEDICAL: No advance notice required unless urgent.
DENSITY: Winter 1.026–1.027. Summer 1.023–1.024.
FRESH WATER: Available from wharf by hose. Rate of delivery: about 10–15 tons per hour. Cost of water: Y70.– per M/T. No water barge, but in case vessel requires water at anchorage, tugboat arrangeable for that purpose. Hire of tugboat for water supply: per hour Y12,000.
FUEL: Domestic diesel oil. No bonded fuel oil. All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
DEVELOPMENTS: The depth of water alongside new wharf will be 13 metres by 1972,
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost day-time (0800–1700 hours) Y2,700, night-time Y5,940.
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears maintenance appears to be poor.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.
CONSULS: None.
REPAIRS: Minor repairs such as welding, piping, lathing works etc. only.
DRY DOCKS: None.
REPATRIATION: Possible.
AIRPORT: Hanamaki, distant 100 km. (2 hours by car). One flight between Hanamaki/Tokyo on Tuesday/Thursday/Saturday and two flights on Sunday/Monday/Friday by all Nippon Airline (ANA).
TIME: GMT plus 9. No alterations made to clocks during year.
POLICE/AMBULANCE/FIRE: Police 2–4536 (Headquarter) and 2–3828 (Water Police Station); Ambulance 119; Fire 119.
TELEPHONES: No facilities for placing telephones on board.
SERVICES: Surveyor, Tally, Hold cleaning, Tank cleaning.
GENERAL: Discharging ex-gearless vessel not possible at anchorage.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
AUTHORITY: Iwato-Kencho, 10–1, Uchimaru, Morioloa City.

AGENTS: Sub-agents of Dodwell & Co. Ltd. Tokyo. Abeki Shokai, 210-go, 1-ban, 1-chome, Hama-cho Kamaishi. Tel. Kamaishi (01932) 2–4583/4. Telegraphic address – "Abe Kamaishi."

KANMON-KO (Kanmon Harbour).

According to Japanese Harbour Area Regulations, Moji, Shimonoseki, Kokura, Tobata, Wakamatsu and Yawata are respective sections included in one port namely Kanmon Harbour. The expression of the port as "Kanmon" has been used in charter parties, where these six ports are considered to be one port. Vessel's movements within these ports is treated as shifting berth in the same port. Therefore, if vessel calls at more than two ports within this area, such calls are covered by one payment of tonnage dues. However, at Tobata, Wakamatsu and Yawata, port dues are levied in addition to tonnage dues.

Entry/departure procedures to Customs, Immigration and/or Harbour Master should be effected at each port, as those officials stationed individually at each port.

KANOKAWA: 34.11.15 N. 132.26.10 E. (closed Port)

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Inland Sea pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea Pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF Communication available with Inland Sea pilot stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits). Position 34° 38′ N. 135° 11′ E. Telegraphic address "Anjin Kobe".

2. Sekisaki, 3 miles South of Sekisaki lighthouse. (Vessels transitting Bungo Channel.) Position 33° 13′ N. 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot station.

3. Hesaki, at East side of Kanmon (Shimoneseki) Straits. Position 33° 56′ 24″ N. 131° 03′ 12″ E.

Inland Sea Pilots also attend Harbour Pilotage but if specifically required Harbour Pilot boards at Port entrance South side of Ohkurokamishima, Position 34° 10′ N. 132° 26′ E.
ANCHORAGES: Good holding ground. Entrance channel and Harbour Channels. Depths 18 m. minimum. Bottom mud and sand. Difference between quoted datum and chart datum about two metres (to be added). Harbour anchorage about 2 miles South of "T" head berth where vessel remains if waiting berth.
MAX. SIZE: Length 240 m., beam 30 m., draft 12 m., deadweight 50,000.
HEALTH: Closed port. Vessel must call at another port for Customs and Health clearance before entering Kanogawa. At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: Arranged from Kure. Normally join at Kanokawa Port entrance. Usually tug's lines used without extra charge.
BERTHING: Tanker berth only. See "Tankers" and "Max. Size".
TANKERS: "T" head jetty with 4 buoys. Depth alongside 12 metres. Two hoses with 12 in. connections, max. 8 kgs/sq. cm. Grades handled: molasses, crude and fuel oil.
DENSITY: 1023–1025 alongside berth. Rise of tide: Springs 3·4 m. Neaps 2·6 m.
FRESH WATER: Available at berth, ex-pipeline. Average delivery rate – 20 ton/hour. Cost approximately Y50/ton (50% for overtime/Sundays/holidays and Saturday afternoon).
CONSULS: None.
REPAIRS: See "Kure".
AIRPORT: Kure.
TIME: GMT plus 9 hours. Permanent.
POLICE/AMBULANCE/FIRE: Police 2005; Ambulance 2711; Fire 2711.
TELEPHONES: No arrangements available for placing telephones on board.

AGENTS: See Kure.

KASHIMA: 35.04 N. 140.42 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: As port under construction, facilities very poor, Pilot called through Agent. Pilot boards about 2 miles to Northeast from the end of breakwater, in position 35° 57′ 5″ N. 140° 43′ 5″ E.
ANCHORAGE: No suitable anchorage at present Quarantine Anchorage located at section between 183° and 279° from the undermentioned centre within a circle of radius of 1,300 metres centre-

ing the position of 35° 57′ 19″ and 140° 42′ 30″ E., where depth of water, 18 metres.
RESTRICTION: No regulations yet, but Pilot does not board vessel after dark. Depth of water in fairway said to be 16 metres, but not officially confirmed, therefore Oil Companies presently restricting ship's draft to 10·80 metres. (35 ft. 7 in.).
MAX. SIZE: No special restriction regarding size except draft of 10·80 metres.
HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: Usually joins vessel at anchorage where Pilot boards; ship's lines used.
BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.
MEDICAL: No advance notice required unless urgent.
TANKERS: Requirements prior to arrival: Manifold: position, number and external and internal diameters. Reducer: type (ASA or JIS etc.) and external and internal diameters. Bolt: diameter and number, also diameter of pitch circle. Pumping capacity. Ship's draft and ETA, to be received by 0900 hrs. every morning continued three days prior to day of arrival. Water requirement (because of necessity of pumping-up tank for preparation).
There are two dolphins for vessels of 100,000-ton class and 70,000-ton class. Draft restricted to 10·80 metres (35 ft. 7 in.).
DENSITY: 1.025.
FRESH WATER: 50 metric tons per hour from shore pipe, cost basically Y80.– per metric ton: Y80.– for service between 0800–1700 hrs. 50% additional for service between 0600–0800 hrs, 1700–2200 hrs, and during rainy and rough weather, also on Sunday and holiday. 100% additional for service between 2200–0600 hrs.
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
FIRE PRECAUTIONS: No special precautions, but water curtain made alongside dolphin in case, and there is an extinguisher-boat (15 gross tons, and airfoam system).
DEVELOPMENT: 8 yrs. before completion of construction. When completed, total length of wharf will be about 17 kilometres for about thirty big industries such as iron and steel works, oil refinery and chemical works, foodstuff and feedstuff industries, etc.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost day-time (0800–1700 hours) Y2,700, night-time Y5,940 (approx.).
CERTIFICATES: Ship's register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.
IDENTIFICATION CARDS: Not required.
CONSULS: None.
REPAIRS: Arranged from Tokyo/Yokohama.
AIRPORT: Presently under construction, about 60 kilometres away,
TIME: GMT plus 9. No alterations made to clocks during year.
POLICE/AMBULANCE/FIRE: Police tel. 110; Ambulance/Fire tel. 119.
TELEPHONES: Not available for placing on board.
SERVICES: No equipment nor facilities, but compass adjusting and others arrangeable from Yokohama.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AGENTS: Sub-agents of Dodwell & Co. Ltd. Tokyo. Keiyo Shipping Agency Ltd., Kashima Office, c/o Kashima Minato Sangyo K.K., 23–2406, Aza Shinwake, Kizaki, Kamisu-Machi, Kashima-gun, Ibaraki Pref. Tel. Kashima (02999) 2–1331. Telegraphic – "Keiyo-shipkasima Itakoibaraki".

KAWASAKI: 35.32 N. 139.42 E.

PORT LIMITS: Consists of sea and rivers below the most down stream bridges bordered by the coastline, the line drawn between the administrative areas of Tokyo and Yokohama and the point 143° 30′, 2950 metres from the Hane-da light buoy, the line drawn 233° from the above-mentioned point, the line drawn 151° 30′ from the end point of Sakai Channel which divides Yokohama City administrative section from Kawasaki City. (The river of Tama is not included.)
DOCUMENTS: *Quarantine Station*
Quarantine Declaration.
Crew List.
Passenger List.
Fumigation Certificate.
Cargo Manifest.
Immigration Office
Declaration Inward Outward of Vessel.
Crew List.
Passenger List.
Application for shore pass.
Custom House.
Declaration Inward Outward of Vessel.
Crew List.
List of Ship's Stores.
Cargo Manifest.
Passenger List.
List of Crew's Baggages or List of Personal Effects.
List of Tobacco.
Through Cargo Manifest.
PILOTAGE: See "Yokohama".
ANCHORAGES: Two buoys for 10,000 g.t., depth 8·7 m.
RESTRICTIONS: Tsurumi passage 11·70 m. (high water); Kawasaki passage 12 m. (high water). At night except in an emergency, vessels over 500 g.t. shall not enter port between hours of sunset and sunrise unless permission previously obtained from Captain of the port. Vessels over 500 g.t. may enter without prior notice in order avert sea disaster or other unavoidable circumstance.
Note: No vessel of more than 1,000 g.t. permitted enter through Kawasaki Passage from 06.30 a.m. to 09.00 a.m. No vessel of more than 1,000 g.t. permitted depart through Tsurumi Passage from 06.30 a.m. to 09.00 a.m.
MAX. SIZE:

Passage	*G.R.T.*	*L.O.A.*	*Draft*	*Remark*
Kawasaki	—	up to 245 m.	12 m.	high water
	up to 50,000	—	11·7 m.	,,
Tsurumi	—	up to 225 m.	11·7 m.	,,
	over 50,000	up to 260 m.	11 m.	,,
Tonen Seaberth			16 m.	,,
Keihin Kawasaki Seaberth			20 m.	,,

HEALTH (also see "Yokohama"): Free pratique: issued after ascertaining that no abnormality exists as a result of quarantine inspection conducted under provisions of Quarantine Law. Certificate acquires validity as free pratique, when no abnormality occurs by cholera within 120 hours; plague within 144 hours; typhus within 336 hours; smallpox within 336 hours; yellow fever within 144 hours; recurrent fever within 192 hours.
RADIO: See "Yokohama."
TUGS: Normally join vessel at anchoring position. Ship's lines used.
BERTHING: Vessels of more than 1,000 G.R.T. having explosive or other dangerous cargo on board desiring to enter First Section of Kawasaki, and Fourth Section, Yokohama Quarter, shall report expected time of arrival off Tsurumi Passage in advance to Captain of Port. When intending shift berths within First Section of Kawasaki and Fourth Section, Yokohama or to depart, the estimated time of getting under way shall also be reported in advance to Captain of port. Report shall be made by noon of day before estimated date of entry or getting under way.

Piers	*Depth*
1	7·3 m.
2	9·0″
3	10·0″
4	10·0″
5	10·0″
6	10·0″

Besides above-listed piers, harbour has private pier with 70 berths capable of mooring vessels of 500–100,000 tons.
STEVEDORES: Ordering of labour gangs is by 16.00 hours of previous day.
VHF: VHF radio telephone station under joint control of Tokyo, Kawasaki, Yokohama and Chiba Port and Harbour Bureau. Call Sign. "Kawasaki Port Radio." This station covers all Tokyo Bay with radius 50 kilometres from location of transmitting antenna (Yokohama). Station keeps in touch with ships crossing in vicinity of Nojimasaki Point and is able to communicate with a ship that is a fairly long distance South of Jyogashima Island.
Channels, Class, Frequencies.

	Channel	*Class*	*Frequencies used by ship*	*Frequencies used by coast*
Calling	16	F3	156·80 Mc/s.	156·80 Mc/s.
Working	12	F3	156·60 Mc/s.	156·60 Mc/s.
	14	F3	156·70 Mc/s.	156·70 Mc/s.
	20	F3	sending 157·00 Mc/l. receiving 161·60 Mc/s.	sending 161·60 Mc/s. receiving 157·00 Mc/s.
	22	F3	sending 157·10 Mc/s. receiving 161·70 Mc/s.	sending 161·70 Mc/s. receiving 157·10 Mc/s.

Port official in charge of Marine Operation Section, Port and Harbour Bureau, City of Yokohama or Kawasaki or Tokyo Metropolis or Chiba Prefecture will give ships necessary instruction relating to Port Operations Services. No charge for communication in regard to Port Operations Services.
MEDICAL: Contact Agent to arrange medical attention. Agent must present Arrival Notice to Quarantine Station in advance of vessels arrival. Hospital facilities available.
TANKERS: 12 tanker berths (over 10,000 g.t.).

Berth	*Maximum draft*
Keihin-Kawasaki Seaberth	20 m.
Tonen Seaberth	16 m.
General Oil	12 m.
Nippon Petroleum Gas	12 m.
Mitsubishi Oil	11·70 m.
Nissho	12 m.
Bridgestone Liquid Gas	10·50 m.
Idemitsu Kosan	9·50 m.
Kyodo Oil	12 m.
Mitsubishi Shoji	12 m.
Toanenryo Kogyo	12 m.
Toa Oil	11·50 m.

TIDAL CURRENT: The littoral current running Westward along reclaimed industrial area of city is very slow and has rate of about 0·3 metres around the head of municipal wharf when tide is on the ebb.

FRESH WATER: Supplied at piers, cost per cubic meter Y75. Water supplied by water barge, under 10 cubic metres – Y1,500. Additional charges per cubic meter – Y150. 50% extra charged for overtime, Sundays and legal holidays.

Item	*Available at*	*Number of Hydrants*	*Capacity (ton) per hour*
Pier	Nissin Seifun K.K.	1	25
	Hitachi Zosen K.K.	7	140
	Toyo Wharf Co. Ltd.	9	180
	Nippon Kokan K.K. Ogimachi	11	330
	Nippon Kokan K.K. Ogijima	2	20
	Bridgestone Gas Co. Ltd.	2	40
	Nippon Kokan K.K. Oshima	9	270
	Mitsui Wharf Co. Ltd.	9	180
	Idemitsu Kosan Co. Ltd.	1	30
	Municipal Berth	37	1,850
	General Oil Co. Ltd.	1	40
	Nippon Oil Gas Co. Ltd.	1	50

	Barge	*Loading Capacity (ton)*	*Remarks*
Water Barge	Tamagawa Maru	130	Operated by Water Bureau of Kawasaki City
	Washin Maru	168	
	Geiyo Maru No. 2	200	
	Hoei Maru No. 12	285	

FUEL: All grades available.

DEVELOPMENTS: Plans for commercial wharf at Ohgishima. Ogi-jima East Island will be reclaimed and wharf constructed with 20 berths for 15,000–ton vessels for international trade and eleven berths for 5,000-ton vessels for domestic trade.

GANGWAY/DECK WATCHMEN: Watchmen not necessary and not recommended.

OPENING/CLOSING HATCHES: Normally carried out by stevedores.

CERTIFICATES: See "Yokohama".

CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes. Wines/spirits, 6 bottles.

IDENTITY CARDS: Needed to get shore-pass.

CONSULS: See "Yokohama."

REPAIRS: All repairs possible.

DRY DOCKS: Hitachi Dockyard.

Dock Number	*Length*	*Breadth*	*Depth*	*Capacity*
No. 1	164m	22m	6m	7,000 g.t.
No. 2	220m	30m	10m	25,000 g.t.

AIRPORT: Distance from airport (Tokyo International Airport) 5 miles. Airport served by regular airlines.

TIME: Akashi standard time 135° GMT plus 9 hours. Permanent.

HOLIDAYS: National holidays, Sundays. National holidays January 1, 2, 3, 15; February 11; March 21; April 29; May 3, 5; Spetember 15, 23; October 10; November 3, 23; December 28, 29, 30, 31. Cargo work cannot be arranged on following days: December 31st; January 1st, 2nd, 3rd.

POLICE/FIRE/AMBULANCE: Police Kawasaki 26 – 9161; Ambulance Kawasaki 28 – 0963; Fire Kawasaki 28 – 5521.

TELEPHONES: The cost for the connection to ship is Y700. Charge for use Y5000 (approx.).

SERVICES: Tank-cleaning. Compass adjusting.

SHORE LEAVE: Crew members allowed ashore.

DELAYS: Awaiting favourable tide. Delay of Quarantine inspection.

AUTHORITY: Port & Harbour Bureau of Kawasaki Municipality, 1 Miyamoto-cho, Kawasaki City, Japan. Tel. Kawasaki 24 – 7111.

Kawasaki Branch of Yokohama Imigration Control Office, 18 Chidori-cho Kawasaki, Tel. (28) 0718.

Kawasaki Customs Branch, 18 Chidori-cho Kawasaki, Tel. (26) 5641

Kawasaki Branch of Yokohama Plant Quarantine Office, 18 Chidori-cho Kawasaki, tel. (28) 3408.

Kawasaki Office of Kanto Area's Marine Transportation Bureau, 18 Chidori-cho Kawasaki, tel. (26) 3878,

Kawasaki Maritime Safety Station, 18 Chidori-cho Kawasaki, tel. (26) 1951.

Kawasaki Municipal Harbor and Port Bureau, 1 Miyamoto-cho Kawasaki, tel. (24) 7111.

Kawasaki Port Office, 18 Chidori-cho Kawasaki, tel. (28) 0171.

Kawasaki Port Police Station, 200 Ikegamishinden Kawasaki, tel. (26) 9161.

AGENTS: See "Yokohama".

KIIRE—Nippon Oil Co.-c.t.s.: 31.23 N. 130.32 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
5 Crew Lists including Passport Nos.
5 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: No particular regulations for navigating in Kagoshima Bay. Suggest enter Bay on course close to Osumi Peninsula. Three Light Beacons South of oil piers for Ship's approaching and manouvering. Bay pilots not provided but mooring master provided for assistance to Master for berthing without charge. No VHF available for ship–shore communication.

ANCHORAGES: Anchorage area ranges in depth from 30 to 60 metres. Holding ground in these areas only fair; recommended vessels lie to long scope of chain. Locally tide rise approximately 3 metres in springs and 1·5 metres neaps. Maximum tide currents Northerly 0·32 knot, Southerly 0·47 knot. Ample anchorage and manoeuvring area North-east of terminal.

RESTRICTIONS: Night entry and departure permitted subject to weather conditions.

MAX. SIZE: Max. draft at No. 2 berth – 18 m acceptable 30,000 – 180,000 d/w vessels. Max. draft at No. 3 berth – 28 m acceptable 30,000 – 450,000 d/w vessels.

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: Mooring and unmooring assistance provided by two 4,200 h.p. CPP tugs and two 3,000 h.p. VSP tugs regularly stationed.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

RADAR: None.

MEDICAL: Advance notice required if arriving at weekend.

TANKERS: Central Terminal Station (C.T.S.) No. 2 berth used for loading only. Loading capacity 10,000 Kl/H. Depth at berth 18 m. Loading arms ASA, 12 in. 5 series. Combination use with unloading dirty ballast. Maximum pressure 15 kg/cm².

No. 3 berth used for loading and unloading. Unloading capacity 20,000 Kl/H. Loading capacity 10,000 Kl/H. Depth at berth 28 m. Loading arms ASA, 16 in. 6 series. Combination use with unloading dirty ballast. Maximum pressure 15 Kg/cm².

DENSITY: 1.025.

FRESH WATER: Water obtainable at berth on oil piers at rate of 40 tons per hour and at cost of Y100.– per ton.

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

FIRE PRECAUTIONS: Very strict Safety Regulations.

Disregard of regulations will result in stopping all loading or unloading operations and the vessel being ordered off berth for appropriate action to be taken.

DEVELOPMENTS: By March 1976, 18 new tanks to be completed making total of 30 tanks.

CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.

CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spitirs.

CONSULS: None.

REPAIRS: Available Moji, Sasebo & Nagasaki.

DRY DOCKS: None.

REPATRIATION: Possible.

AIRPORT: Distance from airport about half an hour by car. Ana and Towa airline serve daily.

TIME: GMT plus 9. No alterations made to clocks during year.

POLICE/AMBULANCE/FIRE: Police station tel. 110; Fire brigade station is located at terminal and Ambulance available at that station.

TELEPHONE: Telephone placed on board at Terminal free of charge for inter-office communication.

SERVICES: All services available.

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extensions possible if ship stays longer.

AGENTS: Sub-agents of Dodwell & Co. Ltd. Tokyo. Tokyo Tanker Marine Service Co. Ltd., 2856–5, Uenohamer Aza Nakamiyo, Kiire-cho, Ibusuki, Kagoshima Pref. Tel. Kiire (099345) 161. Telegraphic "Tokmarine Ibusuki".

KIKUMA: 34.02 N. 132.50 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Inland Sea Pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot-stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred. thereafter advising any alterations. Most Inland Sea Pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot-stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits) Position 34° 38′ N. 135° 11′ E. Telegraphic address "Anjin Kobe".

2. Sekisaki, 3 miles South of Sekisaki lighthouse. (Vessels transitting Bungo Channel). Position 33° 13′ E. 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot-station.

3. Mesaki, at East side of Kanmon (Shimonoseki) Straits. Position 33° 56′ 24″ N., 131° 03′ 12″ E.

ANCHORAGE: Lat. 34° 03′ N. Long. 132° 51′ E. Depth of water: 15–30 metres. Anchorage located about 350 metres off beach. Holding ground good and Port faces Iyo-Nada and located Bungo channel. Current at berth and off shore very strong. During winter months strong North-westerly wind prevails.

RESTRICTIONS: Mooring and unmooring daytime only and to be carried out on flood tide.

MAX. SIZE: See "Tankers".

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: Join vessel at sea anchorage, always using tugs line without charge. Two to four tugs are required for berthing, depending on size of vessel. Three tugs are normally used for unberthing.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

MEDICAL: No advance notice required unless urgent.

TANKERS: *Taiyo Oil Co. Terminal.* Two tanker berths available in approximate position 34° 03′ N. 132° 51′ E.

1. 50,000 dwt berth. Tankers moor to four buoys, two forward, two aft, also using starboard anchor. Depth of water 49 ft. Maximum draft allowed 43 ft. salt water.

2. 100,000 dwt berth. Tankers moor to five buoys, two forward, three aft, also using starboard anchor. Depth of water 59 ft. Maximum draft allowed 51 ft. salt water.

DENSITY: Anchorage 1.015. Berth 1.015.

FRESH WATER: Fresh water not available but usually brought by barge from Onomichi (about 4 hrs. run to Kikuma) at Y.350 per ton. Rate of delivery 80 tons to 200 tons per hour dependant on barge.

FUEL: Can only be supplied by barge from Hanshin and Kanmon area, provided five days notice is given. All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from nearest bunker stock ports at maximum 7 days prior notice.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost day-time (0800–1700 hours) Y2,700, night-time Y5,940.

CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.

CONSULS: No consuls. The nearest Consulates in Kobe.

REPAIRS: Only minor repairs.

REPATRIATION: Possible. Nearest immigration office situated at Matsuyama.

AIRPORT: Nearest Matsuyama and Takamatsu.

TIME: GMT plus 9. No alterations made to clocks during year.

POLICE/AMBULANCE/FIRE: Police 110; Ambulance 119; Fire 119.

TELEPHONES: No facilities for placing telephones on board.

GENERAL: As this port is a closed port, the undermentioned procedures required: In conformity with regulations vessel required to obtain special permission to enter from Shikoku Maritime Bureau.

Customs request vessel call at Kikuma to obtain special permission for entering at preceding port, by paying the charge at the same rate of tonnage dues prior to arrival; the above procedures will be taken by Agent.

No quarantine available, the nearest quarantine station is located at Matsuyama.

No Immigration office at this port (coming from Matsuyama).

SERVICES: See "Kobe".

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AGENT: See "Matsuyama".

KIMITSU (Kisarazu): 35.23 N. 139.55 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
4 Crew Lists including Passport Nos.
4 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Not compulsory but necessary. Application to be made to Yokohama Pilot Office through Agent. Pilot boards at Kisarazu Port Quarantine Anchorage; available only daytime. If vessel requires Pilot at Kannon Saki through to Kimitsu (Kisarazu Port) 24 hours previous notice required. In this case. Pilot boards at Kannon Saki position only during day and weather permitting. Conditionally, pratique to be obtained at Kisarazu Port in day-time.

Yokosuka Pilot. For vessel taking Pilot at entrance of Tokyo Bay through Kimitsu (Kisarazu Port), apply to Yokosuka Pilot Office (Yokosuka Licensed Pilot Association, tel. Yokosuka (068)–61–6181) whose Pilot boards at position Uraga Channel No. 1 light buoy (Kannon Saki Lighthouse 150 degrees 3·5 miles).

Yokosuka Pilot service available 24 hours day and night. Application required 24 hours prior to arrival, and notify any change one and half hours before arrival (Pilot leaves Yokosuka one and half hours before vessel's arrival).

ANCHORAGE: Refer to Japanese Chart No. 1062 (middle part of Tokyo Bay). Kisarazu Quarantine Anchorage boundary:
Point A 35° 24′ 6″ N. 139° 49′ 30″ E.
Point B, A Point 85° direction, 3500 metres.
Point C, B Point 355° direction, 1500 metres.
Point D, C Point 265° direction, 3500 metres.
Position usually used: 35° 24·5′ N. 139° 50·5′ E.

MAX. SIZE: Discharging Wharf, iron ore, coal:
No. 22 Maximum draft 16 metres. Length of wharf 304 metres.
No. 21 Maximum draft 16 metres. Length of wharf 350 metres. Unloaders at No. 22 and No. 21 3 units each capacity 1,500 tons per hour. 1 unit will be completed April 1971, capacity 1800 tons per hour.
Loading Wharf, Steel Products:
No. 7 Maximum safe draft 11 metres. Length of Wharf 240 metres. Loaders: 1 unit 30 tons 1 unit 20 tons.
No. 8 Length of Wharf 260 metres. Loaders: 2 units each capacity 30 tons. Also see "DEVELOPMENT".

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers. health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: 2 Tug-boats belonging to Kimitsu Tug Boat Station: "Kimitsu Maru" 2,400 h.p. "Kiyomi Maru" 2,300 h.p. 11 Tug Boats listed belonging to Yokohama Tug Boat Station: "Asama Maru" 3,450 h.p. "Fuji Maru" 2,350 h.p. "Akagi Maru" 2,300 h.p. "Katsura Maru" 2,300 h.p. "Haruna Maru" 2,200 h.p. "Hakone Maru" 2,070 h.p. "Hitachi Maru" 2,300 h.p. "Kongo Maru" 1,800 h.p. "Sugita Maru" 1,440 h.p. "Honmoko Maru" 1,440 h.p. "Sanyo Maru" 900 h.p. Tug boats lines used free of charge.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

MEDICAL: No advance notice required unless urgent.

TANKERS: Only coastal tankers.

DENSITY: 1.02.

FRESH WATER: Available from shore line. Rate of delivery 40–50 per hour. Water fee Y75 per M/T.
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
DEVELOPMENT: (Nipon Steel Corporation Kimitsu Works). One berth for discharging iron ore and coal to be constructed 1972, capable for larger type vessels. One Berth for discharging lime stone planned, suitable for 10,000 d/w. Three Berths (No. 9, No. 10 and No. 11) for 30,000 d/w. No. 9 completed beginning 1971: Length of wharf 280 metres; maximum safe draft 11 metres. Two Berths loading spiral pipe, one completed August 1970, and other 1971. Length of wharf each 240 metres. Maximum safe draft 11 metres. Capable for 30,000 d/w.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost day-time (1800–1700 hours) Y2,700, night-time Y5,940.
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost Y4,400–Y7,200 per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.
CONSULS: None.
REPAIRS: Minor repairs only.
REPATRIATION: Possible.
AIRPORT: Haneda, Tokyo.
TIME: GMT plus 9. No alterations made to clocks during year.
POLICE/AMBULANCE/FIRE: Kisarazu Police Station tel. 0478–22–2151; Kisarazu Fire Brigade and Fire Station tel. 0478–22–2281.
TELEPHONES: No telephone installation direct to vessels alongside wharf.
SERVICES: None. Special services are called from Yokohama and Toyko.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AGENT: Sub-agents of Dodwell & Co. Ltd. Tokyo. Chiba Kaiun Sangyo Co. Ltd., Kimitsu Office, c/o Kimitsu Works of Nippon Steel Corporation, 2–1054, Hitomi, Kinitzu-machi, Kimitsu-gun, Chiba Pref. Tel. Kimitsu (04785) 2–0800. Telegraphic "Chibamarine Kisarazu".

KINUURA: 34.50 N. 136.56 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).
Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: When Pilot required, cable Agent at least one day before arrival with ETA. Pilot station located 34° 40′ N. 136° 58′ E. If ETA changes cable "Handakoun Handa Aichi" who pass messages to Pilot. Vessels anchor to await Pilot at above position. No VHF communication available. Pilot boats have no communication system.
ANCHORAGE: Kinuura anchorage located 34° 49′ N. 136° 57′ E. Depth of anchorage: Outside high tide bank about 38–39 ft., inside high tide bank about 32–33 ft.
RESTRICTIONS: Entry restricted only by draft; no other restrictions.
MAX. SIZE: Depth at berths 10 metres.
HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: No tug required when vessels enter anchorage, only alongside wharves.
Pilot Boats – "Yahagi Maru" 1,600 h.p., "Shiomi Maru" 1,300 h.p. Tugs standby near wharves.
BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.
STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.
MEDICAL: No advance notice required unless urgent.
DENSITY: About 1.023–1.027.
FRESH WATER: Available, but only one water barge – capacity 50 tons. When vessels alongside Public Wharves, water can be taken from shore. Cost: Y165 per k/t by barge, Y75 per k/t from shore. Delivery rate: 50 tons per hour but if more than 50 tons reqd. barge returns to shore to load, therefore 1 trip takes about 3 hours.
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
DEVELOPMENTS: Centre Pier will be available after middle of 1971. Draft will be 32 ft. 10 in./38 ft.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost day-time (0800–1700 hours) Y2,700, night-time Y5,940.
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost Y4,400–Y7,200 per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unles crew can complete it before berthing.
CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.
CONSULS: None.
REPAIRS: None.
AIRPORT: None.
TIME: GMT plus 9. No alterations made to clocks during year.
HOLIDAYS: 20th July.
POLICE/AMBULANCE/FIRE: Police 110; Ambulance/Fire 109.
TELEPHONES: No telephones available to place on board.
SERVICES: None.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AGENTS: Sub-agents of Dodwell & Co. Ltd. Tokyo. Nishioka Maritime Co. Ltd., Chikko Office, Heiwa Bldg., 3–1, Takasago-machi, Minato-Ku, Nagoya. Tel. Nagoya (052) 651–8221. Domestic Telex 446–3148. Telegraphic "Trampnishioka Nagoya."

KOBE: 34.41 N. 135.10 E.

DOCUMENTS:

Documents	*Quarantine*	*Immigration*	*Customs*	*Agents*
Crew Lists (*a*)	1	1	1	2 (*e*)
Passenger Lists				
Disembarking passengers (passengers leaving the vessel at Kobe)	1	2	1	2 (*e*)
Through passengers (passengers disembarking at ports beyond Kobe)	1	2	1	2 (*e*)
Overland passengers (R/T leaving the vessel at Kobe and rejoining the vessel in other ports in Japan)	1	2	1	2 (*e*)
Discharging Cargo Manifests	1 set	—	2 sets (*b*)	1 set
Through Cargo Manifests	—	—	1 set (*b*)	1 set
Maritime Declaration of Health (International Form) (*f*) *Plus* Deratisation Certificate	1	—	—	—
Application for permission to land upon arrival in Japan (*f*)	—	1	—	—
List of Ports of Call	—	1	1	—
List of ship's stores	—	—	1 (*c*)	—
List of Personnal effects (duly signed by each person)	—	—	1 (*g*)	—
Narcotics List	—	—	1	—
List of Arms and Ammunition	—	—	1	—
Declaration inward/outward of vessel, to be signed by the Master	—	1 (*d*)	1 (*d*)	—
Ship's Certificate of Nationality	—	—	1	—
Berthing List	—	—	—	1 set

Documents	Quarantine	Immigration	Customs	Agents
Address List of landing passengers (separate list for round trip passengers)	—	—	—	1
Free pratique from previous port	1	—	—	—
Port Clearance (previous port)	—	—	1	—

(a) The following particulars should be mentioned in the Crew List: 1. Number, 2. Name, 3. Rank, 4. Age, 5. Nationality, 6. Number of Seaman's Book.
(b) Customs Form C.2039 Official forms to be supplied by Kobe or HK.
(c) Customs Form C.2060 Official forms to be supplied by Kobe or HK.
(d) Customs Form C.2000 Official forms to be supplied by Kobe or HK.
(e) Of which 1 copy to be airmailed from previous port.
(f) Form supplied by the Authorities.
(g) For first port of call in Japan only, to be completed on Customs Form C.2050 (Declaration of Crew's Baggages) which form is supplied by Kobe or HK.

PILOTAGE: The Hanshin Pilot Association, Umetate-chisaki, Kaigan-dori, Ikuta-ku, Kobe. Tel. 39–5032. Telegraphic address: "Pilot".
When ship arrives daylight, application should be made not later than 1800 of previous day. When application made on same day as ship arrives, ETA should be advised at least two hours earlier.

R/T used between pilot office and pilot boat. Frequency: 153·49 Mc. Output: Key station 50 W.; Mobile Station 5–10 W. As neither pilot office not pilot boat equipped with International VHF apparatus, no arriving ship can exchange direct communication with them.

6 pilot boats available. Gross tonnage 15 tons, speed 15 knots. (maximum 20 knots). Ship requiring Pilot makes request to signal station by flying International flat "G" in day-time, or sending by lamp at night. Pilot taken at quarantine anchorage at Wada-misaki Point. Pilot boats usually located at pier in front of pilot's office. Special point fixed for Pilot to board in bad weather. The ship awaits a pilot either at or near quarantine anchorage at Wada-misaki Point or outside breakwater.

When moored to a mooring buoy, chain cable should be used. Chain shackles must be ready. Pilot boards vessel for mooring if ship arrives before 2230 hours and for unmooring any time except following berths:

	Mooring	Unmooring
Kobe Seiko Pier (Steel Mill)	before sunset	Up to 2000 hours
Toyo Menka Pier (Silo Berth)	,, ,,	No restriction
Showa Sangyo Pier (Silo Berth)	,, ,,	,, ,,
Mitsubishi Shoji Pier (Tanker Berth)	,, ,,	,, ,,
Shell Buoy (Tanker Berth)	,, ,, but subject to tide being available.	Before sunset as a rule but possibly up to 2200 hrs. depending on weather, congestion etc.
MKS Buoy (Tanker berth)	,, ,,	,,
Nissho Buoy (Tanker berth)	,, ,,	,,

ANCHORAGES: Quarantine anchorage: Latitude 34° 38′ N; 34° 38′.6 N. Longitude 135° 10′ E; 135° 11′ E.

Section of Port	Number of Anchorages	Depth of Water
3rd	8 berths	12 m.–15 m.
4th	4 berths	11 m.–15 m.
5th	28 berths	11 m.–15 m.
6th	6 berths	13 m.–15 m.

All vessels requiring anchorage for awaiting berth, repairs, bunkering etc., must obtain anchoring position from Harbour Master except following cases: 1. Vessels coming from foreign ports and anchoring at Quarantine Anchorage for inspection. 2. Vessels staying in Quarantine Anchorage not longer than 24 hours after obtaining pratique.

RESTRICTIONS: Quarantine. When ship arrives outside break water after sunset, it is inspected for quarantine purposes next day.

Entry at night. When ship arrives outside breakwater after 2130 it is not permitted to enter.

Hazardous cargo. Depending on kind and quantity of hazardous cargo carried, ship is ordered to berth alongside a pier, at a buoy or outside breakwaters.

Tide. 3 sea berths in the 3rd section can be used only when tide running towards the West.

Draft. Each berth limited for draft.

MAX. SIZE: (Dry Cargoes)

Berth	Permissible LOA	Safe Draft	Cargo Handled	Remarks
Buoy 12 (Public)	210 m.	10.3 m.	Any cargo	
Pier 7-B (Public)	192 m.	9.9 m.	Grain	Vessel with Government cargo has priority to use this berth.
M'bishi D Buoy (Private)	190 m.	10.3 m.	Grain/ Scrap/ general	This buoy can be used only when there is no repair vessel.
Tomen Silo Berth (Private)	208 m.	11.3 m.	Grain	
Showa Sangyo Silo Berth (Private)	200 m.	11.3 m.	Grain	
Kobe Seiko Pier-3 (Private)	300 m.	11.0 m.	Coal/ iron ore	

(Tankers)

Name of Berth	d.w.t. (approx.)	Overall length	Depth of water	Mooring – Pipeline – discharging rate
Shell. Bunkers ex-barge only. No slop discharge facilities.	70,000	250 m.	15 m. (48′03″)	To 4 buoys. Two 16-in. submarine pipes – deck hose 10 in. and 12 in. Capacity 2,000 KL/H. (mooring possible when tide runs towards West.)
MKS. Bunkers ex-barge only.	55,000	235 m. (breadth 33 m).	13.5 m.	To 3 buoys. One 12-in. submarine pipe. 7 joints (10 in.) Capacity 1,000 KL/H (mooring possible when tide runs towards West)
Nissho. Bunkers ex-barge only.	45,000	230 m.	11.5 m.	To 2 buoys. One 12-in. pipe. Capaccity 600 KL/H. (mooring possible when tide runs towards West)
Mitsubishi Shoji (for L.P.G. tankers). Bunkers available ex-wharf; ex-barge at anchorage. NO slop discharge facilities.	50,000	240 m.	12 m.	Alongside Pier. 1,000 ton/H. (regardless of tide) 14 in. pipe. Deck hose 2×6 in.

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Deratting Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine Office through ship's Agent prior arrival and close all soil pipes before entering port.

RADIO: Recommend Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West-bound vessel to Choshi, and North-bound to Nagasaki Radios respectively.
Kobe-Radio details:

	Security and Port message	Port message	Public message
Call sign	JGD	Kobe Port Radio	JCK
Name of Station	Coast Station or Special Service Station	Kobe Port Radio	Kobe Radio
Station Owner	5th Regional Maritime Safety Headquarters	Kobe Municipality (its Port & Harbour Bureau)	Kobe Central Telegraph Office
	444 kc/s.	International	134·9 kc. 143 kc.
	500 kc/s.	VHF	
	500 kc/s.	Channels 16, 12, 11, 18, 20.	416·5 kc. 487·5kc
Frequency	512 kc/s.	24-hour service.	500 kc. 512 kc. 425 kc.
	International VHF Channels 12, 16		

TUGS: Meet vessel at entrance of fairway but if Master/Pilot so requests, service commences from anchorage. Tug's lines used without extra charge.

BERTHING: Chains must be used in mooring to a buoy. Ship must not drop anchor near a buoy when it is moored to one. Ship brought head in alongside pier except in special cases. Some berths impossible to reach after sunset. Example: dolphin berths. This is why ships need to arrive outside breakwater before sunset.

Berths Alongside and Mooring Dolphins for Large Vessels (public)
E = East side, W = West side, S = South side.

Name		Length	Fixed depth of Water
Shinko Pier 1	W.	349 m.	9.1 m.
	S.	102 m.	9.1 m.
	E.	251 m.	9.1 m.
	W.	351 m.	9.1 m.

Name		*Length*	*Fixed depth of Water*
Shinko Pier 2	S.	102 m.	9.1 m.
	E.	351 m.	9.1 m.
	W.	343 m.	9.1 m.
Shinko Pier 3	S.	102 m.	9.1 m.
	E.	354 m.	10–10.9 m.
Shinko Pier 4	W.	576 m.	10.0–10.9 m.
	E.	644 m.	10.0–12.0 m.
	W.	457 m.	10.0–12.0 m.
Shinko Pier 5	S.	148 m.	10.0 m.
	E.	444 m.	10.0 m.
Shinko Pier 6	W.	445 m.	10.0 m.
	S.	441 m.	10.0 m.
Shinko Pier 7	W.	200 m.	10.0 m.
	E.	200 m.	10.0 m.
Shinko Pier 8	W.	400 m.	10.0 m.
	S.	400 m.	10.0–12.0 m.
Maya Pier 1	W.	588 m.	10.0–12.0 m.
	S.	400 m.	10.0–12.0 m.
	W.	400 m.	10.0–12.0 m.
Maya Pier 2	S.	192 m.	12.0 m.
	E.	400 m.	10.0–12.0 m.
	W.	400 m.	10.0–12.0 m.
Maya Pier 3	S.	192 m.	12.0 m.
	E.	400 m.	10.0–12.0 m.
	W.	400 m.	10.0–12.0 m.
Maya Pier 4	S.	192 m.	12.0 m.
	E.	580 m.	10.0–12.0 m.
	W.	637 m.	5.5–9.0 m.
Naka Pier	S.	89 m.	9.0 m.
	E.	215 m.	9.0 m.
	E.	632 m.	7.2 m.
Hyogo Pier 1	S.	127 m.	7.2–9.0 m.
	W.	436 m.	7.2–9.0 m.
	E.	436 m.	7.2–9.0 m.
Hyogo Pier 2	S.	127 m.	9.0 m.
	W.	436 m.	7.2–9.0 m.
Hyogo Pier 3		250 m.	7.5 m.
	South side		
Nada Wharf	(W.)	135 m.	6.3 m.
	(E.)	510 m.	5.4 m.
Mooring Dolphins			10.0 m.

Mooring Buoys

The whole sea surface within the Port limits is divided into 3 sections.

Section	*Owner of Buoys*	*No. of Buoys*	*Buoy Numbers or designations*
	Kobe City Government	12	Nos. 1–12
No. 2	Kobe Shipyard & Engine Works, Mitsubishi Heavy-Industries, Ltd.	3	B,C,D,
	Kawasaki Dockyard Co. Ltd.	2	A,B
	Shell Sekiyu Kaisha Ltd.	3	Shell Buoy
No. 3	Nissho Company Ltd.	2	Nissho Buoy
	Maruzen Kanematsu and Esso Cos.	3	MKS Buoy
No. 5	Kobe City Government	2	Nos. 21, 22
		2	Nos. 31, 34

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep Agent advised ETA. If stevedores cannot commence loading/unloading at time notified by Agent, the orderers must pay for waiting time (Y4,400–Y7,200 per hour per gang). If cargo gears not rigged on berthing, stevedores will do same for ship's crew (Y2,200–Y3,600 per hatch). Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

VHF: Available for port communication, see "Radio".

MEDICAL: Agent required give information when patient to be hospitalised or needs medical attention. All medical facilities in port (Kobe City) can be used. When report made by means of VHF or wireless, necessary arrangements are made at once for urgent treatment of patient.

TANKERS: See "Max. Size".

TIDE: Mean height of tide 1·030 metres. Some of tanker berths in West part of port affected by tide. Currents less than one knot inside harbour.

DENSITY: Winter: 1·023–1·026. Summer: 1·018–1·022.

FRESH WATER:

	Pumping Capacity	*Cost: inside bw.*	*outside bw.*
Supply by barge	300 tons	Y155/cbm	25% additional
Supply from quay	40/80 tons	Y95 per cmb	per every km.

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice. See also "Max. Size – Tankers".

FIRE PRECAUTIONS: LPG tankers instructed by Maritime Safety Headquarters to strictly observe safety rules. Example: checking on what is carried by those who go aboard; banning ship's stores to be loaded on to ship which is working.

DEVELOPMENTS: (*a*) **Port Island:** Expected complete in 1975, when 9 container berths (depth 12 m. length 2,600 m.) and 21 liner berths (depth 12 m., length 4,200 m.) will be available.

(*b*) **Kobe Silo Berth:** Now available. Location: East reclamaton area, No. 2 Section. Length of berth: 752 ft. Depth: 41 ft. at berth, 37 ft. 9 in. in channel. Unloading facilities: Mobile shifting SKT 2 units. Unloading capacity: 500 tons per hour per unit. This berth can be used by vessels other than those who carry a cargo for this silo when it is vacant. Wharfage is Y6.– per gross ton per day. Water supply from quay not available yet.

(*c*) **Kohnan Silo Berth** Completed end 1970. Location: East reclamation area. No. 4 section. Length of berth: 214 m. Capable for 60,000 dwt vessel. Depth 12·5 m. Unloading facilities: 1. Rope trolley system unloader 2 units (can be used for grain, sugar, general cargo, etc.); 2. Pneumatic unloader 1 unit. Unloading capacity: 1,500 tons per hour per unit basis grain cargo. 2,300 tons per hour.

WATCHMEN: Not specially required unless passengers or valuable cargo aboard. Charges Watch at gangway or patrol aboard ship: day shift Y2,700,00, night shift Y5,940.00. Watch at cargo hold day shift Y2,500.00, night shift Y5,500.00 (approx.).

OPENING/CLOSING HATCHES: By Stevedores. Charges: Charges for assistance in opening and closing a hatch cover and beam (per berth, per hold): Sea-going vessel Ordinary cargo day-time Y6,500.00, night-time Y9,000.00. Bulk cargo day-time Y8,100.00, night-time Y11,200.00. Charges for opening and closing an automatic 'tween deck cover day time Y1,650.00, night-time Y2,250.00.

CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnage. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.

CUSTOMS ALLOWANCES: Tobacco (per passenger or crew member). Temporary shore-leave up to 50 cigarettes (duty free); Disembarkation up to 200 cigatettes (duty free). Maximum allowable (only in case of disembarkation) up to 800 cigarettes duty free (however, 600 gigarettes – taxable).

Wines and/or Spirits: Crew member: When the ship at sea for more than one month, up to 6 bottles (one bottle – duty free); less than one month up to 6 bottles (no duty free). Passengers: When a passenger travels for less than a fortnight up to 12 bottles (one bottle – duty free); more than a fortnight up to 12 bottles (up to 3 bottles – duty free).

CONSULS:

U.S.A.	10 Kano-cho 6-chome, Ikuta-ku, Kobe. tel. 33–6865
Argentina	Shosen Bldg., 5 Kaigan-dori, Ikuta-ku, Kobe. tel. 33–4658, 33–5252.
Brazil	
Denmark	Sanomiya Bldg., 1–4 Onoe-dori 8-chome, Fukaii-ku, Kobe. tel. 23–5771.
El Salvador	119 Ito-machi, Ikuta-ku, Kobe. tel. 39–8051.
France	Kaigan Bldg., 3 Kaigan-dori, Ikuta-ku, Kobe. tel. 39–3531.
Germany	Kobe International House, Goko-dori 8-chome, Fukiai-ku, Kobe. tel. 22–5194.
Great Britain	Chartered Bank Bldg., 9 Kaigan-dori, Ikuta-ku, Kobe. tel. 33–7957/8.
India	1–2 Yamamoto-dori 3-chome, Ikuta-ku, Kobe. tel. 22–0640, 22–0544.
Indonesia	Kato Bldg., 76–1 Kyo-machi, Ikuta-ku, Kobe. tel. 32–1653/6.
Korea	73 Nakayamate-dori 2-chome, Ikuta-ku, Kobe. tel. 22–4853.
Norway	Meriken Pier, Hatoba-cho, Ikuta-ku, Kobe. tel. 33–3563.
Netherlands	Denden Bldg., 64 Naniwa-cho, Ikuta-ku, Kobe. tel. 32–3341.
Panama	Chartered Bank Blgd., 9 Kaigan-dori, Ikuta-ku, Kobe. tel. 33–8000.
Peru	Asahi Bldg., 59 Naniwa-cho, Ikuta-ku, Kobe. tel. 33–6460.
Philippines	Kobe International House, Goko-dori 8-chome, Fukiai-ku, Kobe. tel. 22–4601/2.
Portugal	Javis Bldg., 75 Kyo-machi, Ikuta-ku, Kobe. tel. 39–4313.
Sweden	Moche Bldg., 67 Kyo-machi, Ikuta-ku, Kobe. tel. 33–5343.
Thailand	Shinko Bldg., 8 Kaigan-dori, Ikuta-ku, Kobe. tel. 32–1661/2.
Equador	Sanbankan, Shimoyamate-dori 3-chome, Ikuta-ku, Kobe. tel. 32–3439.
Uruguay	Nadaberi, Higashi-tarumi, Tarumi-ku, Kobe. tel. 77–3024.

REPAIRS: All repairs possible.

DRY DOCKS:

Owner	*Name*	*Over-all length*	*Width*	*Depth*	*Remarks*
Mitsubishi Heavy Industry Ltd.	Dock No. 4	253·25 m.	41·2 m.	13 m.	To be lengthened by 45 m.
Kawasaki Heavy Industry Ltd.	Dock No. 1	153 m.	20 m.	5·5 m.	The largest ship docked: 215 m. ×30·5 m.×6·8 m.
	Dock No. 4	215 m.	33·5 m.	11 m.	

(Number of docks in Kobe)

Kobe Dockyard Engine Works Co. Ltd.	3 floating docks
Ishihara Shipyard Co. Ltd.	1 ,, dock
Arata Dockyard & Engine Works Co. Ltd.	1 ,, ,,
Shikase Dockyard Ltd.	1 ,, ,,
Mitsubishi Heavy Industries Ltd.	3 floating docks
	1 dry dock
Kawasaki Heavy Industries Ltd.	2 floating docks
	2 dry docks

AIRPORT: Osaka International Airport. Distance from Airport about 1·5 hours by car.

Domestic: Following regular airlines, Japan Air Lines, All Nippon Air Lines, Nihon Kokunai Koku, Toa Koku.

International: For Far East: Japan Air Lines 31 flights per a week, Thai International Air Lines 10 flights per a week, Cathay Pacific Air Lines 8 flights per a week, China Air Lines 11 flights per a week, Korean Air Lines 12 flights per a week, North-West Air Lines 7 flights per a week, Air Vietnam 2 flights per a week.

For Europe: Lufthansa 1 flight per a week, BOAC 3 flights per a week, Air France 2 flights per a week.

For United States: Japan Air Lines 12 flights per week, Pan American 3 flights per week.

TIME: Japan Standard Time set at the 135th degree of East longitude GMT plus 9 hours. No alteration to clocks throughout year.

HOLIDAYS: On two Sundays of each month, no cargo work arranged. In special cases, daytime cargo handling operation possible on Sundays and holidays.

POLICE/AMBULANCE/FIRE: *Police* 110 Water Police Station tel. 33–2351, 33–2354, Ikuta Police Station 33–0044, Fukiai Police Station 23–4441, Hyogo Police Station 55–0051.

Ambulance: 119 Ikuta Fire Department 39–4994.

Fire: 119 Water Fire Department 33–9951, Ikuta Fire Department 33–4994, Fukaia Fire Department 29–0401, Hyogo Fire Department 56–6141.

TELEPHONES: Installation charge on board vessel lying alongside pier Y700.– Basic charge for use per day Y400.– Installation on board vessel which is lying at buoy or anchorage Y1,000.– Transportation charge (boat hire) actual expense basic charge or use per day Y1,100.– (approx.).

GENERAL: When typhoon approaching, Port Captain requires ships to proceed outside breakwater.

SHORE LEAVE: Crew members free to go ashore.

DELAYS: 1. Weather condition (where strong wind prevents ships entering port). 2. Tide (berths in West part of port). 3. Berths where no ships permitted berth alongside at night. 4. Where a quarantine officer or Pilot being awaited. 5. Shortage of gangs, weather.

AUTHORITY: Port Management Body: City Government of Kobe, 7, Kano-cho 6-chome, Ikuta-ku, Kobe. Tel. 33–8181.

AGENT: Dodwell Tramp Agencies, PO Box 557 Kobe Port, Crescent Building, 72, Kyomachi, Ikuta-Ku, Kobe. Tel. (078) 39–8031. Telegraphic "Dodwell Kobe." International Telex KB-8826.

KOKURA: 33.54 N. 130.53 E. (See "Kanmon-Ko")

Kokura situated between Moji and Tobata. On the East is contiguous to Moji port, on the West to Tobata port and on the North it opens to the Kanmon Straits.

DOCUMENTS:

Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Inland Sea Pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot-stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea Pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot-stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits) Position 34° 38′ N. 135° 11′ E. Telegraphic address "Anjin Kobe".

2. Sekisaki, 3 miles South of Sekisaki lighthouse (vessels transitting Bungo Channel). Position 33° 13′ N. 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot-station.

3. Hesaki, at East side of Kanmon (Shimoneseki) Straits. Position 33° 56′ 24″ N. 131° 03′ 12″ E.

ANCHORAGE: Anchorage seldom used. Depth 10 m. Capacity 13,000 tons×2.

Anchorage located outside leading channel to port, near fairway of Kanmon Straits. Ship can stay at this anchorage only upon payment of compensation to fishery guild. When winds prevail, not safe for ship to stay there.

RESTRICTIONS: Vessel enters port only within one hour before and after slack tide in day-time. No night departure. Maximum size 18,000 tons gross, 10 metres draft.

MAX. SIZE: See "Restrictions".

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: See "Moji".

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

Wharf	*Length*	*Depth*	*Capacity (g/t)*
Sunatsu	300 m.	8·4 m.	10,000 tons×1 (length limited to 170 m. OA)
Sumitomo Metal East	210 m.	10·0 m.	18,000 tons×1 (length limited to 190 m. OA)
Hiagari, 3, 4, 5.		7·0 m.	15,000 tons×3 (length limited to 145 m. OA)
Kanematsu Oil Pier	210 m.	6·5 m.	11,000 tons×1 (length limited to 170 m. OA)

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time (Y4,400–Y7,200 per hour per gang). If cargo gears not rigged on berthing, stevedores will do same for ship's crew (Y2,200–Y3,600 per hatch). Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

(*a*) Maximum 6 gangs are available.
Stevedores, regular employees 116, temporary labourers 109. Longshoremen 459.

(*b*) Lighters: Kokura Marine Transportation Co., lighters 25, tonnage 8,900 tons.

(*c*) Shore crane:

No.	*Capacity*		*Location*	*Owners*
2	10 tons		Sunatsu wharf	Sumitomo Metal
1	6 tons		,,	Kokura Marine
3	12 tons	outreach 18 m.	Sumitomo Metal Wharf	Sumitomo Metal

(*d*) Floating crane: arrangeable from Moji.

(*e*) Average performance of loading/discharging:
Discharging: Iron ore 40/50 tons per hr./gang/hatch (by ship's gears). 200 tons per hr./gang/hatch (by shore crane). Coal 40/50 tons per hr./gang/hatch (by ship's gears). 100/150 tons per hr./gang/hatch (by shore cranes). Scrap steel, pressed 20 tons per hr./gang/hatch (by ship's gears). ordinary 10 tons per hr./gang/hatch (by ship's gears). bulky 5 tons per hr./gang/hatch (by ship's gears). Loading: Steel under 20′ long 25–30 tons per hr./gang/hatch. over 20′ long 15–20 tons per hr./gang/hatch.

(*f*) 2 shifts: 0800 to 1700 hrs. and 1700 to 0700 hrs. Normal working hours: 0800 to 1700 hrs. Refer to Moji for further information.

TANKERS: Also see "Berthing". At Kanematsu-Goshi Oil Refinery 8 in. diameter shore pipe line. No slop facilities available.

DENSITY: 1025.

FRESH WATER: From hydrants at Sunatsu and Sumitomo Metal wharves, the rate of delivery per hour: 30 tons per hydrant, cost per ton ex. wharf Y115.– ex. barge Y200.– at Hiagari wharf Y230.– (ex. barges only).

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost day-time (0800–1700 hours) Y2,700, night-time Y5,940.

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's register to Show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears maintenance appears to be poor.

CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.

CONSULS: None.

REPAIRS: See "Moji".

AIRPORT: All Nippon Airwsys, Kitakyushu, about 30 minutes by taxi from Kokura station to airport. Japan Air Lines, Fukuoka, and Cathay Pacific Air Lines, Fukuoka, about 1 and half hours by train and taxi from Kokura station to airport.

TIME: GMT plus 9. No alterations made to clocks during year.

POLICE/AMBULANCE/FIRE: Police 56–7171; Ambulance 119; Fire 92–4831.

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AGENT: Sub-agents of Dodwell & Co. Ltd., Holme Ringer & Co. Ltd., PO Box 72, 9–9, Mirato-medii, Moji-Ku, Kitakyushu. Tel. Moji (093) 33–1311/8. Telegraphic "Ringer Moji".

KOMATSUSHIMA: 31.35 N. 130.33 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Not compulsory. No authorised licensed Pilot available but non-licensed Pilot available when required.

ANCHORAGES: Situated at Western corner of Komatsushima bay and port protected by three breakwaters, North, East and South covering 396,700 sq. metres. Depths of water at anchorages as follows:

(*a*) Inside breakwater 8/10 metres, (*b*) Outside breakwater 9/10 metres, (c) Wharf 9·50 metres.

RESTRICTIONS: Vessel must get permission and instructions where to anchor from Port Captain before arrival. Wharf and Inner harbour: entering and sailing usually only during day-time regardless tide and current. Outer harbour: Entry and sailing anytime.

MAX. SIZE: Anchorage inside breakwater: length no limit, breadth no limit, draft 8·60 metres.

Anchorage outside breakwater: length no limit, breadth no limit, draft 8·60 metres.

Wharf. (Suitable 10,000 dwt). length 170 metres, breadth no limit, draft 9 metres.

HEALTH: Pratique to be obtained at Shimotsu prior arrival Komatsushima. At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: Wharf and inner harbour: join vessel at sea anchorage, always using tug's line without charge. Outer harbour: no tug required in normal conditions.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

MEDICAL: No advance notice required unless urgent.

DENSITY: 1015.

FRESH WATER: Alongside berth: Can be supplied by shore line with capacity of 25 tons per hour at Y65.– (0800–1700), at Y100.– (1700–0800) (appox.).

Anchorage: Can be supplied by 50-ton barge with capacity of 50 tons per hour (but as strong winds prevail during winter months no water supplied at anchorage outside breakwater) and rate of charges as follows: For inner harbour, per ton Y200.– For outer harbour, per ton Y250.– Additional charges: 1700–0800 50% extra. Rough sea and rain 50% extra.

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock at maximum 7 days prior notice.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost day-time (0800–1700 hours) Y2,700, night-time Y5,940.

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.

CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.

CONSULS: None. Nearest consulates in Osaka.

REPAIRS: Only minor repairs.

DRY DOCKS: No dry dock. Nearest at Hitachi Shipbuilding & Engineering Co. Ltd., Chikko works, Osaka; Kawasaki Heavy Industries Ltd., Kobe and Mitsubishi Heavy-Industries Reorganised Ltd., Kobe Shipyard & Engine Works.

AIRPORT: No airport. Nearest airport Tokushima where All Nippon Airways, 9 flights to Osaka, 2 to Tokyo, and 1 each to Kagoshima and Sochi.

TIME: GMT plus 9. No alterations made to clocks during year.

POLICE/AMBULANCE/FIRE: Police tel. 110; Ambulance 119; Fire 119.

TELEPHONES: No facilities for placing telephones on board.

SERVICES: None.

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AUTHORITY: Tokushima-Kencho, 1, Mandai-cho, Tokushima City.

AGENT: See "Niihama".

KUDAMATSU: 34 N. 131.52 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Inland Sea Pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot-stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea pilots also act as harbour pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot-stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits) Position 34° 38′ N. 135° 11′ E. Telegraphic address "Anjin Kobe".

2. Sekisaki, 3 miles South of Sekisaki lighthouse (vessels transitting Bungo Channel). Position 33° 13′ N. 131°5 4′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot-station.

3. Hesaki, at East side of Kanmon (Shimonoseki) Straits. Position 33° 56′ 24″ N. 131° 03′ 12″ E.

ANCHORAGE: Kudamatsu loading anchorage lat. 33° 59′ 40″ N., long 131° 51′ 20″ E.

RESTRICTIONS: No restriction for entry into and/or departure from anchorage during night and day time. But berthing/unberthing effected during daytime only.

MAX. SIZE: No restriction on length, breadth and draft for any vessel entering port, but maximum draft for Nippon Oil Refinery Wharf 13 metres, and for Toyo Kohan Wharf 7 metres.

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: Tugs normally join vessel proceeding to Nippon Oil Refinery Wharf at lat. 33° 58′ 20″ N., long 131° 53′ 30″ E., and proceeding to Toyo Kohan Wharf at lat. 33° 59′ 40″ N., long. 131° 51′ 20″ E. Tug's line used and charges for lines use is included in tug-boat operation charge.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional: Sundays/holidays 60% additional.

MEDICAL: No advance notice required unless urgent.

TANKERS: At Nippon Oil Refinery 12 in. diameter floating discharging pipe line is connected to vessel. Maximum permitted draft 13 metres. Toyo Kohan Wharf, maximum draft 7 metres.

DENSITY: 1.025.

FRESH WATER: At anchorage, section II Kudamatsu; water barges available from Tokuyama and cost Y300 per ton at day-time and charged up to 150 tons as minimum. Rate of delivery 50 tons per hour. At Nippon Oil Refinery and Toyo Kohan Wharf, hydrants are

available. Rate of delivery 20 tons per hour. At Nippon Oil Refinery cost Y110 per ton, and at Toyo Kohan Y40 per ton (approx.).
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice. Also see "Moji-Fuel".
DEVELOPMENTS: Toyo Kohan now reclaiming about 100 metre wharf beside the 270 metre wharf, and in near future depth will be 11 metres.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost day-time (0800–1700 hours) Y2,700, night-time Y5,940 (approx.).
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete if before berthing.
CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears maintenance appears to be poor.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.
CONSULS: None.
REPAIRS: All types possible.
DRY DOCKS: Kasado Dockyard Co. Ltd.

Dry dock	*Length*	*Breadth*	*Depth*	*Docking capacity (g/t)*
No. 1	152·10 metres	22·71	8·90	10,884
No. 2	107·71 metres	16·46	7·48	3,600
No. 3	220·00 metres	37·00	11·00	34,497

REPATRIATION: Possible.
AIRPORT: Ube and Hiroshima airports: distance about, 2 hours by train, and from Ube to Tokyo one flight per day and from Hiroshima four flights per day.
TIME: GMT plus 9. No alterations made to clocks during year.
POLICE/AMBULANCE/FIRE: Police 41–0615, emergency 110; Ambulance 41–2840, emergency 119; Fire 41–2840, emergency 119.
TELEPHONES: No arrangements exist for placing telephones on board.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
AUTHORITY: Yamaguchi-Kencho, 1–1 Takimachi, Yamaguchi City.

AGENT: Sub-agents of Dodwell & Co. Ltd., Sankyu Unyo Kiko K.K., 766–25, Miyanosu, Kudamatsu-shi. Tel. Kudamatsu (0833) 4–0660. Telegraphic Address "Sankyuunyu Kudamatsu".

KURE: 35.15 N. 132.32 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Inland Sea pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to Pilot Station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot-stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot-stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits) Position 34° 38′ N. 135° 11′ E. Telegraphic address "Anjin Kobe".

2. Sekisaki, 3 miles South of Sekisaki lighthouse (vessels transitting Bungo Channel). Position 33° 13′ N. 131° 54′ E. Telegraphic address "Anjin Saganoseki". In veent bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot-station.

3. Hesaki, at East side of Kanmon (Shimonoseki) Straits. Position 33° 56′ 24″ N., 131° 03′ 12″ E.

ANCHORAGES:

	Minimum Depth	*Minimum bottom width*	*Density of water*	*Nature of bottom*
Entrance Channel	20 m.	No limit	Summer Av. 1·020	
Harbour Channel(s)	20 m.	No limit	Winter Av. 1·025	Mud and sand

Depths refer to M.W.L. Difference between datum quoted and chart datum: abt. 2 m. (to be added) Rise of tide: Springs 3·4 m. Neaps 2·6 m.
Also Mooring buoys and Harbour Anchorage. (See "Berthing").

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from Cholera infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: Tugs normally join vessel at quarantine anchorage area. Tug's lines free of charge.
BERTHING: Pilots do not agree to berth or unberth outside period from sunrise to sunset. For berthing, at least 1·5 hours advance arrival necessary to reach berth before sunset. Mooring buoys: three buoys available in harbour for vessels less than 15,000 dwt. Harbour anchorage: Three anchorages with good ground (mud) and suitable vessels up to 80,000 d/w. L.O.A. 300 m.

Missin Steel Works Ore berth

No. 2 Berth
Depth of approaches 17 – 18 m.
Length of Berth 190 m.
Depth of alongside berth 13 m.
Maximum draft acceptable 11·747 m.
Maximum length acceptable 224 m.
Maximum width acceptable 31·8 m.

No. 3 Berth
Suitable 150,000 dwt.
Depth of approaches 19 – 20 m.
Length of Berth 275 m.
Depth of alongside berth 18 m.
Maximum draft acceptable 18 m.
Maximum length acceptable 295 m.
Maximum width acceptable 45 m. (abt.)

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.
MEDICAL: No advance notice required unless urgent.
TANKERS: No facilities.
FRESH WATER: For domestic and boiler, 330 k/tons per barge (one barge available from Kure City office), delivering rate about 100 k/tons per hour and approximate cost per K/ton Y120·00 (50% additional for overtime, Sundays/holidays and Saturday afternoon also Y20·00 additional to basic rate for outside harbour limit).
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost day-time (0800–1700 hours) Y2,700, night-time Y5,940 (approx.).
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost Y4,400–Y7,200 per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.
CONSULS: No consul available, but marine note of protest can be attested by the local notary public.
REPAIRS: All types of deck and engine repairs are possible.
DRY DOCKS: (Ihi-Kure). Dimensions of largest dry dock No. 4 Dry Dock (length 338·3 m., width 43 m., depth 17 m.) – 160,000 dwt. 2 small docks.
REPATRIATION: Possible.
AIRPORT: Hiroshima airport, distance approximately 35 km. – 40 km. and about 60–90 minutes by car. Only domestic regular airlines available. 4 flights to Osaka and 6 to Tokyo, daily.
TIME: GMT plus 9. No alterations made to clocks during year.
POLICE/AMBULANCE/FIRE: Police (for emergency) 110; Ambulance 119; Fire 119.
TELEPHONES: No arrangements available for placing telephones aboard.
GENERAL: Kure is a local port which makes it difficult to arrange all requirements. At least three days notice helpful.
SERVICES: All navigational apparatus can be served as required. Cargo holds cleaning service can also be carried out, but tank-cleaning equipment and services to be arranged from Kobe area, otherwise through IHI Kure Shipyards.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
AGENT: Sub-agents of Dodwell & Co, Tokyo. Naigai Unyu Co. Ltd., 7–1, 1-chome, Naka-dori, Kure. Tel. Kure 0823 21–5181/5. Telegraphic "Naigai Kure". Telex: 662340.

KUSHIRO: 42.58 N. 144.21 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: No telegraphic address. Previous advance notice, minimum 8 hours advance notice ETA and any alterations. Contact pilot boat through Harbour office/tug boats with wireless telephones. Pilot boat has no radio telephone. Pilot boat waits at Quarantine anchorage (1,000 metres off and 280 degrees from North B/W white L/H), and entrance of B/W during winter period (December-March).

ANCHORAGE: Bottom sand and mud. Minimum depth 9 metres in passage and 7·5 metres in anchorage. Depth over 29½ ft. 162,075 sq. metres, Section 2; Depth over 24½ ft. 690,000 sq. metres, Section 2 and 3; Depth under 24½ ft. 393,600 sq. metres, Section 3. Tidal range, average high-tide plus 1·533 metres, average low-tide plus 0·154 metres, average tidal difference plus 0·953 metres.

RESTRICTIONS: Vessel allowed enter and sail day and night. Pilot assistance officially not compulsory but in practice necessary, and pilot service available for 24 hours subject 8 hours advance notice.

MAX. SIZE: Pilot agrees take in 25,000 dwt vessels (length O/A about 185 metres). However, depth maximum 9·5 metres.

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days. Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: Usually join vessel at entrance of breakwater and ship's line to be used.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores connot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ships' crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

MEDICAL: No advance notice required unless urgent.

TANKERS: North Pier – 3 berths for 20,000 dwt×2 and 18,000 dwt×1. Hose-diameters 10″×1, 8″×3, 6″×3. South New Pier – 1 berth for 3,000 dwt. Hose-diameters 10″×1.

DENSITY: Average 1·025 inner breakwater high-tide, and average 1·022 low-tide.

FRESH WATER: Direct supply from the wharves at 30 tons per hour. Cost at Y90.– per cubic ton. Barge supply and capacity 3 hours round per barge. costing at Y135.– per cubic ton basic in summer period.

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

DEVELOPMENT: Total of 21 berths including 4 for up to 40,000 dwt. Industrial raw materials carriers will be built and port breakwater will be lengthened by 3,940 metres from 1970 to 1980.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost day-time (0800–1700 hours) Y2,700, night-time Y5,940 (approx.).

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears maintenance appears to be poor.

CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.

CONSULS: None. US Consul located in Sapporo city.

REPAIRS: Ordinary deck, engine and electrical repairs arrangeable by the local factory.

DRY DOCKS: None; nearest located in Hakodate and Muroran ports.

REPATRIATION: Possible.

AIRPORT: Kushiro air port about 40 minutes taxi or direct connection bus from port area. Flight service daily, 2 flights for Tokyo and 1 flight for Sapporo.

TIME: GMT plus 9. No alterations made to clocks during year.

HOLIDAYS: 1st May.

POLICE/AMBULANCE/FIRE: Police HQ 23–7111 or emergency 110; Hospitals Kushiro Grand Hospital 41–6121, Kushiro Red-Cross Hospital 22–7171; Fire HQ 22–2156 or emergency 119.

TELEPHONES: No systems for arranging on board.

GENERALS: All port facilities services except wharfage applicable. Winter period additional charges 30%–50% while 1st December and 31st March (all Hokkaido ports same).

SERVICES: Arrangeable from Muroran.

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AUTHORITY: Kushiro-Shiyakusho, 7–5, Kurogane-cho, Kushiro City.

AGENT: Sub-agents of Dodwell & Co. Ltd., Tokyo. Narasaki Sangyo Co. Ltd., c/o Mitsuwa Transport Co. Ltd., Attn. Shipping Agency Dept., Mirami Hama-cho, Kushiro. Tel. Kushiro (0154) 22–3030, 22–0903. Telegraphic "Narasaki Kushiro".

MAIZURU: 35.27 N. 135.19 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's agents should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Pilot boats "Koun Maru No. 2" 130 h.p. "Koun Maru No. 1" 60 h.p. Channel between Kanagasaki and Bakuchi Cape. Pilot station lat. 35° 32′ 00″ N., long. 135° 18′ 30″ E. Anchorage position for vessel waiting Pilot, lat. 35° 32′ 00″ N. long. 135° 18′ 30″ E. Pilot day-time only.

ANCHORAGE: Section 2, Section 3. Depth 9 m.–17 m.

RESTRICTIONS: Entry during day only.

MAX. SIZE: Length 182 m., draft 8·3 m., 10,000 g/t.

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine officers will attend vessel only from day-light to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: Position: No. 2 Q-anchorage (35° 29·2′ N.; 135° 20·5′ E.) Both ship's and tug's lines used. Charge Y32,000 per hour from base to base.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours (50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

MEDICAL: No advance notice required unless urgent.

DENSITY: 1.025.

FRESH WATER: From wharf, summer Y100 per ton, winter Y130 per ton. From barge, summer Y200 per ton, winter Y260 per ton.

Note: Summer season Apr. 1–Nov. 30. Winter season Dec. 1–Mar. 31.

In rough, snow, rainy weather 50% extra. Overtime 1600–2300 50% extra; 2300–0500 100% extra, 0500–0800 50% extra. Holidays 30% extra. Distance addition, Ohgimi area Y50 per ton; Katsura, Wada Y90 per ton; Nagahama Y120 per ton; East Maizuru Y200 per ton.

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost day-time (0800–1700 hours) Y2,700, night-time Y5,940 (approx.).

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears' maintenance appears to be poor.

CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.

CONSULS: None.
REPAIRS: Possible.
DRY DOCKS: 246 m.×33·5 m.×12·5 m. Two others.
REPATRIATION: Possible.
AIRPORT: None.
TIME: GMT plus 9. No alterations made to clocks during year.
POLICE/AMBULANCE/FIRE: Police 07736–5–0810; Ambulance 07736–5–2174; Fire 07736–5–2174.
TELEPHONES: Not possible to place telephones on board.
SERVICES: None.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
AUTHORITY: Kyoto-Fucho, Nishiiru Yabumouchi-Cho, Shimodachiuridori-Shinmachi, Kamikyo-Ku, Kyoto City.

AGENTS: Sub-agents of Dodwell & Co. Ltd. Tokyo. Iino Kauin Kaisha Ltd., No. 2 Pier, Maizuru Port, 5, 18-banchi, Koaza Shimazaki Oaza Shoin, Maizuru. Tel. Maizuru (07736) 5–2112/7. Telegraphic "Iino Maizuru".

MATSUYAMA: 33.52 N. 132.42 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Inland Sea Pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot-stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea Pilots also act as harbour pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot-stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits) Position 34° 38 N., 135° 11′ E. Telegraphic address "Anjin Kobe".

2. Sekisaki, 3 miles South of Sekisaki lighthouse (vessels transitting Bungo Channel). Position 33° 13′ N., 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot-station.

3. Hosaki, at East side of Kanmon (Shimonoseki) Straits. Position 33° 56′ 24″ N., 131° 03′ 12″ E.

ANCHORAGE: The port faces Iyo-Nada and located near Bungo Straits. Entrance open to Iyo-Nada towards West, but port protected by West breakwater and small island off Northern part of approaches where holding ground good. During winter months strong Northwesterly wind prevails causing heavy swell at anchorage. Depth of water 17–25 metres.
RESTRICTIONS: *Oil tanker berth.* Vessel drawing less than 12 metres can moor and unmoor at half-flood during day-time but vessels drawing 12 metres or more advised to await high water.
Dry cargo vessels berth. Dry cargo is logs and cargo working carried out at anchorage of Horie, Umaiso and Yura Bay.
Horie Bay. Vessels no longer than 160 metres can berth. Vs. enter day-time only regardless of tide and current.
Umaiso Bay. As Horie Bay.
Yura Bay. Vessels no longer than 110 metres berth. Day-time entry only regardless of tide and current.
MAX. SIZE: *Maruzen Oil Co. Ltd., Matsuyama refinery, Genyu Sambashi.* Length of vessel, no limit; breadth, no limit; draft, 12 metres.
Horie and Umaiso Bay. Length of vessel 160 metres; breadth no limit; draft 15 metres.
Yura Bay. Length 110 metres; breadth no limit; draft 10 metres.
HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: For tankers: join vessel at Quarantine anchorage, using Tug's lines without charge. For dry cargo vessel, no tug required for berthing and unberthing in normal conditions.
BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.
STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.
MEDICAL: No advance notice required unless urgent.
TANKERS: No advance notice of dia. of load/discharge lines required. See "Max. Size".
DENSITY: Anchorage 1.015. Berth 1.015.
FRESH WATER: *Maruzen Oil Co. Ltd., Matsuyama refinery, Genyu Sambashi.* Can be supplied by shore line with capacity 25 tons per hour at Y100 per ton.
Anchorage: Can be supplied by 30 ton barge with capacity 30 tons per hour. Strong winds prevail during winter months, when no water can be supplied. Charges as follows: For inner harbour Y200 per ton. For outer harbour Y250 per ton, 50% extra for 1700–0800 of week-day, 50% extra for Sunday and holiday.
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice. Also see "Moji – Fuel".
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost day-time (0800–1700 hours) Y2,700, night-time Y5,940 (approx.).
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost Y4,400–Y7,200 per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears' maintenance appears to be poor.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.
CONSULS: Consulates in Kobe.
REPAIRS: Only minor repairs.
DRY DOCKS: None. Nearest at Kawasaki Heavy Industries Ltd., Sakaide; Hitachi Shipbuilding & Engineering Co. Ltd., Innoshima and Mukaishima, dimensions of those docks as follows:
Kawasaki Heavy Industries Ltd., Sakaide. Dock No. 2 for 500,000 dwt vessel 450 m.× 72 m.×12·3 m. Only used presently for shipbuilding and after services.
Hitachi Shipbuilding & Engineering Co. Ltd., Innoshima Dockyard. Dock No. 1 for 20,000 dwt vessel 175 m.×25 m.×25·62 m.×9·10 m. Dock No. 3 for 130,000 dwt vessel 282·50 m.×47 m.×11·33 m.
Hitachi Shipbuilding & Engineering Co. Ltd., Mukaishima Dockyard. Dock No. 1 for 3,000 dwt vessel 86·18 m.×13·60 m.×6·80 m. Dock No. 2 for 8,500 dwt vessel 125 m.×18 m.×7·40 m. Dock No. 3 for 25,000 dwt vessel 175 m.×29 m.×9 m.
REPATRIATION: Possible.
AIRPORT: Domestic airport situated South of harbour. All Nippon Airways flights to Osaka and Tokyo.
TIME: GMT plus 9. No alterations made to clocks during year.
POLICE/AMBULANCE/FIRE: Police 110; Ambulance 119; Fire 119.
TELEPHONES: No facilities for placing telephones on board.
SERVICES: Only at Kobe.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days. 3 days extension possible if ship stays longer.
AUTHORITY: Ehime-Kencho, 4-chome, 1 bancho, Matsuyama City.

AGENTS: Sub-agents of Dodwell & Co. Ltd., Tokyo. Sumitomo Warehouse Co. Ltd., c/o Taisei Kaiun K.K. 1594 Sobiraki-cho, Niihama Tel. Niihama (0897) 37–1101. Telegraphic "Sumitosoko Niihama".

MIIKE: 33.00 N. 130.23 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: 24 hours notice required. Vessel entering dock will receive necessary assistance from dock master for berthing, and for departing. Sea pilot from Kuchinotsu to Miike will be arranged if required. Request for Pilot should be given a.m. previous day, through Agent or direct to Pilot Miike Harbour, c/o Miike Port Management Co.
ANCHORAGES: Lat. 33° 0′ 08″ N. Long. 130° 23′ 50″ E. Harbour limit within circle of 2,700 metres radius centreing on lighthouse at West end of Northern breakwater. Roadstead affords safe anchorage, mud and sand.
RESTRICTIONS: Vessel shall dock or depart on high water. Ebb stream begins about half an hour before high water and runs to

South for 6 hours. Maximum current 3 knots at entrance of channel. Flood stream begins at about low water time and runs to North for 6 hours maximum 3 knots at lighthouse. Channel 1800 metres long, 137 metres broad from jetty to jetty, 45·7 metres width at bottom.

MAX. SIZE: No limitation for breadth and length, but maximum drafts are as follows: 30 ft. 6 in. up to 20,000 d/w; 28 ft. 10 in. up to 25,000 d/w; 25 ft. 7 in. up to 30,000 d/w.

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: 6 available: "Suwa maru" 131 g/t 1100 h.p. "Minato maru" 131 g/t 1100 h.p. "Miike maru" 146 g/t 570 h.p. "Suehiro maru" 25 g/t 166 h.p. "Wakashio maru" 19 g/t 120 h.p. "Asahi maru" 5 g/t 60 h.p.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

MEDICAL: No advance notice required unless urgent.

DENSITY: 1.025.

FRESH WATER: Available at wharf only. Y140.– per ton and delivery 20–25 tons per hour.

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost day-time (0800–1700 hours) Y2,700, night-time Y5,940 (approx.).

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears' maintenance appears to be poor.

CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.

CONSULS: Consuls at Kitakyushu.

REPAIRS: Minor repairs only.

DRY DOCKS: See "Kitakyushu".

REPATRIATION: Possible.

AIRPORT: See "Kintakyushu".

TIME: GMT plus 9. No alterations made to clocks during year.

HOLIDAY: 15th August.

POLICE/AMBULANCE/FIRE: Tel. 110 and 119.

TELEPHONES: Available at stevedores' office at the wharf.

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AGENTS: Sub-agent of Dodwell & Co. Ltd., Tokyo. Kanbayashi Shaten, 3–74, Mikawa-Cho, Omuta. Tel. Omuta (09445) 3–61000. Telegraphic "Ringer Omuta".

MIZUSHIMA: 34.31 N. 133.44½ E.

DOCUMENTS:

Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Stores List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: (*a*) Inland Sea pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea pilots also act as harbour pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot stations.

1. Wadamisaki, at entrance to Kobe (vessels transmitting Kii Straits). Position 34° 38′ N. 135° 11′ E. Telegraphic address "Anjin Kobe".

2. Sekisaki, 3 miles South of Sekisaki lighthouse (vessels transitting Bungo channel). Position 33° 13′ N. 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot-station.

3. Hesaki, at East side of Kanmon (Shimoneseki) Straits. Position 33° 56′ 24″ N. 131° 03′ 12″ E.

(*b*) Vessels over 50,000 d/wt or of draft of more than 12·5 metres are unable to pass through Kurushima Strait and required to transit Wadamisaki.

There are very narrow and crooked channels, such as the Kurushima Strait, maximum tidal current amounting to 10 knots; the Bisan Strait maximum tidal current amounting to 4 knots, and the Akashi Strait, maximum tidal current amounting to 6 knots.

(*c*) Harbour pilot: Pilots of the Inland Sea Pilots Associations are also employed for this pilotage if required, and Pilot boards at Mizushima quarantine anchorage (34° 26′ 30″ N. 133° 34′ 30″ E. approximate centre position of quarantine area). However, if an Inland Sea pilot is employed at the above-mentioned pilot stations, the same Pilot acts for harbour pilotage.

ANCHORAGES: Anchorages available for small size vessels only, and not for large vessels. In case of large vessels waiting for berthing, these vessels shall wait at Quarantine anchorage, at around Nabeshima, at nearby Sakatewan or off Kobe.

Around "Q" Anchorage	Depth	15–18 metres
Around Nabeshima	,,	32–40 metres
Nearby Sakatewan	,,	32–41 metres
Off Kobe	,,	43–47 metres

RESTRICTIONS: (*a*) Entering and departing from port shall be in accordance with instructions to be given by Signal Station.

(*b*) No restriction imposed upon entering or leaving port during night time, nevertheless such movements are next to impossible in consideration of the nature of the structures of the port. In addition Pilots refuse to board during night-time.

(*c*) Super-sized vessels, unable enter except at high tide.

Pilots refuse board vessels with draft exceeding 17 metres, regardless of high tide.

BERTHING: Max. size:

Max. DW/T	*Max. LOA*	*Max. safe draft*	*Discharging Facilities*	*Discharge rate per hour/gang or unit*
Coal, Iron Ore and Scrap				
(A) *Tokyo Seitetsu*				
(i) A berth = 215 metres				
35,000	190 m.	at high tide 12·0 m.	Ship's gear only	Scrap 20 tons Pig iron 30 tons
(ii) B and C berths = 300 metres				
20,000	150 m.×2	9·0 m.	Crane 6 tons×2 Ship's gear	Scrap 30 tons Pig iron 40 tons
(B) *Kawasaki Steel Corp., Mizushima Works*				
(i) D berth = 400 m.				
35,000	No limit	11·0 m.	Ship's gear Shore crane 16 tons×1 17 tons×1	Scrap 15 tons Pig iron 25 tons
(ii) E berth = 976 m.				
0 m.–656 m. 110,000	No limit	16·0 m.	Unloader 1,500 tons×3	Coal 30,000 tons Iron ore 40,000 tons
657 m.–976 m. 200,000	No limit	18·0 m. = at high tide		
Grain				
(A) *Nishi Nihon Grain Centre Mizushima Works*				
Nishinihon Wharf (Dolphin)				
60,000	230 m.	12·0 m.	Pneumatic unloader×2	400 tons per unit
(B) *Nishi-Futo*				
(i) 1 berth				
25,000	180 m.	10·0 m.	Ship's gear	Wheat 80 tons Soybean 70 tons
(ii) 2 berth				
15,000	130 m.	9·0 m.	Ship's gear	Wheat 80 tons Soybean70 tons
(C) *Seto Futo Co. Ltd.*				
Seto Futo (Under construction, estimated complete March 1971)				
55,000	No limit	14·0 m.	Pneumatic unloader×1 Level luffing crane×2 Silo capacity 21,000 tons	400 tons per unit 500 tons per unit
Oil				
(A) *Mitsubishi Oil Co. Ltd., Mizushima Refinery*				
(i) 5 Pier (Dolphin)				
40,000 (g/t)	No limit	12·3	Crude oil 12 in.×2 Fuel oil 12 in.×2 Diesel oil 6 in.×1	5,000 tons 1,000 tons 800 tons
(ii) 6 Pier (Dolphin) at high tide 17·0 m. (170,000 D/WT)				
70,000 (g/t)	No limit	16·0 m.	Crude oil 12 in.×3 Fuel oil 8 in.×1	7,000 tons 400 tons
(B) *Nippon Mining Co. Ltd., Mizushima Refinery*				
(i) 1 Pier (Dolphin)				
40,000 (g/t)	No limit	12·5 m.	Crude oil 12 in.×2 Fuel oil 12 in.×2 Diesel oil 6 in.×1	5,000 tons 1,000 tons 800 tons
(i)) 2 Pier (Dolphin) at high tide 17·0 m. (170,000 dwt)				
70,000 (g/t)	No limit	16·0 m.	Crude oil 12 in.×4	7,000 tons

Max. DW/T	Max. LOA	Max. safe draft	Discharging facilities	Discharge rate per hour/gang or unit
(C) *Asahi Kasei K.K. Mizushima Works*				
C–8 Pier (Dolphin) 10,000 (g/t)	No limit	8·3 m.	Chemical (vapour line 4 in.×1) (cargo line 6 in.×1)	100/200 tons

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from day-light to sunset and Captain to show all Vaccination cards, derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine office through ship's Agent prior to arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which covers all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: Tugs normally join the vessel at the Quarantine anchorage area. Usually tug's lines used free of charge.
TANKERS: See "Berthing".
STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–2100 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.
MEDICAL: No advance notice required unless urgent.
DENSITY: Entrance channel summer av. 1.020, winter av. 1.023. Harbour channel summer av. 1.019, winter av. 1.025.
FRESH WATER: Available at berth, ex-pipe-line. Average delivery rate 20 k/t/hour cost Y65.– per k/t. Water barges available, sent from Onomichi. Delivery rate approximately 50 k/tons per hour. Cost is Y350.– per k/t basic rate, 50% additional for Sunday/holiday supply.
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay, and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice. All grades available by pipeline at Refinery berths.
FIRE PRECAUTIONS: (*a*) Whenever necessary to repair vessel, the rule of "Strictly and Completely No Fire" is to be observed. (*b*) To keep sufficiently powered tugboat alongside vessel at all times when engine is under repair. (*c*) A written pledge to be submitted to Oil Company, promising to take full responsibility and to pay full indemnity by ship's Owners (in case of repairing vessel) if any accident has occurred by fault of the vessel.
DEVELOPMENTS: See "Berthing" – Seto Futo Wharf.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost day-time (0800–1700 hours) Y2,700, night-time Y5,940.
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's Register to show Customs inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears maintenance appears to be poor.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.
CONSULS: No consul available, but marine note of protest can be attested by the local notary public.
REPAIRS: All types of deck and engine repairs possible by Mitsui Shipbuilding and Engineering Co. Ltd., Tamano Works. Minor repairs possible by Nojima Senpaku Co. Ltd., Mizushima Works.
DRY DOCKS: No dry docks at Mizushima, but Mitsui Shipbuilding and Engineering Co. Ltd. Tamano Dock is the nearest from Mizushima, distance approximately 20 miles and navigation about 2 hours.
Mitsui Shipbuilding and Engineering Co. Ltd., Tamano Dock
(*a*) Dimensions of largest dry dock No. 3 D. Dock (length 672 ft.× width 103 ft. 3 in.× depth 32 ft). (*b*) Number of small docks: 2.
AIRPORT: Okayama airport is the nearest from Mizushima, distance approximately 40 km. and takes about 40 minutes by car. Only domestic regular airlines available. 3 flights to Tokyo, daily.
TIME: GMT plus 9. No alterations made to clocks during year.
POLICE/AMBULANCE/FIRE: Police 110; Ambulance 119; Fire 119.
TELEPHONES: No telephone installation service on board.
SHORE LEAVE: Local Immigration offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
SERVICES: All navigational apparatus can be served, as requested, but technicians are to be sent from Kobe.
REGULATIONS: Quarantine anchorage is outside harbour limits therefore (i) no persons allowed ashore from this anchorage, (ii) No supplies permitted to vessels and, (iii) No Agency services available.
AUTHORITY: Okayama-Kencho, 81–1, Uchiyamashita, Okayama City.

AGENT: Sub-Agent of Dodwell & Co., Tokyo. Naigai Unyu Co. Ltd., 2, 1-chome, Kaigan-Dori Mizushima, Kurashiki-Shi. Cables Naigai Kurashikimizushima. Tel. Kurashiki (0864) 44–5211.

MOJI (Kitakyushu): 33.54 N. 130.58 E.
(See Kanmon-Ko)

DOCUMENTS: When ship arrives direct from foreign port, customs officials will board vessel for search. Following documents to be submitted:
Crew List.
Passenger List.
Store List.
Manifest of crew personal effects (must be signed by individual crew member).
Arms and ammunition list.
Narcotics List.
List of ports of call on current voyage.
Discharging Cargo Manifest.
Through Cargo Manifest.
Declaration inward/outward (Form No. C2000).
The following will be checked on board:
Ship's Registry.
Last Port Clearance.
When ship comes from Japanese port, Customs Officials will not attend on board, except special case. Master or Agent to attend Custom House for entry formalities with following documents:
Discharging Cargo Manifest.
Through Cargo Manifest.
Declaration inward/outward.
Ship's Registry.
Last Port Clearance.
Documents entrusted with the Master by Customs at previous port.
On ship's departure, clearance issued by Customs, after confirming payment of tonnage dues.

PILOTAGE: (1) *Harbour pilotage* compulsory for entry and departure, but not when vessel passing through Straits. Pilots embark East-bound vessels at Mutsure Quarantine Anchorage position half mile East Mutsure L.H. 33° 58′ 15″ N. 130° 53′ 43″ E. and West-bound vessels at Hesaki Quarantine Anchorage position 125 degrees, 1,500 metres from Hesaki L.H. 33° 56′ 24″ N. 131° 03′ 12″ E. Two Pilots embark vessels exceeding 30,000 gross tons for entry and departure charging double pilotage.

(2) *Sea pilotage:* Vessels approaching from East can obtain Pilots by radio request made at least 24 hours in advance. Pilot embarks at position 3 miles South from Sekisaki L.H. 33° 13′ 00″ N. 131° 54′ 00″ E.

(3) Pilots should be kept closely advised of vessel's accurate ETA at pilot station. If any change in vessel's movements, Master requested to immediately communicate by radio or VHF to pilot offices directly or through Agent reporting revised ETA. Cable addresses of pilot offices are: Harbour pilot "Kanmonpilot Moji", Inland Sea Pilot "Anjin Moji".

(4) *VHF:* Vessels keep in direct contact with port authorities with regard to arrival, berthing instructions and Pilot's requirements through VHF as follows:

(*a*) Call sign: Kitakyushu Port Radio (or Shimonoseki Port radio).
(*b*) Location of Radio facilities: Transmitting and receiving station located at the top of Mt. Hinoyama, Shimonoseki.
(*c*) Type of wave: Channel: Simplex 16 (calling, responding); Simplex 12 (communicating); Simplex 14 (communicating); Duplex 20 (communicating). Output 50 W.
(*d*) Operating hours: 0600–2000 hrs.
(*e*) Communicating range: within a radius of 50 miles from the Hinoyama Station.
(*f*) Communicating language: Japanese/English.

ANCHORAGE:

	Depth	Capacity (g/t)
"A" Section	10·0 m.	1,000 tons×2
Tanoura	9·1 m.	20,000 tons×3

(No. 1 anchorage: 87 degrees from Moji saki light buoy, 1,340 m.)
(No. 2 anchorage: 83 degrees from Mojisaki light buoy, 1,770 m.)
(No. 3 anchorage: 80 degrees from Mojisaki light buoy, 2,300 m.)

WIND, TIDE: Easterly winds prevail in warm seasons. Northwesterly winds prevail in winter season. Dense fog frequently prevails in spring and autumn.
Tidal range 3·07 metres. Current near entrance of port runs Westward at flood and Eastward at ebb. Speed of current in vicinity of narrowest section of Straits sometimes reaches 7–8 knots. In stream of port, it is about 3–5 knots.

RESTRICTIONS: (*a*) Berthing: During day-time only. Swift tidal current prevails at buoy berths necessitating strong moorings, and in accordance with harbour rules, ships moor with anchor chains to buoy. Requisite chain preparations should be completed before ship leaving pilot station. Occasionally large vessels drawing deep draft made to await high water and/or suitable current to berth alongside wharves.

(*b*) Departure: with adequate notice, no restrictions from anchorage and/or buoys. Night departure from wharves generally practicable, except when Pilot disagrees to ship-out; this will depend upon conditions of weather, tide, etc.

(*c*) Tug assistance may be required at Pilot's discretion for large vessel mooring to and/or unmooring from buoy, depending upon efficiency of engine and conditions of weather, tidal current, etc.

(*d*) Maximum draft to enter and passing through Kanmon Straits limited to 10 metres.

MAX. SIZE (Also see "Tankers")

Wharf	*Length*	*Depth*	*Capacity (g/t)*
	m.	m.	
1	247	8·5	15,000 tons×1
2	198	8·0	15,000 ,, ×1
3	148	9·3	10,000 ,, ×1
4	148	9·3	10,000 ,, ×1
5	148	9·0	12,000 ,, ×1
6	198	9·3	12,000 ,, ×1
7	224	9·0	15,000 ,, ×1
8	195	9·0	10,000 ,, ×1
9	195	9·0	10,000 ,, ×1
10	140	9·0	7,000 ,, ×1
11	195	9·0	12,000 ,, ×1
12	167	8·5	12,000 ,, ×1
13	168	9·3	12,000 ,, ×1
Tanoura 1	170	9·0	12,000 ,, ×1
2	170	9·0	12,000 ,, ×1
3	180	9·0	12,000 ,, ×1
4	180	9·0	12,000 ,, ×1

Larger size vessel (maximum 25,000 gross tonnage and 220 metres length o.a.) can be accommodated at Nos. 2–3, 3–4 and 12–13 wharves, using 2 berths.

Buoy	*Ship's length (o.a.)*	*Depth*	*Capacity (g/t)*
	m.	m.	
1	175	9·6	15,000 tons×1
2	175	9·6	15,000 ,, ×1
3	175	9·3	15,000 ,, ×1
4	175	9·0	15,000 ,, ×1
5	160	10·0	10,000 ,, ×1
6	160	10·0	10,000 ,, ×1
7	160	10·0	10,000 ,, ×1
8	125	9·0	7,000 ,, ×1
9	160	9·3	8,000 ,, ×1
10	160	9·3	8,000 ,, ×1

HEALTH; At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from day-light to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

(*a*) Quarantine Station at Western entrance: Half mile East from Mutsure lighthouse 33° 58′ 15″ N., 130° 53′ 43″ E.

(*b*) Quarantine station at Eastern entrance: 125 degrees, 1,500 metres from Hesaki lighthouse 33° 56′ 24″ N., 131° 30′ 12″ E.

(*c*) Quarantine inspection not allowed inside port except when weather or other special reasons prevent quarantine boat from approaching ship at anchorage.

(*d*) "Q" flag should be hoisted until ship is in free pratique.

(*e*) Vessels exceeding 20,000 gross tonnage may undergo quarantine on application when they berth inside port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: Normally join vessel at adequate position in judgment of pilot and tug for mooring. In operation, tug's line to be used for mooring and unmooring without any charge.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time (Y4,400–Y7,200 per hour per gang). If cargo gears not rigged on berthing, stevedores will do same for ship's crew (Y2,200–Y3,600 per hatch). Average loading/discharging:

Bulk cargo:	Coal	50 tons per hr./gang/hatch	(dis.)
	Iron ore	45–50 ,, ,, / ,, / ,,	(dis.)
	Grain	50 ,, ,, / ,, / ,,	(dis.)
Baled cargo:	Cement	50 ,, ,, / ,, / ,,	(load.)
	Fertilisers	40 ,, ,, / ,, / ,,	(load.)
	Grain	30–50 ,, ,, / ,, / ,,	(dis.)
	General	40 ,, ,, / ,, / ,,	(load.)
Steel cargo:	Under 20 ft. long	25–30 ,, ,, / ,, / ,,	(load.)
	Over 20 ft.	15–20 ,, ,, / ,, / ,,	(load.)
Scrap steel:	Pressed	20 ,, ,, / ,, / ,,	(dis.)
	Ordinary	10 ,, ,, / ,, / ,,	(dis.)
	Bulky and awkward	5 ,, ,, / ,, / ,,	(dis.)
Lumber/logs:	Lumber	15–20 ,, ,, / ,, / ,,	(dis.)
	Logs	30 ,, ,, / ,, / ,,	(dis.)

2 shifts: 0800 to 1700 hrs, and 1800 to 0500 hrs. Normal working hours 0800 to 1700 hrs. Overtime work is possible by applying to Customs at the following fees: 0000–0500 Y350.– per hour, 0500–0830, 1700–2200, also Sundays and holidays Y300.– per hour, 2200–2400 Y350.– per hour. No work can be arranged on 31st December and during New Year holidays (1st to 3rd Jan.).

MEDICAL: No advance notice required unless urgent.

TANKERS: No slop discharge facilities. Mobil Oil berth situated at Okubo, near Tanoura. At vicinity of berth, the current runs towards West nearly all the time. Maximum rate of current 3 knots. Vessels berthed during period that tide sets to West, in day-time only. Mooring berth consists of one oil pier (length 80 m. width 5 m.) and two dolphins. Two 10-in pipes connected to vessel; discharge efficiency 1,500 tons per hour.

Maximum size of vessel which can be accommodated at this berth is 33,000 tons D/W on 9·1 metres draft.

FRESH WATER: Good fresh water supplied from water barges to vessels lying at buoys and/or anchorage; from hydrants to those alongside wharves. The rate of delivery per hour is 20–40 tons from hydrant and 50 tons from barge. Cost per m/ton from barge: Y175.–, from hydrant: Y115.–

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

Bonded bunker oil is supplied by oil barges. The rate of delivery: 80–100 tons per hour.

Suppliers	*Delivery agents*	*Installation*	*Required notice days*
Shell Sekiyu K.K.	Uyeno Unyu	Shimonoseki	1
Esso Oil Co.	General Bussan	Mutsure	1
		Sakai	4
Mobil Oil Co.	Nisshin Tanker	Kokura/Moji	1
		Oita	2–3
Caltex Oil Co.	Shimazu Kaiun	Shimonoseki	1
		Kudamatsu	2
Mitsubishi Shoji Kaisha	Nisshin Tanker	Mutsure	1
	Asahi Tanker	Iwakuni	3
	Tsurumi Yuso	Kanokawa	3
C. Itoh & Co.	Asahi Tanker	Matsuyama	3
	Chikko Kogyo	Mizushima	3
Nissho Co.	Nisshin Tanker	Mutsure	1
	Tsurumi Yuso	Matsuyama	3
Mitsui & Co.	Chikko Kogyo	Oita	2–3
Nippon Mining Co.	Nippon Tanker	Mizushima	3
Idemitsu & Co.	Nagai Kaiun	Tokuyama	2
Sumitomo Shoji Kaisha	Asahi Tanker		
Marubeni-Iida Co.			
Kanematsu-Gosho Co.	Nagai Kaiun	Kokura	1
	Asahi Tanker	Tokuyama	2

DEVELOPMENTS: Tanoura Container Terminal, expected ready April, 1971. One berth only. Sea depth: at present 10 m. under low water level (LWL), but will be dredged to 12 m. in near future, to accommodate max. 43,000 D/W full container vessel.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost day-time (0800–1700 hours) Y2,700, night-time Y5,940 (approx.).

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost Y4,400–Y7,200 per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.

CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore, but no spirits.

CONSULS: Honorary British Consulate concurrent with Honorary Swedish Consulate, tel. 33–1311.

REPAIRS: Mitsubishi Heavy Industries, Ltd. Shimonoseki; Sasebo Heavy Industries Co., Ltd. Moji; Kitakyushu Iron Works, Tobata.

DRY DOCKS: Refer "Shimonoseki".

REPATRIATION: Possible.

AIRPORT: Distance to Kitakyushu airport: 30 minutes by taxi and to Fukuoka airport; 2 hours by train and taxi.

TIME: GMT plus 9. No alterations made to clocks during year.

POLICE/AMBULANCE/FIRE: Police station (tel. 110) and Fire/Ambulance (tel. 119).

TELEPHONE: Telephone placed on board. Approximate cost for installing telephone Y1,000.– and rent per day Y1,300 and actual fee for telephone call plus Y90.– per call.

SERVICES: All services available including hold cleaning and grain fitting.

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days; but 3 days extension possible if ship stays longer. Immigration Officials board vessel on her arrival in port to examine passports, discharge books and/or other equivalent travel documents and provide 72-hour landing passes for crew members and passengers. One copy each of crew list and passenger list are required by them. Providing ship's Agent with a crew list beforehand will be a great help in expediting immigration business on ship's arrival. When ship stays in port more than 72 hours, the landing passes may be extended every 72 hours on application. In the event that crew members, without entry visas, are to be landed for repatriation or transfer, Immigration will not permit their landing unless passage, by either sea or air, ensuring the prompt departure from Japan (within 72 hours) of these men have been booked, or unless the ships to which they are to be transferred, arrive in Japan within 5 days.

AGENT: Sub-agents of Dodwell & Co. Ltd., Tokyo. Holme Ringer & Co. Ltd., PO Box 72, 9–9, Minato-merchi, Moji-Ku, Kitakyushu. Tel. Moji (093) 33–1311. Telegraphic "Ringer Moji".

MURORAN: 42.20 N. 140.58 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare 2 Inward/Outward Declarations, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Arranged by Agent subject receipt of ETA advice at least 24 hours prior arrival. Pilot boards vessel about one mile outside breakwater.

ANCHORAGE: Outside harbour limits: Subject notice having been given to Authorities prior arrival. Inside harbour limits: Permitted in any part.

MAX. SIZE: Ore carriers, length 300 metres, draft 14 metres. Oil tankers, draft 10·8 metres. Channel depth 40 ft. Depth at Refinery berth 35·5 ft.

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from day-light to sunset and Captain to show all Vaccination cards, derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which covers all ports in Japan. If specifically West bound vessel to Choshi, and North bound to Nagasaki Radio respectively.

TUGS: Usually meet vessel near Inner Harbour breakwater. 10% additional charge if tug's lines used.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time (Y4,400–Y7,200 per hour per gang). If cargo gears not rigged on berthing, stevedores will do same for ship's crew (Y2,200–Y3,600 per hatch). Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

MEDICAL: No advance notice required unless urgent. Hospital facilities available.

TANKERS: See "Max. Size". N.P.R.C. Muroran Refinery. Ore discharge berth. About 25% of deadweight required in ballast.

DENSITY/TIDE: Density 1025. Rise and fall of tide about 4 ft.

FRESH WATER: Delivery at piers: Average rate about 40 tons/hour and cost Y150 per ton (approx.). Delivery by barge: Rate about 60 tons/hour and cost Y275 per ton (approx.).

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay, and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

DEVELOPMENT: Fairway, and Skinnihon Steel Co. Wharf number 19 scheduled for deepening to 16·5 metres by end 1971, allowing draft of 16 metres.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost day-time (0800–1700 hours) Y2,700, night-time Y5,940 (approx.).

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost Y4,400–Y7,200 per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's Register to show Customs inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.

CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.

CONSULS: None.

REPAIRS: Only minor repairs available, but Hakodate dockyard able undertake all grades repairs.

AIRPORT: Domestic flights only from Chitose Airport – 100 km. from Muroran.

TIME: GMT plus 9 hours. Permanent.

POLICE/FIRE: Police Muroran 2–5191; Fire Muroran 2–2111.

TELEPHONES: May only be connected on board at No. 2–2 West Pier.

SHORE LEAVE: Local Immigration offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AGENT: Sub-agents of Dodwell & Co., Tokyo. Narasaki Sangyo Co. Ltd. 3–3–2, Kaigan-Cho, Muroran. Tel. Muroran (0143) 2–1171. Telegraphic "Narasaki Muroran".

NAGASAKI: 32.45 N. 129.52 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Not compulsory, but necessary unless Master well acquainted with locality. Pilot embarks in vicinity of Ioshima lighthouse, lat. 32° 43′ 20″ N., 129° 46′ 43″ E. Pilot available any time, subject to adequate notice (no VHF system). All communication with Pilot through Agent. Pilot boat carries International signals. "G" flag in day-time and "Morse" signals at night to call Pilot. In event bad weather Pilot boards at anchorage off Megami.

ANCHORAGE: Megami anchorage located in Harbour Division No. 3 (within line between Kagenoo lighthouse and West end of Shirogashima) 60 ft. depth and capacity of 3 vessels of 20,000 dwt. Safe anchorage.

RESTRICTIONS: Berthing: During day-time only, except for emergency purposes. Entering into anchorage at Megami is generally permitted during day-time only except with Harbour Master's permit. Departure: No restriction from buoy or wharf with adequate notice, but no night departure from Oil Terminal.

MAX. SIZE: Max. permissible length 1,200 ft., breadth 120 ft., draft 45 ft.
No oil installation outside main port area.

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from day-light to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: Tugs normally join vessel at anchorage for swinging and/or at berth for assisting vessel. Tugs arrangeable at outer harbour at vessel's special request.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

MEDICAL: No advance notice required unless urgent.

TANKERS: Slop discharge facilities to be available September 1971.

Oil installation	*Diameter of discharge line*	*Max. permitted draft*
Nippon Oil (Kogakura)	10 in.	15 metres
Hayashikane Oil (Doinokubi)	8 in.	10–15 metres
Mobil Oil (Kibachi)	8 in.	11 metres
Idemitsu (Kibachi)	8 in.	11 metres
General Sekiyu (Ohtao)	8 in.	15 metres

DENSITY: 1.025.

FRESH WATER: Capacity of water barges: 150 tons, 60 tons and 34 tons. 3 barges in total. Rate of delivery: Average speed 100 tons. Cost (basic rate): Y200.– per ton from water barge.

FUEL: Available ex-barge only. All grades of bonded bunkers are stocked in Nagasaki. One day notice sufficient.

FIRE PRECAUTIONS: No specific precautions.

DEVELOPMENTS: Area of "Yanagi" new wharf (195,600 m²) will be completed by March 1972. Depth 7 m. to 12 m. Mitsubishi Heavy Industries Ltd. constructing 1,000,000 dwt building dock at Koyagi Shima.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost day-time (0800–1700 hours) Y2,700, night-time Y5,940 (approx.).

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost Y4,400–Y7,200 per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.

CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore, but no spirits.

CONSULS:
French Consul Agency, tel. 23–1221
Portuguese Honorary Consul Agency, tel. 26–2311

REPAIRS: All types of repair can be carried out.
DRY DOCKS:

	Length	*Width*	*Depth*	*Capacity (g/t)*
No. 2	350 m.	56 m.	14 m.	150,000 tons
No. 3	276 m.	41 m.	9·3 m.	57,500 tons
No. 4	118·8 m.	19·1 m.	6·9 m.	4,000 tons

REPATRIATION: Possible.
AIRPORT: Distance 54 km. (centre of town to Omura airport). Time 1·5 hrs. by car. All Nippon Airway have regular daily service with 8 flights (Omura/Osaka/Tokyo) and vice versa.
TIME: GMT plus 9. No alterations made to clocks during year.
POLICE/AMBULANCE/FIRE: Police 22-2141; Ambulance/Fire 22-3211 (Fire station).
TELEPHONE: Shore telephone can be installed on board vessel at Dejima wharf. Vessels at Mitsubishi Yards can communicate via shipyards' switchboard with town.
SERVICES: Slop (residue) discharge facilities will operate September 1971. Will be located in Ioshima Island at outer harbour of Nagasaki.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
AUTHORITY: Nagasaki-Kencho, 2-13, Edo-machi, Nagasaki City.

AGENT: Sub-agents of Dodwell & Co. Ltd., Tokyo, Nagasaki Warehouse Co. Ltd., 2-13, Dejima-Machi, PO Box 6, Nagasaki. Tel. Nagasaki (0958) 24-1261. Telegraphic "Ringer Nagasaki".

NAGOYA: 35.05N. 136.53

Situated at northern head of Ise Bay. Harbour protected by breakwater 8,250 meters in length stretching from Chita peninsula to bank of Kiso River at opposite side of harbour.
DOCUMENTS: (*a*) Quarantine (only when arriving from a foreign port); 1 Maritime Declaration of Health, 1 Crew List, 1 Cargo Manifest, 1 List of Passengers (if any on board), Log Book and Registry should be readily available. (*b*) Customs: 1 Declaration Inward/Outward with ports of Call, 1 Ship's Registry, 1 Last Port Clearance, 1 Store List including arms and narcotics, 2 Manifests of Cargo for day charge (prepared by Agents), 1 Manifest of Through Cargo, 1 Crew List, 1 List of Passengers, 1 List of Crew's Baggage (only necessary if crew-members have to land personal effects ashore). (*c*) Immigration: 1 Crew List, 1 Notification of Arrival, 1 Application for Shore-passes, 1 List of Passengers, 1 Notification of Departure (to be returned through Agents after sailing). (*d*) Harbour Master: 1 Crew List, 1 Declaration Inward/Outward with ports of Call. (*e*) Port Authority: 1 Declaration Inward/Outward with ports of Call.
PILOTAGE: Request Pilot and other services to JHY (Nagoya Port Radio Station) at least 10 hours prior arrival on frequency 500 Kc. JHY keeps watch also on 480 Kc. Pilot station near No. 1 and No. 2 channel buoys at entrance of habour channel. When wind over 15 m/sec. pilot boards inside High tide Breakwater. When very rough, Pilot taken on board east side of West Breakwater. Pilot not compulsory but desired. Pilot boat white painted with white and red funnel and letters "Pilot" on hull.
ANCHORAGE: The port boundary indicated by line connecting Oono Lighthouse (34° 55′ 49″ N., 136° 49′ 28″ E.), Ise Bay Light Buoy (34° 56′ 05″ N., 136° 47′ 44″ E.), southwest corner of Nagoya High tide Breakwater (35° 00′ 54″ N., 136° 47′ 04″ E.) and the base point at northwest of the same Breakwater (35° 1′ 54″ N., 136° 46′ 09″ E.). Quarantine Anchorage, located outside High tide Breakwater offers safe anchorage for vessels awaiting Pilot or quarantine service. Depth this anchorage area ranges from 10 to 20 metres. Sea bed silty clay.
MAX. SIZE: Tankers: 30,000 DWT. Other vessels: 160,000 DWT. Draft: 16 metres.
HEALTH: Ships coming direct from overseas ports are quarantined at Quarantine Anchorage located outside High tide Breakwater. Ships coming from cholera area requested close ship's-waste at entrance of Ise Bay. (Pratique automatic after calling other Japanese ports.)
RADIO:
JHY (*Nagoya Port Radio Station*). Service area: 100 miles. Frequency: 500 Kc. (also 480 Kc.). Working frequency: 486 Kc.
International VHF (*Nagoya Port Radio*). Service area: 36 miles. Frequency: Simplex working frequency Channel 12. Duplex working frequency Channel 16.
To be given prior arrival: Name; Capacity; draught and length; Port of departure; Last port; Time arrival outer port; Time passing Kamishima Signal Station; Grade of cargo; Grade of dangerous cargo (if any); Health of crew.
TUGS: Usually join at point where vessel directs course toward allocated berth. Tug's lines normally used without charge.
MEDICAL: Hospitals conveniently located near port.
TANKERS: Four oil tanker berths for up to 30,000 d/w tankers. Draft 8-9·5 meters.
DENSITY: 1·020.
WATER: Water supplied direct from pier: Y. 95 per ton (minimum vol. 10 tons), supplied from barge: Y. 155 per ton (minimum vol. 20 tons).
FUEL: All grades fuel available. Notice 2 days in advance desired. Delivered by barge only.
DEVELOPMENTS: Western part of anchorage (9 metres deep at present), to be deepened to 10 meters by 1972. Main channel 12 meters deep and 300 metres wide to be deepened to 14 metres. Breakwater main entrance to be widened to 650 metres. Establishment of large-scale oil refinery and petro-chemical complex in reclaimed South Seafront Industrial Zone. Two berths for container ships with a depth of 10·5 metres, 1 berth for passenger ships with 12 metre depth, 2 berths for grain discharging with 12 metres, 12 berths for general cargo ships with 10 metres depth will be constructed in Kinjo Pier by 1972. Water depth in front of No. 8 grain wharf of 9 metres will be dredged to 10 metres.
GANGWAY/DECK WATCHMAN: Not compulsory but recommended.
OPENING/CLOSING HATCHES: Normally carried out by crew. When stevedores do this work charges as follows:
1 hatch – approx. Y. 6,000 for vessels of 5,000 g.r.t.
1 hatch – approx. Y. 10,000 for vessels of 10,000 g.r.t.
CUSTOMS ALLOWANCES: 200 cigarettes and 1 bottle spirits per week.
CREW IDENTIFICATION CARDS: Required.
CONSULS:
American Consulate. Tel. 231-7791.
British Honorary Consulate. Tel. 231-8386.
Consulado Ad-Honorem del Ecuador. Tel. 231-4045.
Consular Agency of France. Tel. 241-2111.
Consulate of the Republic of Korea. Tel. 961-9221.
The Royal Thai Honorary Consulate. Tel. 971-9171.
REPAIRS: All types repairs possible. Repairs by Ishikawajima-Harima Heavy Industries Co. Ltd., Nagoya Shipyard.
DRYDOCKS: 1 Drydock. Ishikawajima-Harima Heavy Industries Co. Ltd., Nagoya Shipyard. Length 145·2 metres, width 20 metres, depth 6·81 metres, capacity 10,500 g.r.t.
AIRPORT: Nagoya Airport, 20 kilometers from Port. (Four JAL (Japan Air Lines) flights weekly for Hong Kong.)
TIME: JST (Japan Standard Time), 9 hours ahead of GMT.
HOLIDAYS: National Holidays – New Year's Day (Jan. 1st), Adults Day (Jan. 15th), Foundation Day (Feb. 11th), Vernal Equinox Day (Mar. 21st), Emperor's Birthday (Apr. 29th), Constitution Day (May 3rd), Children's Day (May 5th), Respect for The Aged Day (Sept. 15th), Autumnal Equinox Day (Sept. 23rd), Health Promotion Day (Oct. 10th), Culture Day (Nov. 3rd), Labour Thanksgiving Day (Nov. 23rd). Cargo handling not arranged on December 31st, January 1st, 2nd and 3rd, and July 20th (Maritime Day).
POLICE/AMBULANCE/FIRE: Police 110, Ambulance 119, Fire 119.
TELEPHONES: Telephone can be arranged on board ships berthed at most wharves. For application call 652-7581. Charge Y. 500 per day plus Y. 700 for installation. Other numbers – To outside the city 971-7584, Telegram 941-6042, Time 117, Weather 177.
PORT AUTHORITY: Nagoya Port Authority, Address: 7, 6-chome, Minatohonmachi, Minato-ku, Nagoya. Phone: 661-4111.

AGENTS: Dodwell & Co., c/o Nishioka Maritime Co., Heiwa Building, 3-1, Takasago-Machi, Minato-Ku, Nagoya. Tel. (052) 651-8221. Telex: 446-3148. Cables: "Trampsnishioka".

NAOETSU: 37.11 N. 138.14 E.

DOCUMENTS:
1 Inward Declaration of Vessel.
1 Cargo Manifest.
1 Through Cargo Manifest.
1 List of Provisions and Stores.
1 List of Tobacco and Personal Effects.
7 Crew Lists.
2 Passenger Lists.
PILOTAGE: Pilot embarks at quarantine anchorage to take vesse directly to berth during day-time. All transmitting and receiving through Niigata Radio Station (call sign JCF, Type of Wave: 438454) or Choshi Radio Station and/or Nagasaki Radio Station. Cable Agent one weeks notice of ETA and accurate ETA 24 hours before arrival, thereafter advising any change in arrival time. No pilot boat. Pilot uses tug-boat.
ANCHORAGE: Half-circle drawn at a point of 37° 10′ 46″ N., 138° 15′ 12″ E. (lighthouse) with radius 1,600 metres. Quarantine anchorage: circle 500 metres radius drawn from point 1,600 metres off lighthouse at 335 degrees.
RESTRICTIONS: Berthing and unberthing day-time only.
MAX. SIZE: LOA 160 m. draft 9·50 m. in summer, and 9·00 m. in winter.
HEALTH: Pratique obtainable during day-time. Detailed information to be promptly given to Quarantine Authorities. Instruction from Authorities given by return.
RADIO: Niigata Radio Station: JCF. Nagasaki Radio Station: JOS. Choshi Radio Station: JCS.
TUG: Normally joins vessel at entrance of port. Ship's lines used.
STEVEDORES: ETA, draft and hatch cargo quantities to be advised before arrival. Main bulk commodities: unloader crane (1) 150 tons per hour; tower cranes (3) 120-130 tons per hour and equipment.
VHF: Channel 16.
MEDICAL: No notice required except in emergency, and attendance on Sundays/holidays.
DENSITY: 1,023-1,025.
FRESH WATER: Available from shore. 30 tons per hour.
Central Pier, Summer day-time Y85, overtime Y127·5. Winter day-time Y110 extra for bad weather: 50%, overtime Y165 extra for bad weather: 50%.
South and West Pier, per ton: Y135.– Extra for O/T 0600-0800 50%, 1700-2100 50%, 2100-0600 100%, extra for Sunday/holiday 30%.

FUEL: Can be brought in coastal barge from Kanmon; 10 days advance notice.
GANGWAY/DECK WATCHMEN: No professional watchmen available.
OPENING/CLOSING HATCHES: Longshoremen if shipowner guarantees payment of operation charges.
CUSTOMS ALLOWANCES: Tobacco: Each crew member allowed to retain for his private use 200 cigarettes, 50 cigars, 250 grams of tobacco, etc. Wine/and/or Spirit: 1 bottle of liquor, to last one week.
IDENTIFICATION CARD: Passport and/or seaman book required.
CONSULS: Nil.
REPAIRS: Minor repairs only.
REPATRIATION: Necessary documents to be submitted to Immigration and Customs Authorities in Naoetsu.
AIRPORT: Niigata. 2½ hours by train. One flight per day to Tokyo.
TIME: GMT plus 9 hours. Permanent.
HOLIDAY: No work 31st December and 1st, 2nd and 3rd January. Subject to gang's on other holidays.
POLICE/AMBULANCE/FIRE: Police 110; Ambulance/Fire 119.
TELEPHONE: No facilities for placing telephones on board.
GENERAL: During winter and bad weather, hire of nylon rope (100 mm.) desirable in order to avoid hull damage. Rope owned by Naoetsu Agency Association. Charge made for use.
SERVICE: Technicians for repair and/or adjustment of radar or wireless despatched from Niigata or Tokyo. Hold and/or tank cleaning operations by shorehands available, however gangs are from Niigata.
SHORE LEAVE: Crews allowed ashore within limit of Naoetsu and Takada City.
DELAYS: Due to port congestion.

AGENTS: Sub-agents of Dodwell & Co. Ltd., Tokyo. Niigata Rinko Kairiku Unso K.K. Niigata, Jigyo Bldg. 4–40, 2-Chome, Minato-cho, Naoetsu. Tel. Naoetsu (02554) 2–0417, 2–4207. Telegraphic "Rinko Naoetsu".

NAOSHIMA (Closed Port): 34.28 N. 133.58 E.

RESTRICTIONS: *Mitsubishi Naoshima Pier* (Private) depth of approaches 14–20 m., length of berth 160 m., depth of alongside berth 9·5 m., maximum draft acceptable 9·5 m., maximum length acceptable 200 m., maximum width acceptable 45 m. about.
For other details see "UNO".

AGENTS: See "UNO".

NIIGATA: 37.54 N. 139.04 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).
Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Pilot embarks at quarantine anchorage to take vessel directly to berth during day-time. All transmitting and receiving normally effected through Niigata Radio Station (call sign: JCF, Wave: 438454), or Choshi Radio Station and/or Nagasaki Radio Station. Radio ETA one weeks notice and accurate ETA at least 24 hrs. before arrival. Notify any changes to ETA.
ANCHORAGE: Anchorage is a rectangle located North-west of lighthouse at West breakwater in a distance of 1,600 metres covering an area of about 160,000 square metres. North 37° 57′ 37″ East 139° 04′ 00″. Depth: 18–24 metres. Bottom: fine sand.
RESTRICTIONS: Berthing and unberthing day-time only. Entry and/or departure at time authorised by Port Authority. Shinano fairway from port entrance to Rinko wharves, depth 11 m. to 12 m.
MAX. SIZE:

Description	*LOA*	*Breadth*	*Draft*
Bulk Carrier	230 m.	32 m.	11·0 m.
Oil Carrier	230 m.	32 m.	10·8 m.

Tidal range about 30 cm. Speed of river flow 40 cm./sec. No influence on manoeuvring vessel.
HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from day-light to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. West bound vessel to Choshi, and North bound to Nagasaki Radio respectively. (Also see "Pilotage".)
TUGS: Tugs normally join vessel at position of fairway. Towing operations are done by ship's lines.
BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.
STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.
MEDICAL: No advance notice required unless urgent.
TANKER: Slop (residues): No discharge facilities.

Description	*LOA (wharf)*	*Acceptable draft*
Nisseki Dolphin	88·30 m.	10·50 m.
Rinko "C" (Showa)	243·50 m.	10·80 m.
Rinko "E" Dolphin (Showa)	165·00 m.	9·80 m.
Sealine Buoy (Showa)		21·80 m.

DENSITY: Average in Rinko wharves approx. 1,006. Average in Municipal wharves approx. 1,005.
FRESH WATER: From wharves

(1/4–30/11)	*Municipal wharf*	*Rinko wharf*
per ton (0800–1600)	Y85	Y130
per ton (1600–0800)	Y127	Y195
(1/12–31/3)		
per ton (0800–1600)	Y110	Y169
per ton (1600–0800)	Y165	Y254

From Lighter: minimum figure 60 tons

(inside breakwater: 1/4–30/11)	
per ton (0800–1600)	Y280
per ton (1600–0800)	Y364
(inside breakwater: 1/12–31/3)	
per ton (0800–1600)	Y364
per ton (1600–0800)	Y473
(outside breakwater: 1/4–30/11)	
per ton (0800–1600)	Y584

1600 and thereafter and 9/12–31/11) unobtainable. 50% extra for bad weather.
FUEL: Seven days notice usually required. All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice. (Also see "Regulations".)
DEVELOPMENTS: The reclamation of land for Niigata East Port will be completed within 1975. One public berth is ready for about 15,000 D/W tonner class vessel. One shore crane was recently equipped with about 570 M/T discharging capacity for ore in bulk per hour.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost day-time (0800–1700 hours) Y2,700, night-time Y5,940 (approx.).
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost Y4,400–Y7,200 per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.
CUSTOMS ALLOWANCES: Only allowed 50 cigarettes to take ashore, but no spirits.
CONSULS: None.
DRY DOCKS: No facilities for ocean going vessel.
REPATRIATION: Possible.
AIRPORT: 5 kilometres. Round service Japan Domestic Air Line.
TIME: GMT plus 9. No alterations made to clocks during year.
HOLIDAY: 22nd August.
POLICE/AMBULANCE/FIRE: Water Police Station 44–2269; Ambulance Station 119; Fire Station 119; Main Police Station 110.
TELEPHONES: No facilities for telephones on board available.
SERVICES: Hold cleaning by longshoremen available.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
REGULATIONS: Oil carriers can receive bunker by oil barge and/or shore line except when discharging cargo.

AGENTS: Sub-agents of Dodwell & Co. Ltd., Tokyo. Niigata Rinko Kairiku Unso K.K., 11–20, 5-chome, Bandai, Niigata. Tel. Niigata (0252) 45–4111. Domestic Telex 3122–310. Telegraphic "Rinko Kairiku Niigata".

NIIHAMA: 33.58 N. 133.16 E.

DOCUMENTS:

	No. of copies
For Quarantine	
* 1. Statement by Ship's Master	1
* 2. Crew List	1
* 3. Passenger List (if any)	1
* 4. Yellow Cards for All	
* 5. Deratting Certificate	
For Immigration	
1. Declaration of Inward Vessel	1
* 2. Passport or Seamen's Book for All	
3. Crew List	1
4. Application for Shore Pass.	1

	No. of copies
For Customs	
1. Declaration of Inward Vessel	1
* 2. Crew List	1
* 3. List of Tobacco	1
* 4. List of Crew's Baggages	1
* 5. List of Ship's Stores	1
6. Cargo Manifest (Discharging)	1
* 7. Cargo Manifest (Through)	1
* 8. Certificate of Ship's Registry	1
For Harbour Master	
1. Declaration of Inward Vessel	1
* 2. Crew List.	1
For Harbour Office	
1. Declaration of Inward Vessel	1

1. Master to telegraph ETA and Crew's Health Condition directly to Quarantine Niihima before arrival.

2. * To be prepared by Master before arrival. Others to be made up by Agent with assistance of Master on arrival.

PILOTAGE: Inland Sea Pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to Pilot Station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea Pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits) Position 34° 38′ N., 135° 11′ E. Telegraphic address "Anjin Kobe".

2. Sekisaki, 3 miles South of Sekisaki lighthouse (vessels transitting Bungo Channel). Position 33° 13′ N., 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot station.

3. Hesaki, at East side of Kanmon (Shimonoseki) Straits. Position 33° 56′ 24″ N., 131° 03′ 12″ E.

ANCHORAGES: Approved anchorage area just inside harbour limit. A circle drawn at a point 33° 59′ 18″ N., 133° 16′ 31″ E. with radius of 430 m. where holding ground good and depth of water 12–15 m. No buoy moorings. Harbour protected by breakwater.

TIDE: (Springs) Max. 263 cm; min.: —9 cm. (Neaps) max. 182 cm; min.: 136 cm.

RESTRICTIONS: Pilot does not take vessel in during darkness. Vessel has to wait if depth during low water is insufficient to pass channel.

MAX. SIZE: Pier No. 4 (Sumitomo Chemical Co. Ltd., Kikumoto Wharf). Length of vessel 160 m. Breadth (range of cranes, reaching 12 m. from the pier), draft, 9·50 m.

Berth B (Anchorage. Stern moored to Sumitomo Chemical Co. Ltd., Niihama Works). Length of vessel, 170 m. Breadth, no restriction. Draft, 9 m.

HEALTH: Quarantine Inspectors go aboard during day. Master to keep waste until Quarantine inspected in event of any suspected disease or fever on board after entered Japan.

RADIO: Choshi Radio, Nagasaki Radio.

TUG: Joins vessel at Quarantine anchorage or Section II, always using tug's lines without charge. "Niihama Maru" 700 h.p. If more powerful tugs required, can be obtained from Matsuyama or Mizushima.

BERTHING: Harbour Pilot operates during day.

Berth	*Length*	*Depth*	*Vessel's tonnage*
Berth No. 1	80 m.	7·5 m.	One 5,000 g/t
Berth No. 2	130 m.	9·50 m.	One 10,000 g/t
Berth No. 3	Dolphin	6·5 m.	One 3,000 g/t
Berth No. 4	120 m.	9·80 m.	One 15,000 g/t
Berth A	anchorage	8·0 m.	One 10,000 g/t
Berth B	anchorage	9·0 m.	One 10,000 g/t
Berth C	anchorage	9·0 m.	One 10,000 g/t
Berth D	anchorage	8·0 m.	One 6,000 g/t

Remarks: Berth No. 1: Owned by Sumitomo Chemical Co. Ltd., Miihama Works and used for loading fertiliser, nitric acid, ammonium nitrate by ship's gear.

Berth No. 2: Owned by Sumitomo Metal Mining Co. Ltd., equipped with two 5 ton luffing cranes with maximum reach 22 m. and maximum height 20 m.; used for discharging of Nickel Ore, copper concentrates, Nickel copper concentrates and maize and also by ship's gear.

Berth No. 3: Owned by Sumitomo Chemical Co. Ltd., Oh-e Works and used for loading and discharging of clean oil only.

Berth No. 4: Owned by Sumitomo Chemical Co. Ltd., Kikumoto Works and used for discharging of Bauxite, anthracite, salt, fluorspar and loading of alumina. Three 5 ton level mobile cranes, maximum reach 22 m. and maximum height 20 m.

Berth A: Public berth for general purposes, no buoy, just anchorage. However, vessel anchoring at this berth sometimes ordered by port authority to shift order vessel approaching or leaving berth no. 4 may pass.

Berth B: Owned by Sumitomo Chemical Co. Ltd., Niihama Works and used for loading of fertiliser and discharge of phosphate and muriate of potash. Possible to use for general purposes with permission by Sumitomo Chemical Co. Ltd., Niihama Works through Agent. Vessel moors stern to wharf with two anchors about 4 shackles each.

Berths C and D: as above.

Average Rate of Discharge

Phosphate	70–90 tons by ship's gear
Potash	40–60 tons by ship's gear
Copper Conc.	70–90 tons by ship's gear and 130–150 by cranes
Nickel Copper Conc.	70–90 tons by ship's gear and 130–150 by cranes
Nickel Ore	40–70 tons by ship's gear and 40–70 by cranes
Bauxite	140–160 tons by cranes
Anthracite	60 tons by ship's gear and 80–100 by cranes
Salt	120–140 tons by cranes
Lumbers	13,000–15,000 BFM

Average Rate of Loading

Fertiliser in bags	30–65 tons per hour by ship's gear
Alumina	100 tons per hour by two pneumatic loaders

MEDICAL: Hospitals and medical facilities available week-days only.

TANKERS: No facilities for oil carriers.

DENSITY: Entrance 1.023 (rate of tide, 1 knot); channel 1.022; anchorage 1.021.

FUEL: Available but not in bond. Bunkers in bond available from main ports or oil stations in transhipment. 2 days notice.

FRESH WATER: By barge which needs about one hour to supply after being alongside vessel. Y150.– per ton. 4 trips daily available. By shore line, rate 10 tons per hour. Y90.– per ton.

DEVELOPMENTS: Sumitomo Chemical Co. Ltd., Kikumoto Works, intend to make another Bauxite berth available for large size vessel (suitable for vessels up to 50,000 dwt).

Sumitomo Metal Mining Co. Ltd., Niihama reclaiming land adjacent to Western harbour limit of port of Niihama to construct additional refinery for producing copper which provides a berth for 25,000 ton vessel to discharge copper concentrate. Final date of completion unknown.

GANGWAY/DECK WATCHMEN: Not necessary.

OPENING/CLOSING HATCHES: Stevedores.

CUSTOMS ALLOWANCES: Only 50 cigarettes to take ashore. No spirits.

CARGO GEAR: Valid Cargo Gear Certificate sometimes required by stevedores when cargo gear maintenance appears to be poor.

CONSULS: None. Nearest in Kobe.

REPAIRS: Minor repairs only. Main engine piston overhauling possible.

DRY DOCKS: None. For nearest see "Matsuyama".

REPATRIATION: Arranged by Agent.

AIRPORT: None. Nearest at Matsuyama and Takamatsu. All Nippon Airways – 11 flights per day to Osaka and one to Tokyo.

TIME: GMT plus 9 hours. Permanent.

HOLIDAYS: National Holidays: New Year's Day, January 1st; Adult's Day, January 15th; Foundation Day, February 15th; Vernal Equinox Day, March 20th; Emperor's Birthday, April 29th; Constitution Memorial Day, May 3rd; Children's Day, May 5th; Respect-for-age Day, September 15th; Autumnal Equinox Day, September 23rd; Physical Culture Day, October 10th; Culture Day, November 3rd; Labour Thanksgiving Day, November 23rd.

Local Holidays: New Year's Day (Lunar Calendar), January 30th; May Day, May 1st; Memorial Day of the Sea, July 20th; Bon Festival (Lunar Calendar), August 8th; Autumnal Festival, October 17th–18th.

Vessels may enter/leave *except* January 1st, and cargo work can be done as usual at overtime rates on above national/local holidays *except* for *Niihama* December 31, January 1, 2, 3, and October 17, 18.

Vessels may enter/leave port at overtime rates and cargo work will be done up to 1700 hours (day-time) against surcharges.

No cargo will be handled: *Niihama* December 31, January 1, 2, 3, and October 17, 18. No ship's movement (as well as cargo handling) can be done on January 1st.

POLICE/AMBULANCE/FIRE: Police 110; Ambulance/Fire 119.

TELEPHONES: No facilities for placing telephones on board.

GENERAL: *Quarantine:* Hiroshima Quarantine Office, Niihama Detached Office, Nishibara-cho, Niihama, tel. Niihama 2–3966.

Customs: Kobe Customs, Niihama Branch Customs, Nishibara-cho, Niihama, tel. Niihama 2–3405.

Immigration: Niihama Port Station, Takamatsu Immigration Office, Nishibra-cho, Niihama, tel. Niihama 2–2672.

Maritime Bureau: Sanbashi-dori, Niihama, tel. Niihama 2–2855.

Maritime Safety Agency: Nishibara-cho, Niihama, tel. Niihama 2–3879.

Emergency Procedure: No Harbour Master radio available, therefore cable Agent. Telephone sub-agent since one person will be in attendance even during night, who in turn will contact person in charge.

Salvage: No salvage tug stationed, nearest from Kure.

SHORE LEAVE: Crew allowed ashore with pass.

AGENT: Sub-agents of Dodwell & Co. Ltd., Tokyo. Sumitomo Warehouse Co. Ltd., c/o Taisei Kaiun K.K., 1594, Sobiraki-cho, Niihama. Tel. Niihama (0897) 37–1101. Telegraphic "Sumitomosoko Niihama".

OFUNATO 39.03 N. 141.44 E.

DOCUMENTS:

Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits,

camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).
Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Not compulsory. Pilot boards about two miles from entrance of Ofunato bay, at 38° 59′ N. and 141° 48′ E., where depth 35 metres (but not after dark). Master must radio vessel's Agent of ETA 24 hours in advance, because neither telegraphic address of pilot station nor VHF available.
ANCHORAGE: Not suitable in stormy weather. Depth of water at anchorage 30 to 40 metres. Quarantine anchorage located between radius 500 metres of 39° 59′ N. 141° 48′ E.
RESTRICTIONS: Depth of water at entrance of passage 14 metres, oil tanker's draft restricted to 13 metres (42 ft. 6 in.), and draft of log and coke carriers restricted to 8 metres (26 ft. 2 in). Depth of water alongside wharf 9 metres (29 ft. 5 in.) at mean level.
MAX. SIZE: (*a*) Tankers: 35,000 g/t. (*b*) Log and Coke carriers: 8,000 g/t. Length (*a*) 250 metres (968 ft.) (*b*) 200 metres (774 ft. 4 in.); breadth (*a* and *b*) No limitation; draft (*a*) 13 metres 42 ft. 6 in.); (*b*) 8 metres (26 ft. 2 in). Tide range: 1–1·4 metres 3 ft. 3 in.–4 ft. 7 in.).
HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from day-light to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers' health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: One tug 250 h.p., but assistance from three or four others available, and they usually join vessel about 400 metres in front of jetty and discharging wharf. Ship's lines used if necessary.
BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.
STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.
MEDICAL: No advance notice required unless urgent.
TANKERS: No special requirements at present. Only one berth, and maximum draft 13 metres (42 ft. 6 in.).
DENSITY: Average density 1.020.
FRESH WATER: Available from shore installation. Supply 10–15 tons per hour for Y105.– per ton (approx.).
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost day-time (0800–1700 hours) Y2,700, night-time Y5,940 (approx.).
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost Y4,400–Y7,200 per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore, but no spirits.
CONSULS: None.
REPAIRS: Minor deck and engine repairs available.
DRY DOCKS: None.
REPATRIATION: Possible.
AIRPORT: Hanamaki Airport about 17 km. from Ofunato. All Nippon Air Lines; two flights between Hanamaki/Tokyo every day.
TIME: GMT plus 9. No alterations made to clocks during year.
TELEPHONES: No facilities for placing telephones on board.
GENERAL: Discharging ex-gearless vessel at wharf unavailable, because no shore crane for discharge.
SERVICES: Surveyor: NKKK and Kentei Shin Nihonsha. Hold and tank cleaning. Provisions/Laundry/Water. Bunker: Domestic diesel oil available.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days; 3 days extension possible if ship stays longer.

AGENT: Sub-agents of Dodwell & Co., Tokyo, Abeki Shokai, c/o Fujisawaya Shoken, 10–12 Suzaki, Ofunato. Tel. Ofunato (019222) 2753. Telegraphic "Abe Ofunato".

OITA: 33.15 N. 131.35 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera. wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).
Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: If arranged at Sekisaki Pilot Station 33° 13′ N. 131° 54′ E. or Saganoseki Quarantine Station, usually use pilot boat; but Kyushu Oil Co. Ltd., Dolphin and Sumiyoshi Public Wharf, pilot boards by tug boat. At least one days notice for Pilot, as he comes from Moji.
ANCHORAGES: Waiting for berth or arrival at night: Kyushu Oil Co. Ltd., Dolphin 33° 17′ 14″ N. 131° 42′ 00″ E. Symiyoshi Public Wharf 33° 15′ 43″ N. 131° 35′ 52″ E. If anchorages full, Agent arranges with Harbour Master, and notifies Master.
RESTRICTIONS: No berthing at night. Draft 20·10 metres at Kyushu Oil Co. Ltd., Dolphin, and 9 metres at Sumiyoshi Public Wharf. Vessels have berthed at high water with 9·3 metres draft. Ore Carriers up to 20 m. draft in 1971.
MAX. SIZE: Kyushu Oil Co. Ltd., Dolphin alongside capacity: Max. d/w 200,000 tons. Length and breadth – no restrictions, d/w 220,000 tons have entered.
Sumiyoshi Public Wharf: Anchorage breadth 260 metres; jetty length 184 metres; 185·92 metre length ship has berthed. One more jetty length about 180 metres is planned for 1971.
HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from day-light to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: Tug's lines used.
BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.
STEVEDORES: At last 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.
MEDICAL: No advance notice required unless urgent.
TANKERS: Kyushu Oil Co. Ltd. (Dolphin). For discharging: type, Chikusan Arm; pieces, 4 pieces and bunker line 1 piece (ASA 6 in.); joint type, ASA; size 12 in.; discharging maximum, 10,000 k/l per one hour.
Refinery has reducers as follows: ASA 16 in. 4 pieces, 14 in. 2 pieces; JIS 14 in. 2 pieces; ASA 10 in. 4 pieces, 8 in. 4 pieces; JIS 10 in. 2 pieces, 8 in. 2 pieces.
Following information required 3 days before arrival: Manifolds, type, size, number and distance between, also pump capacity.
DENSITY: 1.024/1.025.
FRESH WATER: Kyushu Oil Co. Ltd., Dolphin: Capacity: 30–50 tons per hour, by hose. Rate and cost: 60 yen per ton and working charge 2,500 Yen per 100 tons day-time.
Sumiyoshi Public wharf: Capacity: 30 tons per hour, by hose. Rate and cost: 52 Yen per ton and working charge same as above.
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice. Also see "Moji – Fuel".
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost day-time (0800–1700 hours) Y2,700, night-time Y5.940.
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost Y4,400–Y7,200 per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore, but no spirits.
CONSULS: None.
REPAIRS: Dockyard service-engineer available.
DRY DOCKS: None.
REPATRIATION: Possible.
TIME: GMT plus 9. No alterations made to clocks during year.
POLICE/AMBULANCE/FIRE: Police tel. 110; Ambulance and Fire 119.
TELEPHONES: No telephones can be placed on board.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
AGENTS: Sub-agents of Dodwell & Co. Ltd., Tokyo. Tsurusaki Kairiku Unyu K.K., 1000, Misa, Oita. Tel. Oita (0975) 62–2161. Telegraphic "Tsurusaki Oita".

OMISHIMA (Ohmishima): 34.16 N. 133.00 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Inland Sea pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot stations.

1. Wadamisaki, at entrance to Kobe (vessels transmitting Kii Straits). Position 34° 38′ N. 135° 11′ E. Telegraphic address "Anjin Kobe".

2. Sekisaki, 3 miles South of Sekisaki lighthouse (vessels transitting Bungo channel). Position 33° 13′ N. 131° 54 E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot station.

3. Hesaki, at East side of Kanmon (Shimoneseki) Straits. Position 33° 56′ 24″ N. 131° 03′ 12″ E.

ANCHORAGE: Omishima located at centre of the inland sea and lies between Ehime and Hiroshima prefectures. Eastern part of island, Inokuchi surrounded by deep water where holding ground good. Oil company located at Inokuchi. No strong winds.

RESTRICTIONS: No restriction on entry; however mooring and unmooring to be carried out during day-time, regardless of tide and current.

MAX. SIZE: Maruzen pier, length of vessel 200 metres, breadth no limit, draft 9·40 metres.

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from day-light to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: Join vessel at sea anchorage, always using tug's line without charge.

TANKERS: No advance information of loading/discharge lines required. No loading facility. Only one berth available for discharge. See "Max. Size".

DENSITY: Anchorage 1.025. Berth 1.025.

FRESH WATER: Not available but usually brought by barge from Cnomichi (about 3 hrs. run to Omishima) at Y350.– per ton. Rate of delivery 80 tons to 200 tons per hour which depends on barge.

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost day-time (0800–1700 hours) Y2,700, night-time Y5,940 (approx.).

CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.

CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore, but no spirits.

CONSULS: No consuls. Nearest Consulates are in Kobe.

REPAIRS: Minor repairs only.

REPATRIATION: Possible.

AIRPORT: Nearest at Matsuyama and Takamatsu.

TIME: GMT plus 9. No alterations made to clocks during year.

POLICE/AMBULANCE/FIRE: Police 110; Ambulance 119; Fire 119.

TELEPHONES: Not available.

GENERAL: Closed port. To conform with regulations vessel obtains special permission from Shikoku Maritime Bureau to enter.

Customs request vessels calling Omishima to obtain permission to enter at preceding port of call by paying charge at same rate of tonnage dues prior to arrival. This procedure undertaken by Agent. No quarantine station, nearest at Matsuyama. Immigration officer comes from Niihama.

SHORE LEAVE: Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AGENT: See "Matsuyama".

ONAHAMA (Iwaki City): 36.56 N. 140.55 E.

The port is protected by breakwater, 8,200 ft. long and is open to the South.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Stores List.
1 Declaration of Crew's Baggage, i.e. tobacco wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: No means of communication with Pilots and vessels should arrange pilotage by advising Agent of ETA. Vessels awaiting Pilot should anchor in position 36° 55′ N. 140° 54′ E. Pilot-boat carries flag "H".

ANCHORAGE: Just outside No. 1 West breakwater. Depth of water 14–22 metres.

RESTRICTION: Restriction only by ship's draft. Depths of water alongside wharves 9 and 10 metres at low tide, and rise of tide is about 1·40 metres highest.

MAX. SIZE: (Also see "Berthing").

	Length of Wharf	*Depth of Water*
No. 2	350 metres	9 m. for 165 m. and 10 m. for 185 m.
No. 3	350 metres	10 metres
	350 metres	10 metres

Each wharf used for 2 vessels, and view depths, Pilot requires restrict draft within 32 ft. 2 in.

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from day-light to sunset and Captain to show all Vaccination cards, derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which covers all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: Normally join vessel on passage from anchorage. Vessel's lines used.

"Bandai Maru"	800 h.p.
"No. 2. Shukutsu Maru"	675 h.p.
"Katori Maru"	675 h.p.
"Iwaki Maru"	300 h.p.
"Abukuma Maru"	1,300 h.p.×2

BERTHING: (Also see "Developments"). No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

Wharf	*Name*	*Length* m.	*Depth* m.	*Size* dwt	*Number*
No. 1	10,000 ton berth	123	9	10,000	1
	5,000 ton berth	240	7·5	5,000	2
	Coal berth	130	7·5	5,000	1
	1,000 ton berth	200	5	1,000	2
No. 2	10,000 ton berth	165	9	10,000	1
	15,000 ton berth	185	10	15,000	1
	3,000 ton dangerous cargo pier	dolphin	7	3,000	1
	500 ton dangerous cargo pier	dolphin	7	500	1
	700 ton berth	219	4·5	700	3
No. 3	15,000 ton berth	700	10	15,000	4
	700 ton berth	184	4·5	700	2
No. 4	15,000 ton berth	320	10	15,000	2
	3,000 ton berth	250	6	3,000	2
	700 ton berth	90	4·5	700	1

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

MEDICAL: No advance notice required unless urgent.

TANKERS: No facilities for ocean-going tankers.

DENSITY: 1025.

FRESH WATER: Available from shore lines, at about 30 tons per hour. Cost: Y70.– per m/t, and additional 30% for overtime service; 1700–0800 hrs., Saturday afternoon, Sunday and holiday.

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay, and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

DEVELOPMENT: Wharf No. 4 will be completed by 31/3/71. Length of wharf: 400 metres. Depth of water alongside: 10 metres.

No. 2 West Breakwater: A part of 465 metres in length will be completed by 31/3/71.

Wharf No. 5 and 6 will be constructed by 31/3/73. Length of wharf: 500 metres. Depth of water alongside: 12 metres.
Wharf No. 7 is also planned.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost day-time (0800–1700 hours) Y2,700, night-time Y5,940 (approx).
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost Y4,400–Y7,200 per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's Register to show Customs inspector ship's registered gross and nett tonnage. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.
CONSULS: None.
REPAIRS: Minor repairs only.
DRY DOCKS: None.
AIRPORTS: None.
TIME: GMT plus 9. No alterations made to clocks during year.
POLICE/AMBULANCE/FIRE: Iwaki (02465); Police 3-3141; Ambulance and Fire, 119.
TELEPHONES: No facilities for connecting on board.
AUTHORITY: Onahama Port Administration and Harbour Construction Office, Fukushima Prefecture. Tatsumicho 38, Onahama, Iwaki, Fukushima Prefecture, Japan. Iwaki (02465) 2–4121.

AGENT: Sub-agent of Dodwell & Co., Tokyo. Abeki Shokai, c/o Minato Ryokan, 14, Onahama, Iwaki. Cables "Abe Iwaki". Tel. Iwaki (02465) 2–3712.

ONOMICHI–ITOZAKI (incl. Mihara, Matsunaga): 34.20 N. 133.16 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declarations, 1 Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Inland Sea pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all Inland Sea Ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea pilots also act as harbour pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot stations.

1. Wadamisaki, at entrance to Kobe (vessels transmitting Kii Straits). Position 34° 38′ N. 135° 11′ E. Telegraphic address "Anjin Kobe".

2. Sekisaki, 3 miles South of Sekisaki lighthouse (vessels transitting Bungo channel). Position 33° 13′ N. 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot station.

3. Hesaki, at East side of Kanmon (Shimoneseki) Straits. Position 33° 56′ 24″ N. 131° 03′ 12″ E.

Inland Sea Pilot also berths vessels at anchorage berth (if Matsunaga Bay – logs), or pier in Itozaki district (Mihara section).
ANCHORAGES: Draft limitations: Itozaki-Mihara 7·5 m. Matsunaga bay 8·5 m. Tidal range: Maximum (+) 3·91 m. Minimum (−) 0·09 m. Capacity for 3×20,000 ton vessels.
HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

Name of Berth	*Length*	*Depth*	*Permissible draft and length overall*	*Capacity*	*Shore crane and pipe-line*
Municipal Wharf	135 m.	7·5 m.	7 m.×130 m.	15,000	Nil
Anchorage		8·5 m. 7·5 m.	7·5 m.	3×20,000	Nil

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time (Y4,400–Y7,200 per hour per gang). If cargo gears not rigged on berthing, stevedores will do same for ship's crew (Y2,200–Y3,600 per hatch). Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.
MEDICAL: No advance notice required unless urgent.
TANKERS: No facilities.
FRESH WATER: Available. Method of delivery (1) Barge Y150/M3 (approx.) (2) Pier Y75/M3 (approx.). Additional charge for overtime work and in event of bad weather.
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost Y4,400–Y7,200 per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.
CUSTOMS ALLOWANCE: Only allowed 40 cigarettes to take ashore but no spirits.
CONSULS: None.
REPATRIATION: Possible.
AIRPORT: Nearest, Tokyo International Airport.
TIME: GMT plus nine hours. Permanent.
POLICE/AMBULANCE/FIRE: Police 110; Ambulance/Fire 119.
TELEPHONES: No arrangements for placing telephones on board.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extensions possible if ship stays longer.
AUTHORITY: Hiroshima-Kencho, 10–52, Motomachi, Hiroshima City.

AGENT: See "Kure".

OSAKA: 34.41 N. 135.28 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: 24 hours notice required. Telegraphic address: "Hanshinpilot Osaka". VHF contact on Channels 12, 16, 19, 20. Agents operate Channel 26. Three 15-ton pilot boats with radio equipment to pilot office. Pilot boards anywhere within harbour limits. In event bad weather Pilot boards just inside breakwater when acknowledgement obtainable from Master. If awaiting Pilot, anchor inside harbour limits as near as possible to breakwater.
ANCHORAGES: Sections Nos. 7 and 8. Section 7 is quarantine anchorage. Section 8 for other vessels. Harbour Master allocates anchorage position prior vessel's arrival which radioed to Master by Agent. Max. draft about 39 ft. 8 in.
RESTRICTIONS: Vessels only permitted enter from sunrise to 2000 hrs. However, order avoid danger, some wharves (oil wharf, Nakayama wharf and various shipyards where there is not enough space to conduct berthing operation), accept vessel only until sunset. Maximum draft 34 ft. 1 in. (with high tide) – Buoys No. 7, 14 and 27.

Draft restrictions at other berths depend upon berth allocated. But less than 34 ft. 1 in.
MAX. SIZE: Maximum permissible length, breadth: "Helen" LOA 742 ft. 10 in. Breadth 102 ft. 3 in. Maximum permissible draft: "West Bulk" Draft 34 ft. 1 in. (allowable up to 34 ft. 1 in.). State of tide: −0·94 m. No installations (sea-berth) for oil carriers outside main port.
HEALTH: Vessel requiring free pratique requested cable directly to "Quarantine Station", Osaka informing ETA, date of departure from last port, name of last port, number of crew and health condition. At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from day-light to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: Tugs join vessel just before harbour entrance. Tug's lines used, no extra charge.
BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.
STEVEDORES: At least 24 hours prior notice excluding Sundays

and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time (Y4,400–Y7,200 per hour per gang). If cargo gears not rigged on berthing, stevedores will do same for ship's crew (Y2,200–Y3,600 per hatch). Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

MEDICAL: No advance notice required unless urgent.

TANKERS: No slop discharge facilities. No specific requirements. Number of Tanker berths: 1 (wharf No. 49 – Sakurajima Oil Wharf). Maximum permitted draft: 33 ft. 6 in. (10·20 m.).

DENSITY: Outside anchorage: 1023–1025. Near breakwater: 1020–1022. Average density inside breakwater 1020. Wharves near estuaries (Aji river, Shirinashi river, Kizu river and etc.): 1016–1020.

FRESH WATER: Methods of delivery: by barges or pipe-line. Rate of delivery: 200 ton barges – 4; 160 ton barges – 1; 60 ton barges – 1; Total – 6. Cost of water: Y175.– per ton (during office hours). Additional 50% (Y262.50 per ton) out of office hours 1715–0900 hrs. (week-day), after 1200 hrs. (Saturday) Sunday, holiday. Supplying at anchorage: every 1 km. off breakwater Y40.– per ton additional.

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

DEVELOPMENTS: 12 container berths (2 already completed); 20 foreign trade berths (Liners and Tramps); 24–25 home-trade berths; completion of new berths by 1975.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost day-time (0800–1700 hours) Y2,700, night-time Y5,940.

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.

CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore, but no spirits.

CARGO GEAR: See "Certificates", but no special requirements.

CONSULS:

Austrian Honorary C: c/o C. Itoh & Co. Ltd., 68, Kita-Kyutaromachi 4-chome, Higashi-ku. Tel. 241–2722/6.

Belgian C-General: International Trade Fair Bldg., Hashizumecho, Uchihonmachi, Higashi-ku. Tel. 941–5581/2.

British C-General: Hongkong-Shanghai Bank Bldg., 45, 4-chome, Awajicho, Higashi-ku. Tel. 231–3355/7, 202–4312.

Cambodian Honorary C-General: 51, Junkeimachi-dori 2-chome, Minami-ku. Tel. 262–1121.

Chilean Honorary C: 331, Kasugadecho, Konohana-ku. Tel. 462–3131.

China C-General: 33, 4-chome, Azuchimachi, Higashi-ku. Tel. 262–0361/3.

Costa Rican Honorary C-General: 980, Niina, Mino City, Osaka Prefecture. Tel. 0727–22–4836.

Danish Honorary C: 45, 4-chome, Awajimachi, Higshi-ku. Tel. 231–5585.

El Salvadorian Honorary C: Toyobo Bldg., 8, Dojima Hama-dori 2-chome, Kita-ku. Tel. 344–1331.

Ethiopian Honorary C: 22, Funadaikucho, Dojima, Kita-ku. Tel. 346–1471.

Finnish Honorary C-General: Rm. 523, Dojima Bldg., 50, Kinugasacho, Kita-ku. Tel. 361–0938/9.

French C-General: Iyo Bldg., 41, Minami-Honmachi 4-chome, Higashi-ku. Tel. 252–5995.

Germany C-General: Osaka Bldg., 1, Sozecho, Kita-ku. Tel. 441–0983, 7305.

Greek Honorary C-General: 2nd fl., Osaka Int'l Trade Centre Bldg. 2, Tamaecho 2-chome, Kita-ku. Tel. 441–3591.

Korean C-General: 23–1, 4-chome, Sueyoshibashi-dori, Minami-ku. Tel. 252–4251/4.

Mexican Honorary C: Shin-Asahi Bldg., 22, Nakanoshima 2-chome, Kita-ku. Tel. 203–7300.

Pakistan Honorary C: 18, 3-chome, Minami Honmachi, Higashi-ku. Tel. 251–3854, 3855, 5360.

Portuguese Honorary Vice-C: 51, 3-chome, Junkeimachi, Minami-ku. Tel. 262–1121.

Spanish Honorary Vice-C: 1–13, Hashimotocho, Abeno-ku. Tel. 661–9068, 651–4410.

Swiss C-General: Daigen Bldg., 20, Dojima-Funadaikucho, Kita-ku. Tel. 344–7671/3.

Thai Honorary C-General: Osaka Shosen Bldg., 1, Sozecho, Kita-ku. Tel. 441–1731.

Turkish Honorary C-General: 9-72, Katsuyama-dori, Ikuno-ku. Tel. 301–6280.

U.S.A. C-General: Sankei Bldg., 27, Umedacho, Kita-ku. Tel. 341–4250; 4258/9; 2754/9; and 312–5508.

REPAIRS: All grades repairs possible.

DRY DOCKS: Mitsui Shipbuilding & Engineering Co. Ltd., Fujinagata Works, No. 1 dock size 446 ft. 2 in.×55 ft. 2 in., depth 17 ft. No. 2 dock size 541 ft. 2 in.×66 ft. 2 in., depth 23 ft. 5 in.

Hitachi Shipbuilding & Engineering Co. Ltd., No. 1 dock size 653 ft. 5 in.×88 ft., depth 34 ft. 3 in. No. 2 dock size 547 ft. 6 in.×75 ft. 3 in., depth 28 ft. 3 in.

Namura Shipyard Co. Ltd., No. 1 dock size 590 ft. 3 in.×90 ft. 1 in., depth 29 ft. 4 in. No. 2 dock size 478 ft. 7 in.×72 ft. 1 in., depth 29 ft. 1 in.

Sanoyasu Dockyard Co. Ltd., No. 1 dock size 508 ft. 3 in.×71 ft. 1 in., depth 24 ft. 2 in. No. 2 dock size 367 ft. 3 in.×55 ft. 6 in., depth 22 ft. 8 in.

AIRPORT: One hour required from Osaka Port to Osaka International Airport by car (about 25 km. distance). Regular airlines:

Overseas Lines, Japan Airlines, Cathay Pacific Airlines, China Airlines, Thai International Airlines, North West Airlines, Pan American Airlines, BOAC, Korean Airlines, Air Vietnam, Luft Hansa Airlines, Scandinavian Airlines.

Domestic Lines, Japan Airlines, All Nippon Airways, Toa Airways.

TIME: GMT plus 9. No alterations made to clocks during year.

HOLIDAYS: Public 20 July; Sakurajima Nil; Silo Wharf 20 July; Nakayama Steel Nil.

POLICE/AMBULANCE/FIRE: Police tel. 110; Ambulance tel. 119; Fire tel. 119.

TELEPHONES: Cost for telephone connection Y700.– Daily hirage Y500.– Plus actual charge for usage.

SERVICES: All services available.

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AGENT: Dodwell Tramp Agencies, CPO Box 455, Osaka Kagatu-Seni Kaikan, 39, 5-chome, Kawara-machi, Higashi-Ku, Osaka. Tel. (06) 203–5151. Telegraphic "Dodship Osaka".

OTARU: 43.12 N. 141.01 E.

DOCUMENTS:

Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Pilot district fixed by Ministry of Transport. Limit of Otaru piloting district is sea area surrounded by line drawn from Kayashiba-misaki to Horaiso-misaki and coast line. Licensed pilots stationed in office from 9 a.m. to 5 p.m. When Pilot observes pilot signal or is requested by any other means he comes out to ship at once. Boarding place about one mile from North B.W. Lt. H. 70 degrees. Pilot boat painted white and carries International Code flag "H" at forecastle deck. "Otaru Pilot" registered cable address for Otaru Pilot Association.

ANCHORAGE: Depth of water inside breakwater is 3·6 to 17·0 metres (average 9·4 metres) and nearly everywhere, except some Southern parts, good anchorage. Sea area, outside breakwater, also good holding for anchors, but be careful not to foul fishing nets. Around quarantine anchorage is best anchorage of ship staying outside breakwater.

RESTRICTIONS: Quarantine and Customs business between 0800 hrs. and 1700 hrs. Pilot: Vessel allowed to enter and leave day and night. Pilot assistance officially not compulsory but in practice necessary, and Pilots available 24 hours.

MAX. SIZE: *Buoys:* Four mooring buoys available for large vessels.

Pier and wharves: Three piers, two wharves, and one coal pier. Also No. 4 pier now under construction.

Mooring Buoys

Buoy Nos.	*3*	*4*	*5*	*6*
Position from North B.W. Lt.	307′ 1/3 1,065 m.	298′ 752 m.	279′ 3/1 494 m.	218′ 650 m.
Buoyance (ton)	8	12	15	15
Available capacity (g/t)	10,000	10,000	10,000	12,000

Cargo handled: grain, soyabeans, timber, fertiliser, foodstuffs.

Piers and Quays

	Length (metres)	*Depth of water* (metres)	*Capacity* (g/t)	*Main usage*
Pier No. 1:				
Berth No. 1–2	339	8·7–10·0	10,000×1 6,000×1	General cargo
3	127	7·5–9·0	3,000×1	ORE
4–5	293	8·1–9·4	6,000×2	Grain
Pier No. 2:				
Berth No. 7–8	293	8·7–9·8	6,000×2	Banana and GC
9	126	7·9–8·5	3,000×1	GC
10–11	293	8·0–9·5	6,000×2	GC and grain
Pier No. 3:				
Berth No. 13–14	343	8·3–10·0	8,000×1 10,000×1	GC, grain and Lumber
15	127	8·3–10·0	3,000×1	GC, grain and
16–17	361	8·3–10·0	10,000×2	Lumber
Wharf A:				
Berth No. 6	128	5·3–7·3	1,000×1	GC
18	129	5·2–5·7	1,000×1	GC
Sakai-machi Quay				
Berth No. 1–2–3	352	6·2–7·3	2,000×3	GC
Umaya-machi Quay				
Berth No. 1–2–3	392	6·6–7·5	3,000×2	Oil, cement, GC

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from day-light to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: Two tugs available for large vessels. Tugs M/S "Sakura Maru" 147 g/t 1,000 h.p. M/S "Tatwiea Maru" 38 g/t 180 h.p. Both belong to city's Harbour Bureau.
Position: Tug boat waits and joins vessel near appointed berth according to Agents' request. Tug's line in general use.
BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.
STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ship's crew at additional cost. Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 21—0500 hours next morning 130% additional; Sundays/holidays 60% additional.
MEDICAL: No advance notice required unless urgent.
TANKERS: Available berthing for small vessels only, 1,000 g/t and usual berthing 300–500 g/t. Japanese tankers only. Draft: maximum permitted 7·2 m. Discharging: about 100 k/t per 1 hr.
DENSITY: Average 1025.
FRESH WATER: Good drinking-water at all piers and wharves. Two water barges (both 150 tons) available when off shore in harbour. International code flag "Y.J" used as "I want fresh water".
Supplier: Otaru Municipal Office. 1. Direct water supply from wharves: No minimum quantity. Per cubic ton: summer (Apr.–Nov.) Y90.–, winter (Dec.–Mar.) Y135.– (about 50 tons from pier per 1 hr.).
2. Direct water supply from barge: minimum quantity 20 tons. Per cubic ton: summer (Apr.–Nov.) Y150.–, winter (Dec.–Mar.) Y225.– (about 60 tons from barge per 1 hr.).
Remarks: Charges for water supply outside office hours (1700–0830) increased by 50% of basic. Very bad weather add 50%.
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
FIRE PRECAUTIONS: No smoking at tanker berth, Umaya Machi Ganpeki No. 1 and No. 3 berth.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost day-time (0800–1700 hours) Y2,700, night-time Y5,940.
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.
CUSTOMS ALLOWANCES: Only allowed 50 cigarettes to take ashore, but no spirits.
CONSULS:
American Consulate, Sapporo in Sapporo city only. Tel. 0122–22–5121.
U.S.S.R. Consulate, Sapporo in Sapporo city only. Tel. 0122–56–3171.
R.O.K. Consulate, Sapporo in Sapporo city only. Tel. 0122–62–0288.
REPAIRS: All type of deck and engine repair are possible.
DRY DOCKS: None.
REPATRIATION: Possible.
AIRPORT: Distance from airport to Agent's office at Otaru about 80 km. Service bus air station in Sapporo to airport by each airline. Charge: Y200.– Flights: JAL (from Chitose airport to Haneda airport) 19 times per day. ANA (from Chitose airport to Haneda airport) 15 times per day. KOKUNAI KOKU twice per day.
TIME: GMT plus 9. No alterations made to clocks during year.
HOLIDAYS: Stevedores do not work on 1st May.
POLICE/AMBULANCE/FIRE: Tel. Police 110; Ambulance and Fire 119.
TELEPHONES: Arrangeable on board. Cost: Security Y30,000.– Wiring works charge Y5,000.– Basic Y260.– per day. Telephone charge Y10.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AGENT: Sub-agents of Dodwell & Co., Tokyo. Narasaki Sangyo Co. Ltd., 1–9, 1-chome, Ironai-cho, Otaru. Tel. Otaru (0134) 3–3281. Telegraphic "Narasaki Otaru".

OWASE: 34.04 N. 136.13 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).
Ship's Agent will prepare 2 Inward/outward Declarations, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Ocean-going vessels calling at Owase have cargo destined to Toho Oil, Owase Refinery only. There is no local pilot association in this port and the Oil Refinery's Dock Master boards all vessels as a Pilot. Pilot boarding time is passed to ship by ship's Agents after consulting with pilot (Dock Master) and he boards vessel 1 mile East of Toto Island.
ANCHORAGE: Quarantine Anchorage position is 34° 4′ 13″ North 136° 16′ 43″ East. Depth Water 60–80 m. Radius 500 m. However, it is not advisable for vessels to stay there for a long time as there are many fishing boats nearby.
RESTRICTIONS: According to Agreement between Fishery Association and Oil Refinery, ship's movement is prohibited at night.
MAX. SIZE: Depth water alongside pier is 17.00 m. ship's maximum permissible draft is 16.20 m. at high tide. L.O.A. limited to 300 m. No restrictions as to breadth.
HEALTH: At first port of call in Japan vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination cards, derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine office through ship's Agent prior to arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which covers all ports in Japan. If specifically West bound vessel to Choshi, and North bound to Nagasaki Radio respectively.
TUGS: Tugs usually join vessel at Harbour Limit (near Sabaru Island) and tug's line is used.
BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.
MEDICAL: No advance notice required unless urgent. Hospital facilities available.
TANKERS: One berth available – see "Max. Size".
FRESH WATER: Fresh water can be supplied to the vessel from pipe at Quay, Y80 per ton. Supply Capacity 30 tons per hour.
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
DEVELOPMENT: Toho Oil have plan to construct New Dolphin Berth, 150 m. offshore where depth of water 21.00 m.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost day-time (0800–1700 hours) Y2,700, night-time Y5,940 (approx.).
CERTIFICATES: Ship's Register to show Customs inspector ship's registered gross and nett tonnages.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.
CONSULS/REPAIRS/AIRPORT: None.
TIME: GMT plus 9 hours. Permanent.
TELEPHONES: Emergency numbers, Owase Police Office (05972); 2–0004; Owase Fire Station (05972) 2–2020; Owase Hospital (05972) 2–2118. No facilities for placing telephones on board.
SHORE LEAVE: Local Immigration offices issue shore pass valid for only 3 days, but extension possible if ship stays longer.

AGENT: Sub-Agents of Dodwell & Co., Tokyo. Uyeno Unyu Shokai, c/o Showa Yokkaichi Sekiyu Bldg., Building No. 40, 1, Shiohama-cho, Yokkaichi. Cables "Uyenoshell Yokkaichi;" Tel. (0593) 45–2271.

SAKAI: 35.33 N. 133.14 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).
Ship's agent will prepare Inward/Outward Declaration, 1 Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Cable address "Hanshinpilot Osaka". 24 hours notice required. VHF (Osaka Port Radio, Channel 16, JBD Osaka Radio, Channels 25, 26 and 27. 3 boats capacity 15 tons, 147 h.p. Pilot boards anywhere within harbour area, but preferably at quarantine anchorage – sector No. 7. Bad weather: unable to take pilot. Boarding measures: safe pilot ladder. Anchorage for vessel waiting pilot: as Pilot boarding area.
Inland sea Pilot cable address: "Anjin Kobe" can also be used for

following wharves: General Oil Co. Ltd., Sakai Wharf; Kansai Oil Co. Ltd., Sakai Wharf; Koa Oil Co. Ltd., Sakai Wharf.

ANCHORAGE: Quarantine inspection carried out at quarantine anchorage Sect. no. 7 where maximum draft 12·5 m. Vessels with draft over 12·5 m. have to obtain free pratique at other ports.

RESTRICTIONS: (*a*) Arrival notice for ships over 500 tons gross must be tendered to Harbour Master 2 hours prior to passing No. 1 entrance passage.

(*b*) Entrance passage draft limitation: Passage No. 1 draft 10·2 m. Passage No. 2 draft 12·5 m. Hamadera Passage draft 16·0 m.

MAX. SIZE: Yawata Iron & Steel Co. Ltd., Sakai/Osaka Gas Wharf, Wharf No. 3-A and No. 3-B draft 12·5 m. LOA 255 m. Wharf No. 2-H draft 10·2 m. LOA 597 ft. 11 in.

Mitsui Toatsu Wharf draft 14 m. LOA 230 m.

Ube Kosan Wharf draft 9 m. LOA 430 ft. (export wharf). 10·2 m. 174 m. (import wharf).

Public Wharf No. 3 draft 8·4 m. LOA 160 m.

Minami Hakuchi anchorage draft 9·2 m. LOA 557 ft.

Kansai and Koa Oil Wharves draft 15·8 m. LOA 866 ft. 1 in.

Osaka Seiyusho Wharf draft 9 m. LOA 472 ft. 5 in.

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Deratting Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: Join vessel at anchorage under instruction or attending Pilot. Tug lines used, cost in tug hire.

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for agents to arrange stevedores. Vessel must constantly keep her agents advised of ETA. If stevedores cannot commence loading/unloading at time notified by the agents, the orderers must pay for waiting time (Y4,400–Y7,200 per hour per gang). If cargo gears not rigged on berthing, stevedores will do same for ship's crew (Y2,200–Y3,600 per hatch). Overtime surcharges 1700–1900 hours (50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

MEDICAL: No advance notice required unless urgent.

TANKERS: See "Max. Size".

DENSITY: Osaka Gas Wharf and Yawata Iron & Steel wharves, 1020–1025. All other wharves, 1010–1025.

FRESH WATER: Minami Hakuchi anchorage by barges. All other wharves by shore line. Cost per ton at Minami Hakuchi anchorage Y575.– day-time. 50% up (1700–2200 and 0500–0900). 100% up (2200–0500). All other wharves Y100.– day-time. 50% up (1700–2200, 0500–0900). 100% up (2200–0500).

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stocks ports at maximum 7 days prior notice. Also see "Moji-Fuel".

DEVELOPMENTS: Sakai Harbour Bureau planning to construct two more public wharves where 15,000 dwt vessels can berth. Maximum draft 10 m.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost day-time (0800–1700 hours) Y2,700, night-time Y5,940 (approx.).

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost Y4,400–Y7,200 per hour per gang depending on type of cargoes. If any time cost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears maintenance appears to be poor.

CUSTOMS ALLOWANCE: Only 50 cigarettes to take ashore but no spirits.

CARGO GEAR: See "Certificates" but no special requirements.

CONSULS: None.

REPAIRS: See "Osaka".

DRY DOCK: Hitachi Shipbuilding & Engineering Co. Ltd., Sakai Shipyard, Maximum draft 8 m., LOA 350 m., width 58 m.

REPATRIATION: Possible.

AIRPORT: International Airport Osaka, 45 km. distant.

TIME: GMT plus 9. No alterations made to clocks during year.

POLICE/AMBULANCE/FIRE: See "Osaka".

TELEPHONES: Available at: Osaka Gas Wharf, General Oil Co. Ltd. Wharf, Kansai Oil Co. Ltd. Wharf, Koa Oil Co., Ltd., Wharf. Installation charges Y700.– Plus Y500.– per day. Plus actual used charges.

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AGENTS: Dodwell Tramp Agencies, CPO Box 455, Osaka Kagaku Seni Kaikan, 39, 5-Chome, Kawara-machi, Higashi-ku. Osaka. Tel. (06) 203 5151, Telegraphic "Dodship Osaka". International Telex Os 3250.

SAKAIDE: 34.19 N. 133.51 E.

DOCUMENTS:

Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc (only at first port of call in Japan).

Ship's agents will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Inland Sea pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all Inland Sea ports. Pilotage not compulsory but recommended in vew of great number of islands causing navigational hazards. Pilots obtained from one of three pilot-stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most Inland Sea pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with Inland Sea pilot stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits) Position 34° 38′ N.; 135° 11′ E. Telegraphic address "Anjin Kobe".

2. Sekisaki, 3 miles South of Sekisaki lighthouse (vessels transitting Bungo Channel). Position 33° 13′ N. 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot-station.

3. Hesaki, at East side of Kanmon (Shimonoseki) Straits. Position 33° 56′ 24″ N. 131° 03′ 12″ E.

ANCHORAGE: Port located on North coast at East part of Shikoku Island in Inland Sea.

Boundaries and Areas. Area bounded by line joined with three points, East corner of Sosha river mouth, Mamako-Hana of Semi Jima and Tako-Saki of Shotsuji-Yama.

Depth of water inside harbour limit: 11 metres, outside harbour limit: 13 metres.

RESTRICTIONS: Vessels entering and/or leaving during daytime only at wharves; but done day and night at sea anchorage provided favourable weather conditions prevail.

MAX. SIZE: East section of Centre pier, length 160 metres, breadth no limit, depth 8·50 metres.

West section of Centre pier, length 110 metres, breadth no limit, depth 7·50 metres.

Mitsubishi Chemical Industries wharf, length 250 metres, breadth no limit, depth 12 metres.

Anchorage inside breakwater, length no limit, breadth no limit, depth 7–9 metres.

Anchorage outside breakwater, length no limit, breadth no limit, depth 10 metres.

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from Cholera infected area within 10 days, Captain must advise crew and passengers health condition prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: Wharves. Join vessel at sea anchorage, using tug's line without charge. Sea anchorage. No tug required in normal conditions.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's agents mainly by radio.

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for agents to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time (Y4,400–Y7,200 per hour per gang). If cargo gears not rigged on berthing, stevedores will do same for ship's crew (Y2,200–Y3,600 per hatch). Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

MEDICAL: No advance notice required unless urgent.

TANKERS: No tanker berth.

DENSITY: Inside harbour limit 1·025. Outside harbour limit 1·025.

FRESH WATER: Sea anchorage. No water barge available but usually brought from Onomichi (about 4 hours run to Sakaide) at Y350.– per ton. Rate of delivery 80 tons to 200 tons per hour dependant on barge.

Centre pier: Can be supplied by shore line with capacity 25 tons per hour; Y100.– (0800–1700). 50% extra (1700–0800) (Sunday and Holiday operation).

Mitsubishi Chemical Industries wharf: Can be supplied by shore line with capacity 60 tons per hour; at Y75.– (0800–1700). 50% extra (1700–0800).

FUEL: All grades of bonded bunkers are stocked in Tokyo, Ise Bay, Osaka and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

FIRE PRECAUTIONS: No specific precaution.

DEVELOPMENTS: Asia Sekiyu Kaisha Ltd. intends to construct oil refinery installation but company has not yet decided when they are going to start this project.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost day-time (0800–1700 hours) Y2,700, night-time Y5,940.
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost Y4,400–Y7,200 per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificate sometimes required by stevedores when cargo gear maintenance appears to be poor.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore, but no spirits.
CARGO GEAR: See "Certificates", but no special requirements.
CONSULS: None. See "Kobe".
REPAIRS: Only minor repairs.
DRY DOCKS: Kawasaki Heavy Industries Ltd., Sakaide, which is suitable to dry dock. Dock No. 2 for 500,000 dwt vessel. 450 m.×72 m. ×12·3 m. Not yet in action for ship repairs. Only used at present for ship building and after services.
REPATRIATION: Possible.
AIRPORT: No airport. Nearest Takamatsu, All Nippon Airways 11 flights to Osaka and 1 to Tokyo.
TIME: GMT plus 9. No alterations made to clocks during year.
HOLIDAYS: National Holidays – see "Niihama". Local Holidays: New Year's Day (Lunar Calendar) January 30th; May Day May 1st; Memorial Day of the Sea July 20th; Bon Festival August 8th.

No ship's movement can be effected on January 1st. No cargo handling on December 31st, January 1st, 2nd and 3rd, August 8th and October 15th.
POLICE/AMBULANCE/FIRE: Police 110; Ambulance 119; Fire 119.
TELEPHONES: No facilities for placing telephones on board.
GENERAL: Mitsubishi Chemical Industries Co. Ltd., Sakaide Works. As wharf of above works located outer harbour limit of Sakaide port, the undermentioned procedures required: In conformity with regulations, vessel required to get special permission for entering into closed port, which will be given from Shikoku Maritime Bureau.

Customs request vessel calls Mitsubishi Chemicals wharf to obtain special permission for entering. If tonnage dues paid prior arrival, this procedure will be attended to by Agent.

Waiting anchorage: Avoid Bisan Seto Boundary according to special water zone navigation order. Imperative to exclude water surfaces with established Fishery Privilege.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AGENTS: Sub agents of Dodwell & Co., Tokyo. Sumitomo Warehouse Co. Ltd., c/o Taisei Kaiun K.K., 1594, Sobiraki-Cho, Niihama. Tel. Niihama (0897) 37–1101. Telegraphic – "Sumitomosoko Niihama."

SAKATA: 38.57 N. 139.48 E.

Located at mouth of Mogami River. Strong wind blows from Japan Sea November to March.

In winter season, wave height between 3 to 5 metres, length 70 to 80 metres and period 7 to 10 seconds. Current South to North along coastline at 0·15 m. sec.
TIDAL RANGE:

Higher high water	+40 cm.
Spring tide high water	+28 cm.
Neap tide high water	+24 cm.
Mean sea level	+20 cm.
Neap tide low water	+16 cm.
Spring tide low water	+12 cm.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Stores List.
1 Declaration of Crew's Baggage, i.e. tobacco Wine/spirits, camera, wrist-watch, radio, firearms/swords, etc., (only at first port of call in Japan).

Ship's agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Arrange through Agent. Name of Pilot-boat "Kouden Maru". In bad weather, await instructions from agent.
ANCHORAGE: All sea area available for anchorage. No prohibited anchorage areas. Pilot station and quarantine anchorage position 38° 56.5′ N., 139° 48.0′ E.
RESTRICTIONS: Night entry subject Pilot's discretion.
MAX. SIZE: Length 330 m., draft 8.5 m.
HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination cards, derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine office through ship's Agent prior to arrival and close all soil pipes before entering port.
RADIO: Niigata. Call sign JCF. Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which covers all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: One of 800 h.p.
BERTHING: No specific requirements. Pilot boarding time will be notified by ship's agents mainly by radio.

Name	*Depth*	*Length*	*Number*
East Pier	+ 4·5 m.	650 m.	8 berths
West Pier	+10·0 m.	185 m.	1 berth
Ohhama Pier	+ 4·5 m.	260 m.	3 berths
	+ 9·0 m.	330 m.	2 berths
Sodeoka Pier	+ 7·5 m.	390 m.	3 berths

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for agents to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time (Y4,400–Y7,200 per hour per gang). If cargo gears not rigged on berthing, stevedores will do same for ship's crew (Y2,200–Y3,600 per hatch). Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 2100–0500 hours next morning 130% additional; Sundays/holidays 60% additional.
MEDICAL: No advance notice required unless urgent. Medical facilities available at Sakata City Hospital.
TANKERS: Draft not to exceed 8·5 metres.
FRESH WATER: Available from wharf only at Yen 70 per ton. Plus overtime.
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay, and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost day-time (0800–1700 hours) Y2,700, night-time Y5,940 (approx.).
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost Y4,400–Y7,200 per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's Register to show Customs inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.
CUSTOMS ALLOWANCES: 200 cigarettes; one bottle of spirits per man if voyage exceeds one month.
CONSULS: Korean Consulate Tel. 0222–21–2751. Consul: Mr Cho Kian.
REPAIRS: Minor repairs only.
REPATRIATION: Crew replacement conducted basis "landing for transfer to another vessel."
AIRPORT: Yamagata, 105 km. from Sakata. One flight per day.
TIME: GMT plus 9 hours. No alterations.
HOLIDAYS: Public offices closed on Sundays and National holidays. Cargo work every day except 1st, 2nd and 3rd January.
POLICE/AMBULANCE/FIRE: Police (urgent 110; (usual) 2–6611; Ambulance (urgent) 119; Fire (urgent) 119; (usual) 2–3214.
TELEPHONES: No facilities for placing on board.
SERVICES: Compass adjustment.
SHORE LEAVE: Local Immigration offices issue shore pass valid for only 3 days, but 3 day extensions possible if ship stays longer.
AUTHORITY: Yamagata Harbour Office. 3–15, Ohhama 1-chome, Sakata City. Tel. 2–0701.

AGENT: Sub-Agent of Dodwell & Co., Tokyo. Sakata Kairiku Unso K.K., 6–19, 2-Chome, Funaba-Cho, Tel. (02342) 2–1801. Cables: "Sakatakairiku".

SASEBO: 33.10 N. 129.43 E.

DOCUMENTS: See "General – Customs and Immigration".
PILOTAGE: Compulsory. Vessel should keep Pilot closely advised, through Agent, of ETA pilot station at least 24 hours prior arrival and any subsequent change. Pilot boards vessel one mile Northwest Kogosaki lighthouse. (33° 06′ N. 129° 38′ E.). In bad weather, Pilot will board at 33° 05′ 48″ N. 129° 40′ 24″ E.

Telegraphic address of Port Captain JNK 500 kc/s (Sasebo Maritime Safety Office).
ANCHORAGE: Ample good holding ground in inner harbour, but is controlled by U.S. Navy and only following anchorage available for commercial vessels: No. 3 Section, Depth 10 m.–37 m. Capacity (g/t) 20,000 tons and over × 20.
RESTRICTIONS: Entry and departure from sunset to sunrise only allowed under extenuating circumstances subject to Port Captain's special permission. (MSTS chartered vessels excepted). No particular restrictions upon draft or tide conditions. Berthing during day only. Controlling depth of water – in the passage 23–54 m., at anchorage 10–37 m.
WEATHER: South-westerly winds prevail in summer, while Northerly blows frequently in other seasons. Maximum wind velocity recorded 26·1 m/sec. In early spring dense fog prevails, but renders navigation impossible only for 7 days or so.

Tidal range 2·6 metres. Current rate maximum 1·5 knots in vicinity of harbour entrance at rising tide. At ebb tide, it flows in opposite direction and is faster than during flood, but not so strong as to hinder navigation.

MAX. SIZE: "See Berthing". No particular limitation for entering port. For berthing however, acceptable length, draft and breadth will be decided case by case in accordance with conditions of each berth consulting with pilots, U.S. Navy and Port Captain. No tanker installations outside port.

HEALTH: Quarantine station: 33° 05′ 30″ N., 129° 42′ 00″ E.), 1½ mile East of Kogosaki lighthouse. Quarantine service from sunrise to one hour before sunset. Q flag should be hoisted until free pratique granted. When vessel arrives from plague and cholera infected or suspected area within 10 days (plague) and 5 days (cholera). 24-hour special quarantine required. All sanitary scuppers must be closed and garbage not thrown overboard after vessel reaches 60 miles off Japanese coast. Vessel chartered by MSTS or USN (GAA, T/C, CVC, V/C) shall be cleared by U.S. Navy Quarantine and service available after sunset also.

RADIO: See "Yokohama".

TUGS: Normally join vessel about ½–1 hour prior berthing and tug's lines used. Charge for use of lines included in tug hire.

BERTHING:

Wharf	*Length* m.	*Depth*	*Capacity* (g/t)	*Cargo*	*Remarks*
Iorizaki	80·5	32′	20,000×1	Oil	Under U.S. Navy's control
Motofune No. 1	79·5	32′	20,000×1	,,	,, ,, ,,
Motofune No. 2	79·5	32′	20,000×1	,,	,, ,, ,,
Akasaki No. 1 & 2	298·0	40′	20,000×2	,,	,, ,, ,,
Akasaki No. 3	219·0	40′	20,000×1	,,	,, ,, ,,
Yokose	88·0	45′	20,000×1	,,	,, ,, ,,
India Berth No. 1	254·4	31′	20,000×1		For repairs
,, ,, No. 2–3	363·5	31′	20,000×2	Repairs	
,, ,, No. 4–6	575·5	31′	20,000×3	Repairs and general cargo	
,, ,, No. 7–8	363·5	31′	20,000×2	General cargo	
,, ,, No. 9	151·5	31′	20,000×1	General cargo	
Maehata Gaibo No. 1	185·0	33′	20,000×1	Grain and general cargo	
Ekiura Wharf	150·0	16′	1,000×2	General cargo	
Hizukushi Wharf	103·0	15′	500×2	,,	,,
Maehata Wharf	143·0	15′	500×3	,,	,,

No. 1–5: Exclusive use of SSK (Shipyard)

No. 6–9: Under control of the U.S. Navy. No. 6 and 7 berths can be used for commercial vessels, subject to the U.S. Navy's permission.

No. of Buoy	*Depth*	*Capacity (g/t)*
10		Over 10,000
23	9–23 m.	5,000 to 10,000
7		Under 5,000

These buoys also controlled by U.S. Navy and their use for commercial purposes subject to U.S. Navy's permission, except following buoy which is free for commercial vessels:

	Depth	*Capacity (g/t)*
No. 9	27′	5,000×1

STEVEDORES: Maximum 10 gangs available.

Classification	*Regular employees*	*Temporary labourers*
Stevedores	100	150
Longshoremen/Warehousemen	100	200

2 shifts: 0800–1700 and 1800–0700 hrs. Normal working hours: 0800–1700 hrs. Overtime work possible by applying to Customs at following fees: 0000–0500 Y350.– per hour. 0500–0830, 1700–2200, also Sundays and holidays) Y300.– per hour. 2200–2400 Y350.– per hour. No work can be arranged during New Year holidays (1st to 3rd Jan.), 31 Dec. and 1 May.

TANKERS: Diameter of lines: 8 in. No slop (Residue) discharge facilities. Number of tanker berth as follows:

Number	*Length*	*Depth*	*Remarks*
Akasaki No. 1, 2, 3.	517 m.	40′	under U.S. Navy's control
Motofune No. 1 & 2.	159 m.	32′	under U.S. Navy's control
Iorizaki	80·5 m.	32′	under U.S. Navy's control
Yokose	88 m.	45′	under U.S. Navy's control

DENSITY: 1·025.

FRESH WATER: Available by barge one each of 200 and 100 tons. Rate of delivery 30–60 tons per hr/barge. Water from hydrant at India Berth Nos. 6, 7, 8 & 9. Rate of delivery 25 tons per hr/hydrant.

Cost (approx). From hydrant: Y.81.– per 1 K/T. By Water barge Minimum 20 tons.

(*a*) No. 1 and 2 Section (Northward of Iorizaki/Omorihana line): Y131.– per k/t.

(*b*) No. 3 Section (Southward of Iorizaki/Omorihana line): Y181.– per 1 k/t.

(*c*) Outside harbour: Y10.– per kilometer added to rate of No. 3 Section.

(*d*) Saturday afternoon, Sunday, holiday, night (1700–0830) and rought weather 50% extra.

FUEL: No stock of bonded oil, but lightered from other ports. Adequate notice required order avoid delay. Rate of delivery from barges 100/200 tons per hour.

Suppliers	*Installation*	*Notice required* days
Shell Sekiyu K.K.	Nagasaki	3
	Shimonoseki	4
Esso Oil Co.	Shimonoseki	4
	Sakai	6
Mobile Oil Co.	Kokura/Moji	4
	Oita	5
Caltex Oil Co.	Shimonoseki	4
	Kudamatsu	5
Mitsubishi Shoji Kaisha	Shimonoseki	4
	Kanokawa	5
C. Itoh & Co.	Matsuyama	5
	Mizushima	5
Nissho-Iwai Co.	Shimonoseki	4
	Matsuyama	5
Mitsui Bussan Kaisha.	Oita	5
Kanematsu-Gosho Co.	Kokura	4
	Tokuyama	5
Idemitsu Kosan Kaisha. / Marubeni-Iida Co. / Sumitomo Shoji Kaisha.	Tokuyama	5

DEVELOPMENTS: Berth under construction and expected complete March 1972.

Wharf	*Length*	*Depth*	*Capacity*
Maebata Gaibo No. 2.	190 m.	36 ft.	25,000 g/t.

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost Y4,400–Y7,200 per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.

CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.

CARGO GEAR: Shore cranes:

No.	*Capacity*	*Location*	*Owners*
1	250 tons	India Berth No. 5	S.S.K.
2	15 tons	,, ,, No. 3 & 4	,,
1	15 tons	,, ,, No. 7 & 8	U.S. Navy
2	10 tons	,, ,, No. 1 & 4	S.S.K.
1	1 tons	Hizukushi Wharf	Nishi Kyushu Whse. Co.
1	4 tons	Maehata Wharf	Sasebo City

Floating cranes:

No.	*Capacity*	*Owners*
3	30 tons	U.S. Navy
1	150 tons	U.S. Navy — Their use for commercial purposes is subject to U.S. Navy's permission.
1	15 tons	S.S.K.
1	12 tons	,,

IDENTIFICATION CARDS: See "General – Immigration".

CONSULS: None

REPAIRS: All deck and engine repairs possible.

DRY DOCKS: Sasebo Heavy Industries Co. Ltd. No. 3 dry dock: Length 370·0 m. Width 70·0 m. Depth 15·0 m. Max. ship (dwt) 300,000. Another 5 dry docks available.

AIRPORT: Itazuke Airport, Fukuoka, about 120 kilometres (about 220 min. by taxi). Served by regular airlines. Omura Airport, Nagasaki, about 50 kilometres (about 70 min. by taxi). 7 flights daily. (All Nippon Airways).

TIME: GMT plus 9 hours. No alterations to clocks throughout year.

POLICE/AMBULANCE/FIRE: Police Station: Sasebo 3–7161 (if emergency: 110). Ambulance Sasebo 3–5121 (Sasebo Fire Station). Fire Sasebo 119 (Sasebo Fire Station).

TELEPHONES: No facilities exist for placing telephones on board.

GENERAL: *Customs:* When vessel arrives direct from foreign port, Customs officials board for search. Following documents to be submitted. Crew List, Passenger List, Store List, Manifest of crew personal effects (must be signed by individual crew member). Arms and ammunition List, Narcotics List, List of Port of call on current voyage, Discharging cargo Manifest, Through cargo manifest, Declaration inward/outward (Form No. C2000). Following will be checked on board. Ship's Registry, Last port clearance.

When vessel comes from Japanese port, Customs officials will not attend on board, except special case. Master or agents to attend at Customs House for entry formalities with following documents. Discharging cargo Manifest, Through cargo Manifest, Declaration inward/outward, Ship's Registry, Last Port Clearance, documents entrusted with the Master by Customs at previous port.

On vessel's departure, clearance issued by Customs after confirming payment of tonnage dues.

Immigration: Immigration officials board vessel on arrival to examine passports, discharge books and/or other equivalent travel documents and provide a 72-hour landing pass for crew members and passengers. Two copies each of crew list and passenger list are required by them. Providing vessel's Agent with these documents beforehand will help in expediting immigration business on arrival. When vessel in port more than 72 hours, landing passes will be extended every 72 hours on application.

In event that crew members, without entry visas, to be landed for repatriation or transfer, Immigration will not permit their landing unless passage, by either sea or air, ensuring prompt departure from Japan (within 72 hours) of these men has been booked, or unless vessels to which they are to be transferred, arrive in Japan within 5 days. Services are rendered from 0900 hours to 1700 hours.

MEDICAL: Hospital: U.S. Station Hospital (for U.S. military personnel only). Sasebo Dojinkai Hospital. Bussaka Dental Hospital. Tanaka Dental Hospital.

SERVICES: Hold cleaning. Compass adjusting. Fumigation.

AUTHORITY: Sasebo Municipal Office, 1–10, Hachiman-cho, Sasebo City.

DELAYS: Berthing during night-time not allowed in principle.

AGENTS: Subagents of Dodwell & Co., Tokyo. Nishikyushu Warehouse Co. Ltd., Tategami-cho, Sasebo. Tel. Sasebo (09562) 4–6161. Telegraphic "Ringer Sasebo".

SHIMIZU: 35.01 N. 138.30 E.

DOCUMENTS: *Quarantine* (only when arriving from a foreign port):
1 Maritime Declaration of Health.
1 Crew List.
1 Cargo Manifest.
1 List of Passengers (if any on board).
Log Book and Registry should be readily available.

Customs:
1 Declaration Inward/Outward with ports of Call.
1 Ship's Registry
1 Last Port Clearance.
1 Store List including arms and narcotics.
2 Manifests of Cargo for discharge (prepared by Agents).
1 Manifest of Through Cargo.
1 Crew List.
1 List of Passengers.
1 List of Crew's Baggage (only necessary if crew-members have to land personal effects ashore.

Immigration:
2 Crew Lists.
1 Application for Shore-passes.
2 Lists of Passengers.
Notification of Departure, (to be returned through Agents after sailing).

Harbour Master:
1 Declaration Inward/Outward with ports of Call.

Port Authority:
1 Declaration Inward/Outward with ports of Call.

PILOTAGE: Pilot boats: black hulls and white house with H flag at bow. G flag: when requiring a Pilot. Pilot Station: 35° 01′ 30″ N. 138° 31′ 30″ E. (to be altered at a later date to the point 80 degrees 2600 metres distant from Masaki Lighthouse 35° 01′ 02″ N., 138° 31′ 06″ E. Night Pilotage: charge – 50% extra applicable from one hour before sunset to one hour after sunrise.

ANCHORAGES: See Section 3 on Chart of Shimizu.

MAX. SIZE: (See "Developments") Dry-cargo max. draft 12 metres. Length and breadth no restriction. Tankers, up to 16.50 m. draft.

HEALTH: Free pratique automatic calling at another Japanese port.

RADIO: Cable Agent giving ETA, draft and any other informations via Shimizu Radio. Call sign: JGQ. Transmitting frequency 500, 512, 486 kc. Receiving frequency 500,480 kc. Area within 200 km.

TUGS: Normally join in-coming vessels near pilot station. Tugs's lines usually used no extra charge.

STEVEDORES: Enable Agents order gangs important obtain accurate ETA in good time. Latest time to order gangs 1600 of previous day. Gang shifts: Normal and deferred shift 0830 every day. Night shift 1700 every day except 3rd Sunday. Any request for attendance preceding 0830 non-acceptable.

VHF: Call sign: Shimizu Port Radio. Channels 16, 12, 14 Simplex, 20 Duplex. Power 50 w. Area 50 km.

MEDICAL: Masters to advise by radio prior arrival if medical attendance required.

DENSITY: 1023–1024.

FRESH WATER: Most berths supply by shore installations, otherwise barge. Price Y80.– per ton from shore, Y150.– per ton from barge. Minimum quantity invoiced at 20 tons or Y3,000.–

FUEL: All grades of oil delivered by barge only.

FIRE PRECAUTIONS: Harbour fire-fighting corps with a fire-fighting boat.

DEVELOPMENTS: Okitsu Wharf completed 1970. Possible to berth a full-container ship and eight 15,000 ton class ships at same time. Sodeshi Wharf construction to be completed end 1975 latest.

GANGWAY/DECK WATCHMEN: Available for gangway, hold checking hawsers, bridge, telephone, etc.

OPENING/CLOSING HATCHES: On liners normally by stevedores with assistance of crews, otherwise according Charter Party.

CERTIFICATES: Ship Registry, Radio and Safety equipments Certificate, Deratting Exemption Certificate, etc.

CUSTOMS ALLOWANCES: Tobacco: 50 packets permitted per each crew per day. Wine 6 bottles per crew member.

IDENTIFICATION CARDS: Passport or Seaman's Book.

CONSULS: None.

REPAIRS: Most repairs and overhauls possible.

DRY DOCKS: NKK Shimizu yard (largest 210×24·6 metres).

AIRPORT: 180 km. distant from Haneda International Airport.

TIME: GMT plus nine hours. Permanent.

HOLIDAYS: No work on from December 31 to January 3 and Shimizu Port Festival Day (Aug. 5).

POLICE/AMBULANCE/FIRE: Police 110; Ambulance 119; Fire 119; Water Police (52) 0200.

TELEPHONE: Available on board cost Y1,200.– first calendar day Y500.– from second.

SHORE LEAVE: Normally allowed.

AUTHORITY: Shimizu Port Administration Office, 2–9, Hinide-cho, Shimizu City, Shizouka Pref., Japan. Tel. (53)2201.

AGENT: Suzuyo & Co., Ltd. 12, 3-chome, Irifune-cho Shimizu City' Shizuoka Pref. Cable Address: Suzuyo Shimizu. Domestic Telex: 3965–671, 672, 677 Suzuyo SMZ. Telephone: Shimizu (0543) 53–3111 & 52–4503.

SHIMONOSEKI (including Mutsure): 33.57 N. 130.58 E. (See Kanmon-Ko).

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's agents should be provided with necessary information about details of cargoes in advance.

PILOTAGE: See "Moji".

ANCHORAGE: Nishiyama anchorage located off Hikoshima Island, on Western end of Honshu Island. Max. draft 9·5 m. capacity 10,000×2.

Mutsure anchorage: undermentioned area is open port. The sea area surrounded by:

(*a*) Line connecting Daibahana on Takenoko Island and top of Wagora Island.
(*b*) Line connecting top of Wagora Island and Udonohama on Mutsure Island.
(*c*) Coastline between Udonohama and Unoishibana on Mtsure Island.
(*d*) Line connecting Unoishibana and Anse-no-Shiri in Shimonoseki.
(*e*) Line connecting Anse-no-Shiri and point at 370 metres from Daibahana on the line connecting Daibahana and top of Wagora Island.
(*f*) Line long. 130° 54′ E.

Anchorage includes a part of quarantine anchorage and Mutsure oil berth; depth 10–25 metres.

RESTRICTIONS: See "Moji".

MAX. SIZE:

Wharf		*Length*	*Depth*	*Capacity (g/t)*
Western wharf	(Nos. 3–4)	340 m.	7·2 m.	15,000×1
Daiichi Pier	(Nos. 9–10)	330 m.	8·5 m.	24,000×1
	(Nos. 12–13)	330 m.	8·5 m.	13,000×1
Daini Pier	(Nos. 15–16)	340 m.	8·5 m.	15,000×1
	(Nos. 17)	210 m.	9·1 m.	25,000×1

For tank installations, see "Tankers".

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards. Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: See "Moji".

VHF: See "Yawata".

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

BRIDGES: No bridges at present, but construction begun on suspension bridge, across Kanmon Strait.

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for agents to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time (Y4,400–Y7,200 per hour per gang). If cargo gears not rigged on berthing, stevedores will do same for ship's crew (Y2,200–Y3,600 per hatch). Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 21–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

MEDICAL: No advance notice required unless urgent.

TANKERS: Shell oil berth situated at Hikoshima, on Southwestern end of Honshu, facing Moji across Kanmon Strait. In vicinity of berth, flood tide sets to East, ebb tide to West, current about 5–6 knots. Mooring berth consists of 4 buoys, approximately 140 metres offshore, space between buoys being approx. 270 metres.

Maximum dimensions of vessel which can be safely accommodated are gross tonnage 18,000 tons, length OA 170 metres, breadth unlimited, draft 9 metres.

Vessels only berthed or unberthed when tide sets to west during daytime only. In approaching berth, as vessel comes against tide, full engine power and tug assistance required. One 10 in. pipe connected to vessel; discharge efficiency per hour 500–600 kl.

Taiyo Gyosho Installation located about 610 metres South of Mutsure lighthouse. At this berth, West-going current stronger than East-going and ship taken to berth only on Westerly current, with stern towards South. Most suitable berthing time is 2–3 hours after commencement of West-going current. Maximum dimension of vessel which can be accommodated at this berth is gross tonnage 37,000 tons, dead weight 60,000 tons, length OA 270 metres, draft 11 metres.

One 8 in pipe is connected to vessel. Speed of discharge is an average 1,000 kl per hour.

DENSITY: 1·025.

FRESH WATER: Good fresh water supplied either from water

barge or from hydrants alongside wharves. Rate of delivery from water barge 50 tons per hour and from hydrants 40–50 tons. The cost per ton from water barge is Y175.– and from hydrants Y115.–

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice. Also see "Moji, Fuel".

DEVELOPMENTS: 182,000 m. land reclaimed since 1967 along National Railway wharves, near Shimonoseki Station and work scheduled to complete in spring 1973. At present, No. 18 wharf, mostly reclaimed land, used for ferry boat service linking Shimonoseki to Pusan, which opened service June 1970. After completion of reclamation, further three berths (Nos. 19, 20 & 21) will be equipped for larger vessels, where maximum draft planned 10 metres.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost day-time (0800–1700) Y2,700, night-time Y5,940.

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost Y4,400–Y7,200 per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear maintenance appears to be poor.

CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore, but no spirits.

CARGO GEAR: See "Certificates", but no special requirements.

CONSULS: Korean Consul, tel. (66) 5341.

REPAIRS: All types of repairs possible.

DRY DOCKS: Mitsubishi Heavy Industries Ltd. 4 dockyards (Nos. 3 & 4 for smaller vessels).
Hayashikane Shipbuilding K.K. 3 dockyards (Max. 1,100 G/T).
Towa Shipbuilding K.K. 1 dockyard (Max. 1,000 G/T).
Mitsubishi Heavy Industries Ltd.

Dimensions of dock

	Length metres	*Breadth* metres	*Draft* metres
No. 1 Dock	164·13	25·0	7·04
No. 2 Dock	150·10	20·0	6·88

Max. size of vessel for docking

	Length metres	*Breadth* metres	*Draft* metres
No. 1 Dock	160·00	22·50	5·50
No. 2 Dock	143·00	19·30	5·00

REPATRIATION: Possible.

AIRPORT: Approx. 80 km. to Fukuoka airport; about 1½ hours by train. Approx. 18 km. to Kitakyushu airport; 40 minutes by taxi.

TIME: GMT plus 9. No alterations made to clocks during year.

POLICE/AMBULANCE/FIRE: Police station 110; Ambulance/Fire station 119.

TELEPHONE: Possible to place telephone on board. Installation charge is Y700.00, daily rental Y500.00 (approx.).

SERVICES: All services available.

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AGENTS: Subagents of Dodwell & Co. Ltd., Tokyo. Holme Ringer & Co. Ltd., PO Box 72, 9–9, Minato-machin, Moji-ku, Kitakyushu. Tel. Moji (093) 33–1311/8. Telegraphic "Ringer Moji".

SHIMOTSU (including Kainan): 34.06 N. 135.08 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List,
1 Declaration of Crew's Baggage. i.e. tobacco wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's agents should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Pilot request to be given to pilot station through Agent. Advance notice of ETA: 72 hours and 24 hours before arrival. No VHF available. Pilot usually attends by tug boat. No special pilot boat. Pilot boards 34° 07′ 25″ N. and 13°5 06′ 45″ E. No alternative area in event of bad weather. Location of anchorage for awaiting pilot – 34° 07′ 25″ N. and 135° 06′ 45″ E., as pilof station.

ANCHORAGES: Quarantine anchorage, 20 metres depth.

RESTRICTIONS: Entry Day-time only; no entry at night.

MAX. SIZE:

	Length	*Draft*
Tonen O–1 (Shimotsu)	No limit	20·00 m.
Tonen E–1 (Shimotsu)	No limit	14·50 m.
Maruzen Buoy Berth (Shimotsu)	179 m.	9·50 m.
Maruzen Jetty 5 (Shimotsu)	230 m.	11·60 m.
Fuji Kosan Jetty 9 (Kainan)	245 m.	11·80 m.

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Deratting Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port. Radio pratique available after 1st Jan. 1971.

RADIO: Recommended Captain communicates with agents through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound to Choshi and North bound to Nagasaki Radio respectively.

TUGS: Tugs join at Quarantine anchorage, tug lines used.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's agents mainly by radio.

STEVEDORES: At least 24 hours notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time (Y4,400–Y7,200 per hour per gang). If cargo gears not rigged on berthing, stevedores will do same for ship's crew (Y2,200–Y3,600 per hatch). Overtime surcharges 1700–1900 hours 50% additional of basic stevedorage; 21–0500 hours next morning 130% additional; Sundays/holidays 60% additional.

MEDICAL: No advance notice required unless urgent.

TANKERS:

		Diameter of shore pipes	*Slop facilities*	*Max. Draft*
Tonen O–1 Jetty	– Shimotsu	16″×3, 12×2	None	20.00 m.
Tonen E–1 Jetty	– Shimotsu	12″×2	,,	14·50 m.
Maruzen No. 5 Jetty	– Shimotsu	14″×2	,,	11·60 m.
Maruzen Buoy Berth	– Shimotsu	10″×1, 6″×1	,,	9·50 m.
Fuji Kosan Jetty 9	– Kainan	12″×1, 20″×1, 12″×1 (fuel)	,,	11·80 m.

DENSITY: Average density 1·012.

FRESH WATER: Available at every berth by shore lines, rate about 25 metric tons per hour, cost about Y80. per ton for day-time, 50% extra at night.

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice. Some grades available in Shimotsu/Kainan subject to enquiry.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost day-time (0800–1700 hours) Y2,700, night-time Y5,940.

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost Y4,400–Y7,200 per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears maintenance appears to be poor.

CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore, but no spirits.

IDENTIFICATION CARDS: Not required.

CONSULS: None.

REPAIRS: Only minor deck and engine repairs.

REPATRIATION: Possible.

AIRPORT: Osaka International Airport.

TIME: GMT plus 9. No alterations made to clocks during year.

POLICE/AMBULANCE/FIRE: Police 110 and Ambulance/Fire 119 (in case of emergency).

TELEPHONES: No facilities for placing telephones on board.

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AGENTS: Sub agents of Dodwell & Co. Ltd., Tokyo. Shimamoto Kaiun K.K., 5–7 Chikko, Wakayama. Tel. Wakayama (0734) 22–5111, Kainan (07348) 2–5463. Telegraphic "Shimamoto Wakayama", "Shimamoto Kainan."

TANABE: 33.44 N. 135.21 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists, including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Not compulsory, but if required Agent to be advised 72 hours prior arrival. No pilotage sunset to sunrise. Anchorage waiting for Pilot 33° 42′ N.; 135° 19′ E. Pilot station 2,200 metres 315 degrees from Banshono-hana lighthouse. Depth, 38 metres.

ANCHORAGE: Waiting anchorage, 1,900 metres 40 degrees from Banshono-hana lighthouse. Depth, 19 metres. Bottom, sand and mud.

RESTRICTIONS: Maximum draft, 9·5 metres (31 ft.), high tide. Usual draft, under 8·5 metres (28 ft.).

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine officers will attend vessel only from daylight

to sunset and Captain to show all vaccination cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: If required, ordered from Wakayama subject three days advance notice. Tug's line used, no extra charge.
BERTHING: 3 buoy-berths, depth 10 metres.
STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time (Y4,400–Y7,200 per hour per gang). If cargo gears not rigged on berthing, stevedores will do same for ship's crew (Y2,200–Y3,600 per hatch). Overtime surcharges 1700–1900 hours (50% additional of basic stevedorage), 2100–0500 hours next morning (130% additional), Sundays/holidays (60% additional).
MEDICAL: No advance notice required unless urgent.
DENSITY: About 1.03.
TIDE: Tidal range. Maximum plus 2·13 metres. Minimum minus 0·21 metres.
FRESH WATER: Available by water-barge, capacity 30 tons. Day-time delivery only to buoy berths. 48 hours notice required. Cost per ton Y250 (approx.).
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo aboard. Cost, day-time (0800–1700 hours) Y2,700; night-time, Y5,940 (approx.).
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost Y4,400–Y7,200 per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.
CUSTOMS ALLOWANCES: Only allowed 50 cigarettes to take ashore but no spirits.
CONSULS: None.
REPAIRS: Minor repairs only.
AIRPORT: Shirahama Airport about 25 km. distant. Domestic flights only, daily to Tokyo, Osaka, and Nagoya.
TIME: GMT plus 9. No alterations made to clocks during year.
POLICE/AMBULANCE/FIRE: Tanabe police office, tel. 0739–2–1226; Ambulance, Chu-o Hospital, tel. 0739–2–8383; Fire department, tel. 0739–2–0931.
SERVICES: None available locally but obtainable from Osaka.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AGENTS: Sub-Agents of Dodwell & Co. Ltd., Tokyo. Shumamoto Kaiun K.K., Kamiyashiki, Tanabe-shi. Tel. Tanabe (0739) 2–4047. Telegraphic, Shimamoto Tanabe.

TOBATA (33.55 N. 130.51 E.

(See Kanmon-Ko).

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).
Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using spedific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: See "Yawata".
ANCHORAGES: No. 5 section, Wakamatsu. Depth: 9–11 m. Capacity (g/t) 15,000×2. Quarantine anchorages also used when necessary.
WIND/TIDE: South-easterly winds prevail in the warm seasons and North-westerly winds in the winter season. The maximum velocity recorded in the past being 18 m./sec. The tidal range is 2·145 metres. The current at the channel leading to new port runs Southward at the flood and Northward at the ebb. The maximum speed of the current is about 3 knots. There is no current in the dock.
RESTRICTIONS:
(a) Vessels exceeding 20,000 tons gross may berth only within one hour before and/or after slack tide. Vessel's under 20,000 tons gross may berth regardless of current, if it does not exceed 5 knots.
(b) Night entry: Vessels under 10,000 gross tons may berth at Nos. 1, 2, 3 and 8 wharves until 2200 hrs. in summer season and 2100 hrs. in winter season, subject to Harbour Master's permission and Pilot's agreement.
(c) Night departure: Vessels under 20,000 gross tons allowed to sail from Nos. 1, 2, 3, 8 wharves and Nos. "A", "B", "C" buoys until 2200 hrs., regardless of current, provided they are moored with bow outward. However, now dredging fairway from Mutsure anchorage to Tobata Hakuchi and this will take some months. While dredging, night entry/departure prohibited.
MAX. SIZE:
(a)

Wharf	*Length* (m.)	*LOA* (m.)	*Depth* (m.)	*Capacity* (d/w)
1	200	180	10·5	35,000 tons×1
2	200	180	11·0	35,000 ,, ×1
3	250	220	13·0	70,000 ,, ×1
8	316	250	11·5	45,000 ,, ×1
9	280	170	9·5	15,000 ,, ×1
Uchiura No. 5	221	175	8·5	15,000 ,, ×1
Shoko wharf	165	150	8·5	8,000 ,, ×1

(b)

Buoy	*Ship's LOA* (m.)	*Depth* (m.)	*Capacity* (d/w)
A	180	9·5	20,000 tons×1
B	200	11·0	25,000 ,, ×1
C	180	10·5	18,000 ,, ×1

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all vaccination cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: Two tugs join vessel at entrance of harbour (in front of harbour signal station). Vessels exceeding 20,000 tons gross require 3 tugs. One of them will join vessel at Mutsure leading into main harbour and 2 join vessel at entrance of port (in front of harbour signal station).
BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio. See "MAX-SIZE".
STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time (Y4,400–Y7,200 per hour per gang). If cargo gears not rigged on berthing, stevedores will do same for ship's crew (Y2,200–Y3,600 per hatch). Overtime surcharges 1700–1900 hours (50% additional of basic stevedorage), 2100–0500 hours next morning (130% additional), Sundays/holidays (60% additional).
MEDICAL: Kinjyo Hospital, Yawata; Shimada Surgical Hospital, Yawata. No advance notice required unless urgent.
DENSITY: Average density in the port is about 1.019–1.021 in summer season, 1.025–1.026 in winter season.
FRESH WATER: Available in connecting lines from shore side at wharves Nos. 1, 2, 3, 8, 9. No. of hydrant 5 4 5 5 5. At buoys: from barges, arranged from Wakamatsu. Rate of delivery: 55–70 tons per hr. ex-hydrant, 60 tons per hr. barge. Cost per ton Y113.– at wharves (approx.), Y230.– at buoys. Overtime (0500–0800) (1700–2200), 50% add.; (2200–0500), 100% add.; bad weather, 50% add.; Sundays and holidays, 50% add.; minimum quantity at Tobata, 30 tons; minimum quantity at Mutsure, 50 tons at Y280.– (approx.).
FUEL: Available ex-barge. All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
FIRE PRECAUTIONS: No tanker berth. Each tugboat equipped with fire extinguishing system for attending emergencies on request.
DEVELOPMENTS: No. 4 wharf completed. Depth of water about 17 metres, but also 2nd plan for 19 metres. Berthing capacity, over 150,000 dwt. Shore crane installation and dredging of fairway will take at least another year.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo aboard. Cost, day-time (0800–1700 hours) Y2,700; night-time Y5,940 (approx.).
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost Y4,400–Y7,200 per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.
CUSTOMS ALLOWANCES: Only allowed 50 cigarettes to take ashore but no spirits.
CONSULS: See "Yawata".
REPAIRS: All types of deck and engine repairs possible afloat.
DRY DOCK: No dry dock.
REPATRIATION: Possible.
AIRPORT: See "Yawata".
TIME: GMT plus 9. No alterations made to clocks during year.
POLICE/AMBULANCE/FIRE: Tobata police office, tel. 093–87–4321; Wakamatsu Water Police, Tobata Branch, tel. 093–87–1561; Ambulance/Fire: Tobata fire department, tel. 093–87–2621.

TELEPHONES: See "Yawata".
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
AUTHORITY: Kitakyushuko Kanti-Kumiai, Nishikaigan-Dori, Moji-ku, Kitakyushu City.

AGENTS: Sub-Agents of Dodwell & Co. Tokyo. Holme Ringer & Co. Ltd., c/o Tobata Works of Yawata Iron and Steel Co. Ltd., Motomiya-cho, Tobata-ku, Kitakyushu. Tel. Tobata (093) 87–1561 (ext. 5528). Telegraphic, Ringer Yawata.

TOKUYAMA: 33.59 N. 131.45 E.

Port situated in Yamaguchi Prefecture on Western part of mainland, facing Seto Inland Sea. Surrounded by Oshima peninsula on the East, by Otsu-Shima and Uma-Shima (islands) on the South-west, and by the land on the North. Forms a grand bay with deep water suitable for shelter. Sen-Shima and Kurokami-Shima (islands) lying in harbour, divide it into Tokuyama section and Tonda section.

DOCUMENTS:

(*a*) *Customs.* When vessel arrives direct from foreign port, Customs officials will board her for search. The following documents are to be submitted:

Crew List.
Passenger List.
Store List.
Manifest of Crew Personal Effects (must be signed by individual crew member).
Arms and Ammunition List.
Narcoticts List.
List of Ports of Call on current voyage.
Discharging Cargo Manifest.
Through Cargo Manifest.
Declaration Inward/Outward (form No. 02000).

The following will be checked on board: Ship's Registry, Last Port Clearance. When vessel comes from Japanese port, Customs officials will not attend on board, except special case. Master or Agent are to attend at Custom House for entry formalities with the following documents:

Discharging Cargo Manifest.
Through Cargo Manifest.
Declaration Inward/Outward.
Ship's Registry.
Last Port Clearance.
Documents entrusted with Master by Customs at previous port.

On vessels' departure a clearance is issued by Customs, after confirming payment of tonnage dues. Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

(*b*) *Immigration.* Immigration officials attend from Tokuyama. They board vessel on arrival to examine passports, discharge books and/or other equivalent travel documents, and provide 72-hour landing passes for crew members and passengers. One copy each of Crew List and Passenger List are required by them. Providing ship's Agent with a Crew List beforehand will be a great help in expediting immigration business on vessel's arrival. When vessel stays in port more than 72 hours, the landing passes will be extended every 72 hours on application. In event that crew members, without entry visas, are to be landed for repatriation or transfer, Immigration will not permit their landing unless passage, by either sea or air, ensuring the prompt departure from Japan (within 72 hours) of these men has been booked, or unless vessels to which they are to be transferred, arrive in Japan within 5 days.

PILOTAGE:

Inland Sea Pilot (*Sekisaki/Tokuyama*): Not compulosry. Agent gives 24 hrs. notice to Pilot Association, Moji, and advice if ETA changed. (Master to cable "Anjin Moji" in case ETA changed and believes that his advice, if relayed by Agent, will not reach in good time; for example, at night before date of arrival at Sekisaki). Location: 3 miles South of Sekisaki lighthouse (33° 13′ N., 131° 54′ E.). Pilot boards on vessel's arrival at pilot station day and night. No alternative area in event of bad weather. No VHF.

Harbour Pilot (*Tokuyama Harbour or Tokuyama-wan:* Not compulsory. Pilot boards in Tokuyama-wan at quarantine anchorage, or other anchorage to pilot to berth. Master who has not taken Pilot at Sekisaki should enter harbour without Pilot (no pilot station at entrance). Master to inquire position for anchoring from Agent prior arrival. Agent advise Master in consideration of vessel's size, draft or nos. of other vessels, especially supertankers, in port.

ANCHORAGE: Quarantine anchorage, 34° 01′ N. 131° 46′ E., depth water 36 ft. Deeper water of more than 60 ft. about 2 miles S.W. of quarantine anchorage where quarantine board supertankers. If harbour congested, vessels, especially supertankers, anchor outer harbour. In this case quarantine go to outer harbour if advised by Master or Agent. In emergency or unable contact Agent, vessel can talk with Harbour Master by VHF, Channel 16, calling "Tokuyama Hoan". No restriction for entry into and/or departure from the anchorages after nightfall.

MAX. SIZE: Biggest recorded vessel to enter, 215,000 tons dwt, 64 ft. draft.

HEALTH: Quarantine station at Tokuyama section: 33° 27′ 30″ N. 131° 45′ 00″ E. Quarantine station at Tonda section: 34° 02′ 17″ N. 131° 43′ 30″ E. Quarantine service rendered from sunrise to one hour before sunset. "Q" flag should be hoisted until free pratique is granted. Vessel exceeding 20,000 gross tonnage may undergo quarantine on application upon berthing at the loading/discharging place. When vessel arrives from plague-infected or suspected area within 10 days after she left such place, a 24-hour special quarantine is required. All sanitary scuppers must be closed and garbage not thrown overboard after she reaches 60 miles off Japanese coast. At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from day-light to sunset and Captain to show all vaccination cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port. Radio pratique available after 1st Jan. 1971.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: Join inside harbour. For supertankers outer harbour if requested. Tugs' lines used.

Tug	*Owners*	*H.p.*
"Yatsushiro Maru"	Kumagai Kaiun	4,000
"Kongo Maru"	,,	2,000
"Happo Maru"	,,	400
"Daiko Maru"	Nippon Kaiji Kogyo	2,400
"Eiko Maru"	,,	3,000
"Tokuyama Maru"	Naigai Unyu	1,500
"Ohura Maru"	,,	4,000
"Shingu Maru"	,,	4,000

BERTHING: Also see "Tankers". No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

(*a*) *Wharf*	*Length* (m.)	*Depth* (m.)	*Capacity* (g/t)	*Cargo*
Tokuyama Soda Salt pier	117	10·5	15,000×1	Salt
Tokuyama Soda Cement pier	162	6	2,500×1	Cement
Toyo Soda Fertiliser pier	160	9·5	10,000×1	Fertiliser
Toyo Soda Salt pier	110	10	15,000×1	Salt
Toyo Soda Salt pier	60	8	4,000×1	Salt
Toyo Soda Cement pier	125	10	10,000×1	Cement
Nisshin Seiko pier	66	5	1,000×1	Steel
Public Chikko wharf	200	6	3,500×1	General
Public Harumi wharf	140	7·5	7,000×1	General

(*b*) *Buoy*	*Depth* (m.)	*Capacity* (g/t)	*Cargo*
Sea berth	19·5	100,000	Oil
Nippon Seiro berth	12	20,000	,,

(Refer to Oil Terminals)

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time. If cargo gears not rigged on berthing, stevedores will do same for ships crew. Overtime surcharges 1700–1900 hours (50% additional of basic stevedorage), 2100–0500 hours next morning (130% additional), Sundays/holidays (60% additional).

Loading/Unloading facilities

(*a*) Gangs: Maximum 20 gangs are available.

Classification	*Regular employees*	*Temporary labourers*
Stevedores	160	180
Longshoremen	80	60

Tokuyama Kairiku Unso Kabushiki Kaisha; Kamigumi & Co. Ltd.; Toyo Koun Co., Ltd.; Sankyu Transportation & Engineering Co., Ltd.

(*b*) Lighters: No lighter is available, but semi-motor schooners are arrangeable in case of need.

(*c*) Shore crane: None.

(*d*) Floating crane: No. 1. Capacity, 100 tons. Owners, Maruike Kaiun (from Kudamatsu).

(*e*) Average performance of loading/unloading: Loading: Cement in bags, 55–65 tons per hr./gang; Soda ash in bags, 40–50 tons per hr./gang; Fertilisers in bags, 55–65 tons per hr./gang. Discharging: Salt in bulk, 65–75 tons per hr./gang.

Working hours: One labour shift. Normal working hours: 0800 to 1700 hours. Overtime is possible by applying to Customs at the following fees: 0000–0500, Y350.– per hour; 0500–0830, 1700–2200, also Sundays and holidays, Y300.– per hour; 2200–2400, Y350.– per hour. No work can be arranged for during New Year holidays (1st to 3rd January).

MEDICAL: No advance notice required unless urgent. Hospital: Asanoumi Hospital, Asami Hospital, Ono Dental Plant.

TANKERS: No slop facilities.

OIL TERMINALS:

(*a*) Idemitsu Oil instruction:

Berth	*Length* (m.)	*Depth* (m.)	*Mooring capacity* (g/t)	*Discharge efficiency per hr.*	
Ohura No. 3 Jetty	250	13	50,000×1	Crude oil	5,000
				Fuel oil	4,000
				Diesel oil	4,000
Ohura No. 5 Jetty	300	13	70,000×1	Crude oil	5,000
				Fuel oil	4,000
				Naphtha	3,000
Centre Pier	220	12	35,000×1	Crude oil	2,000
				Fuel oil	1,500
				Diesel oil	1,500
				Kerosene	800
				Naphtha	1,000

Sea berth: is located in Tokuyama Bay at the position of 33° 59·5′ N., 131° 46·1′ E., consisting of seven mooring buoys. 130,000 tons deadweight tanker can be accommodated at this berth, being moored to buoys fore and aft. Four powerful tug boats and two line boats are engaged in berthing/unberthing. The depth of water is 19·5 metres. The 30-in. or 36-in. submarine oil-pipe is connected to vessel; discharge efficiency of crude oil per hour is 10,000 tons. Vessel should have derricks of more than 10 tons capacity.

(*b*) Nippon Seiro Refinery: The mooring berth consists of one oil pier and two mooring buoys, to which vessel is moored fore and aft, keeping about 15 metres off the pier. The depth of water is 12 metres. The maximum size of vessel which can be accommodated is 25,000 gross tonnage. A 10-in. floating oil-pipe, which joins with the shore pipe-line at the end of the oil pier, is connected to vessel; discharge efficiency per hour is 600 tons.

Nippon Geon Wharf (25 ft.) (for LPG).

DENSITY: Normal. 1.025.

WIND/TIDE: The prevailing wind throughout year is North-easterly. Tidal range is 2·50 metres. Current runs in vicinity of harbour entrance Westward at flood tide and Eastward at ebb; inside harbour Northeastward at flood and in opposite direction at ebb. The speed of current at entrance is 0·77 m./sec., but it is negligible in harbour.

FRESH WATER: Water barges available, one each of 450 tons, 350 tons and 160 tons. Hydrants at Idemitsu Central pier, Toyo Soda wharf. The rate of delivery: 50 tons per hour from barge, 20 tons per hour from hydrant. Cost Y200 per ton (approx.).

FUEL: Ex-barge. Delivery rate 80–100 tons/hour. All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice. Bunkering alongside Refinery berths not permitted.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo aboard. Cost, day-time (0800–1700 hours), Y2,700; night-time, Y5,940 (approx.).

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost Y4,400–Y7,200 per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.

CUSTOMS ALLOWANCES: Only allowed 50 cigarettes to take ashore but no spirits.

CONSULS: None.

REPAIRS: Minor repairs only.

DRY DOCKS: Kasado Dockyard in Kudamatsu-wan, entrance 3 miles East of Tokuyama-wan entrance. Largest dry dock for 50,000 tonners and 4 other dry docks/building docks.

AIRPORT: Hiroshima (about 2·5 hours by taxi/train), Ube (2 hours by taxi/train) (two flights a day).

TIME: GMT plus 9. No alterations made to clocks during year.

POLICE/AMBULANCE/FIRE: Police, tel. 110; Ambulance and Fire, tel. 119.

TELEPHONES: No facilities for placing on board.

SERVICES: From Moji, Kobe or Osaka.

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AGENTS: Sub-Agents of Dodwell & Co. Ltd., Tokyo. Tokuyama Kairiku Unso K.K., 2–18 Chikko-machi, Tokuyama. Tel. Tokuyama (0834) 2–1292. Telegraphic, Ringer Tokuyama.

TOKYO: 35.43 N. 139.45 E.

DOCUMENTS:

3 copies Inward/Outward Declaration – (Form C.2000).
1 copy Berth Application (normally prepared by Agent).
1 Cargo Manifest (Form C.2030).
1 List Ship's Stores (Form C.2060).
1 Parcel List.
1 Passenger Manifest (Form C.2070).
1 Crew Manifest (Form C.2080).
1 Statement by Master (Form C.2020).
1 Declaration for Payment Tonnage Dues.
1 Maritime Declaration of Health.
1 Application for Shore Passes.

PILOTAGE: 12 hours advance notice of ETA required. Pilot boats named Musashi, Takao, Tsukuba and Asuka. No light or sound signals, use ship's radio in case necessity arises. Address: Tokyo Pilot Union, 3–26–82 Kaigan, Minato-ku, Tokyo (at the Southern tip of the Shibaura Wharf). Tel. (453) 1691.

Pilot boards vessel outside harbour. Vessel awaits Pilot around "Quarantine Anchorage".

ADVANCE APPLICATIONS: Passenger ships and large vessels using mooring facilities must submit applications for use of facilities to port managers (the Port and Harbour Bureau of Tokyo Metropolitan Government) through shipping firms or Agents 24 hours before entry into port so that they may have berths designated.

When they want to use anchorage facilities, they must submit applications for use of anchorage areas to Tokyo–Yokohama Port Director (the Port and Harbour Section of the Tokyo Maritime Safety Agency) to have anchorage sites designated. Small vessels of less than 300 gross tons do not need to submit anchorage application.

When ships of over 500 gross tons want to enter port at night (from sunset to sunrise), must submit applications in advance to port director and receive permission. Copy of written permission given to captain of ship when ship has entered port.

A ship carrying explosives or any other dangerous cargo must submit two copies of application in advance for permission to use port to Port Director. Such ships required to stay outside port in No. 3 Area. However, they will be allowed to enter port when port director considers it allowable.

RESTRICTIONS: No. 1 fairway is long and narrow (5,400 metres × 300 metres) and carries considerable traffic. Vessels under 500 tons not permitted use fairway when vessel over 5,000 tons is in transit.

DEPARTURE PROCEDURE: Ship over 300 tons departing must hoist signal in daytime and two white lamps at night and make two prolonged blasts of whistles or siren 30 minutes before starts to move and then act according to signals given by signal station on Shibaura Quay. Departure notice must be submitted to Maritime Safety Agency and port managers (Operations Section of Port and Harbour Bureau). Foreign ships must submit required documents in addition to above notice to Tokyo Custom House, Immigration Control Office and Tokyo Medical Inspection Station to receive permissions from these quarters.

ANCHORAGES: (See "Advance Applications".)

Quarantine anchorage on starboard hand of No. 1 fairway.

Sector A triangular sea area formed by line passing through point 180° and 400 metres from light buoy No. 16 and point 105° and 240 metres from same light buoy. Accommodates one 1,000-ton class ship or two ships of 500-ton class or smaller.

Sector B circular area with radius 120 metres from point 295° and 380 metres from tide signal post of No. 3 Daiba. Accommodates one 1,000-ton class ship.

Sector C (263,330 square metres) is a space between Harumi Wharf and Toyosu Wharf. Accommodates five 2,000 ton class vessels.

Sector D (141,350 square metres) sea area enclosed by line drawn from point 217° and 400 metres from North-western tip of Tsukishima Fishery Base through No. 8 mooring buoy. No. 15 buoy and Southern tip of Tsukishima Fishery Base. Accommodates five vessels smaller than 1,000 tons, but two if vessels larger than 700 tons.

MAX. SIZE: (Draft). Tanker, 9·5 m. or less; bulk carrier, 9·3 m. or less; general cargo, 9·3 m. or less. (Quay and Pier capacity). Passenger vessels up to 20,000 gross tons or cargo vessels up to 15,000 dead weight tons.

(Tide). Vessels of said size will not be affected by tide. Largest vessels to enter: tanker, 29,060 dwt.; bulk carrier, 19,947 dwt.; general cargo vessel, 19,599 dwt.

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all vaccination cards, derating exemption certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agents prior to arrival and close all soil pipes before entering port.

When pratique issued at first port of entry in Japan, no further quarantine required at other ports while in Japan.

In event of infectious disease, patient will be isolated, everybody on board inspected and the vessel disinfected and allowed to enter port only after safety has been confirmed.

Any foreign vessel entering port to make contact with: Tokyo Quarantine Station, Ministry of Welfare, 3–32–26, Higashishinagawa, Shinagawa-ku, Tokyo. Tel. (471) 7922.

Anchor in Quarantine Anchorage area and hoist a yellow flag. Master to present to Quarantine Officer:

Crew List.
Deratisation Certificate.
Preventive Vaccination Certificates.
Prepare and submit Maritime Declaration of Health.

Medical inspection of plants: When a report is received in advance from a ship by telegraph or other means of communication, Tokyo Office of the Yokohama Plant Disease Prevention Station must be notified by telephone or verbally in request for an on-the-spot inspection of plant in question.

Medical inspection of animals: When a report is received from a ship in advance by telegraph or other means of communication, the Tokyo Branch or the Haneda Branch of Animal Disease Prevention Station must be notified by telephone or verbally in request for an on-the-spot inspection of the animals.

RADIO: Vs entering are watched at all times at Torigasaki, the entrance gate to Tokyo Bay, and record of passing the point is taken. As each ship passes point, this is immediately communicated by VHF radio telephone to head office of Toyo Signal Communications Company. From here news communicated on normal telephone or on exclusive direct call telephone to interested parties. (Also see "VHF".)

Recommended Captain communicates with Agents through Choshi Radio or Nagasaki Radio which covers all ports in Japan. If specifically West bound vessel to Chosi and North bound to Nagasaki Radio respectively.

TUGS: The port has two tug companies: (i) Toko Service Co., Ltd., 3–25–8, Kaigan, Minato-ku, Tokyo. Tel. (452) 4781. (ii) Shibaura Tsusen Co., Ltd., 3–1–3, Kaigan, Minato-ku, Tokyo. Tel. (451) 3871. Upon notification to either, tugs will be waiting in neighbourhood of scheduled berth. Ship's lines to be used.

BERTHING: Any vessel entering port required to:

(1) Submit one each of "Declarations Inward Outward of Vessels" to TMG and TMSA. See "Documents". (2) Submit "Application for Berth" to TMG. See "Documents". (3) Submit "Application for

Designation of Anchoring Site" to TMSA (Form No. 13) regarding anchoring area. Berthing will be in order of arrival, passenger and special cargo vessels excepted.

STEVEDORES: Advance advices should be made 24 hours at latest before vessel's arrival order arrange necessary gangs.

Discharge rates (approx.):

(*a*) Iron, steel and scrap, using crane or magnet, about 1,000 tons/day.

(*b*) Coal, crane and bucket, 1500/2,000 tons/day.

(*c*) Ores, grabs and bulldozers, 1,000 tons/day.

(*d*) Timber, 1,000 tons/day.

(*e*) Grain, crane with bucket or suction, 1,000 tons/day.

VHF:

A.	Transmitting antenna:	Located 39°26′ N. 139°39′ E.
B.	Type:	Single communication – Yagi type. Plural communication – corner reflector type.
C.	Direction:	Southern part of entrance to Tokyo Bay and Port of Tokyo.
D.	Frequency class:	F3
E.	Frequency:	Single communication – 156·6 mc/s., CH 12 156·7 mc/s., CH 14 156·8 mc/s., CH 16 (for calling, answering and safety) Plural communication – 161·6 mc/s., CH 20 161·7 mc/s., CH 22
F.	Antenna power:	50 W.
G.	Call sign:	Tokyo Port Radio.
H.	Range:	Approx. 1,000 km (straight range) South-east side – About 20 nautical miles South of Mojimazaki South-west side – about 5 nautical miles North of Oshima Island. North side – Tokyo Port and Chiba Port.
I.	Operating time:	All times.

Ship telephone: Uses VHF and is a service between navigating or anchored ships and subscriber telephones on land, and between ships connected via base station on land. Communicating sphere approximately 50 to 100 kilometres from base station. Base stations located so as to allow communication with any ship sailing along Japanese coasts.

Charges for device: Y1,000 for one telephone set and actual cost for use by ship.

Service charges: (in case Japan Telegraph and Telephone Public Corporation installed the unit) Y22,000 a month for long term, Y1,100 a day for short term.

Call charges: Within specified call area for ship telephone in general – Y90 up to 3 minutes and additional Y30 per minute after the 3 minutes.

MEDICAL: Hospitals, clinics and all specified facilities. Advance notice not necessary.

TANKERS: No slop discharge facilities, (but see "Services"). One tanker berth only, max. permitted draft 9·5 metres.

FRESH WATER: Water supply from hydrant by Tokyo Metropolis, and waterboat by private management.

(*a*)	Water supply on wharves	
	Application	Bureau of Port and Harbour Offices in charge of each wharf.
	Work of water supply	Tokyo Port Service Association
	Rate	Y130 per 1m³ (from 17.15 to 08.30, extra charge 50%)
(*b*)	Water supply by water boat	
	Basic Rate	Y220 per 1 m³
	Extra charge	Overtime from 17.00 to 23.00 50% from 23,00 to 7.00 100% Special district 50% Festal day 50%

In the case of less than 15 tons per time, it will be considered 15 tons supply.

FUEL: All grades available. 24 hours notice required.

FIRE PRECAUTIONS: (Tankers).

1. Must enter port at dead slow speed preceeded by patrol boat of TMSA, one tug boat each side of vessel and followed by fire patrol boat.
2. Engine to be kept ready for immediate use in case of emergency.
3. Tow lines to be placed over bow and stern with eyes close to water surface.

Note: No vessels allowed alongside a tanker during loading or discharging.

DEVELOPMENTS: Port and Harbour programme for Tokyo, completion date target 1975.

1. Major reclamation and development of land.
2. Expansion of anchorage for discharging timber. Timber yards to be expanded.
3. No. 10 sector to be equipped to meet increasing internal trade.
4. Specialised wharves for iron, steel, timber and containers will be constructed.
5. No. 15 and Keihin No. 6 sections constructed to handle dangerous cargoes, mainly petroleum products.
6. Basin facilities and canals to be improved.
7. Dredging work in progress on 2nd fairway. When completed this fairway will be 300 m. wide and about 9 m. deep to be increased to 10 m. at a later date. A third fairway is also programmed.

GANGWAY/DECK WATCHMEN: Necessary only in the case of valuable cargo.

OPENING/CLOSING HATCHES: Normally by crew.

CUSTOMS ALLOWANCES: (Tobacco) 200 cigarettes a week. (Wine and/or spirits) 760 cc's per crew member per week.

IDENTIFICATION CARDS: Not required.

CONSULS: No consulates. But most countries have embassies in Tokyo.

REPAIRS: All grades of repairs available.

DRY DOCKS: Largest dry dock: length 180 m.; width 24 m.; depth, 7·27 m. Capable of accommodating vessel of 16,750 gross tons.

Also one other dry dock for ocean-going vessels.

REPATRIATION: All facilities. Crew accommodation:

(1) Tokyo Seamen's Club, 1–4–9 Kaigan, Minato-ku, Tokyo, Tel. (433) 5688.

(2) Tokyo Shibaura Seamen's Home, 1–11–8, Shibaura, Minato-ku, Tokyo. Tel. (451) 3249.

(3) Kaiko-ryo, c/o Tokyo Central Wholesale Market, 5–2–1, Tsukiji, Chuo-ku, Tokyo. Tel. (541) 0934.

AIRPORT: Distance to Tokyo International Airport, approx, 18 km.

TIME: GMT plus 9 hours. Permanent.

HOLIDAYS: National Holidays: New Year Holidays (Dec. 31st-Jan. 3rd); New Year's Day (Jan 1st.); Adult Day (Jan. 15th.); Foundation Day (Feb. 11th.); Vernal Equinox Day (around Mar. 21st.); Emperor's Birthday (Apr. 29th.); Constitution Commemoration Day (May 3rd.); Children's Day (May 5th.); Respect-for-Age Day (Sept. 15th.); Autumnal Equinox Day (around Sept. 23rd.); Tokyo Festival (Oct. 1st.); Physical Education Day (Oct. 10th.); Culture Day (Nov. 3rd.); Labour Thanksgiving Day (Nov. 23rd.).

No cargo work on 1st or 3rd Sundays of each month, and no work from 31st December to 3rd January inclusive. Cargo work can be arranged on all other days including National Holidays.

POLICE/AMBULANCE/FIRE: Tokyo Water Police, 1–11–12, Kaigan, Minato-ku, Tokyo. Tel. (433) 2411. Call Fire Stations for ambulances. Tokyo Water Fire Station, 5–1–23, Kachidoki, Chuo-ku, Tokyo. Tel. (531) 3121–3.

TELEPHONES: (also see "VHF")

Installed on ships moored at piers or jetties to allow telephone communications between ships and subscriber telephones on land and between ships. Charges for the device: Y700 for one telephone. Call charges: Y500 a day for base charge and Y7 per local call.

SERVICES: Two tank cleaning companies available with barges of capacity 100 tons for disposal of residues. All other usual services available.

SHORE LEAVE: Crew members allowed ashore upon ship master's request to Tokyo Immigration Office if have valid passports or seaman's pocket ledgers. In case a crew member has a criminal record or has been expelled from Japan, he will not be allowed ashore.

PORT REGULATIONS: Maintenance of order in Port of Tokyo is under the responsibility of TMSA in accordance Port Regulation Law. In case of an occurrence of disaster, TMSA and the Tokyo Water Fire Station will take charge of refuge, rescue and fire fighting.

DELAYS: Congestion in the port. Bad weather.

AUTHORITY: Bureau of Port and Harbour, Tokyo Metropolitan Government, 5, Marunouchi 3, Chiyoda-ku, Tokyo. Tel. (212) 5111.

AGENTS: Dodwell Tramp Agencies, CPO Box 297, Togin Building, 4–2, 1-chome, Marunouchi, Chiyoda-ku, Tokyo. Tel. (03) 211–2141., Telegraphic: Dodwell Tokyo. International Telex: TK 2274, TK 2602.

TOYAMA: 36.46 N. 137.13 E.

DOCUMENTS:

Ship's Register.
Last Port Clearance.
6 Crew Lists, including Passport Nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Not compulsory. No telegraphic address for pilot station. but Pilot arranged through Agent whom keep advised ETA which may be sent through Niigata Radio. Pilot boards one mile off East breakwater from small tug. In event bad weather recommend remain outside port until weather clears. Pilot available day-time only.

ANCHORAGE: The harbour at the Jintsu river mouth is always calm. Covers about 125 acres, with depths of from 16½ to 33 ft. over mud and sand. Room at anchorage for at least four vessels over 5,000 gross tons. Anchoring position for ocean tankers is 36° 48′ N.; 137° 14′ E.

MAX. SIZE: Length 170 metres. Draft 9·5 metres (summer) and 9·10 metres (winter). Tidal range max. 0·45 metres. Also see "Tankers".

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from day-light to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health

condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.
RADIO (Also see "Pilotage"): Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: Usually join vessel at port entrance but can join outside harbour for large vessels. Used only when pilot aboard.
"Narita Maru" – 2,060 h.p. uses own lines free of charge.
"Nihonkai Maru" – 1,800 h.p. uses own lines free of charge.
"Raicho Maru" – uses ship's lines.
BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.
MEDICAL: No advance notice required unless urgent.
TANKERS: Maximum size: 80,000 gross and 150,000 Dead Weight, Max. Length overall 300 metres, and Safety Draft 19 metres for Sea Berth of Nihonkai Sekiyu K.K., Toyama. Two lines, diameters 16 in. Reducing pieces supplied as necessary. Discharging of Arab crude and Sumatra crude. Average discharge rates: Under 50,000 dwt – 2,000 tons/hour; above 50,000 dwt – 2,500 tons/hour.
DENSITY: 1015–1019 min./max.
FRESH WATER: Available ex-wharf at Nos. 1, 2, 3, 4 and 5 wharves; average 40 tons/hour at Y60 per ton (approx.) during day-time. Other berthing positions supplied by barge which ordered from Fushiki and is filled up at Toyama; cost Y150 per ton, plus Y3,000 transit charge of barge Fushiki/Toyama.
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
FIRE PRECAUTIONS: Nihonkai Oil Co., Toyama, issue Safety Regulations to Master on arrival tanker sea-berth.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo aboard. Cost, day-time (0800–1700 hours), Y2,700; night-time, Y5,940.
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crewdoing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.
CUSTOMS ALLOWANCE: Only allowed 50 cigarettes to take ashore but no spirits.
CONSULS: Nil.
REPAIRS: Minor repairs only.
DRY DOCKS: Nihonkai Juko Co. Ltd., Toyama. No. 1 dock, used for construction. No. 2 dock, ship-building capacity: length, 104 metres; width, 15 metres; depth, 1·8 metres. Size of dock: length, 112 metres; width, 14·6 metres. depth, 4 metres. Maximum building capacity, 4,000 gross tonx. No. 3 dock, ship-building capacity: length, 150 metres; width, 20·8 metres; depth, 5 metres. Size of dock: length, 168·2 metres; width, 21·88 metres; depth, 9·2 metres. Maximum building capacity, 10,750 gross tons.
AIRPORT: Toyama airport, distance about 10 kilometres. Two daily flights.
TIME: GMT plus 9 hours. Permanent.
POLICE/AMBULANCE/FIRE: Police, Toyama North Police Station, Toyama (0764) 37–7171; Ambulance, Toyama Iwase Fire Station, Toyama (0764) 37–7141 or 119; Fire, Toyama Fire Station, Toyama (0764) 37–7141.
TELEPHONES: No facilities for placing on board.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
AUTHORITY: Toyama-Kencho, 1–7, Shinsomagatiwa, Toyama City.

AGENTS: Sub-agents of Dodwell & Co. Tokyo. Fushiki Kairiku Unso K.K., c/o Toyama Kowan Unso K.K., 82 Higashi-Iwase-cho, Toyama-shi. Telegraphic, Fushiki-kairiku Fushiki.

TSUKUMI: 33.05 N. 131.52 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists, including Passport nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).
Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Not compulsory, but recommended unless Master well acquainted with locality. Pilot embarks vessel off Shiro-Ishi lighthouse, position 33° 06′ 19″ N. 131° 56′ 29″ E., at entrance. Request for Pilot made through Agent; Master to report ETA 24 hours prior arrival.
ANCHORAGE: Good holding anchorage available; depth of water about 20 m. Loading and/or unloading of cargo usually effected alongside wharves and in event of loading/unloading at anchorage, when rough weather prevails, difficulty sometimes experienced on account of swell from open sea. Therefore suggested that vessel anchor as close to shore as possible consistent with safety.
RESTRICTIONS:
(*a*) Berthing: Night entry or berthing after nightfall, though not impractical (depending on weather) is not recommended unless special arrangements (stevedores, etc.) necessitate vessel's immediate berthing.
(*b*) Departure: Night departure allowed, weather permitting, and subject Pilot's agreement.
MAX. SIZE:

Wharf	*Length*	*Depth*	*Capacity (g/t)*
Prefectual W. (Noshima W.)	164 m.	9·5 m.	10,000×1
Onoda Cement No. 1 W.	82 m.	8·0 m.	3,500×1
Onoda Cement No. 2 W.	185 m.	8·0 m.	10,000×1
Nittetsu Pier	155 m.	10·5 m.	18,000×1
Todaka Pier	120 m.	9·0 m.	15,000×1

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from day-light to sunset and Captain to show all vaccination cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agents through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: One tugboat named "Bungo" 1,600 h.p., 150 g/t.
BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agents mainly by radio.
STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time (Y4,400–Y7,200 per hour per gang). If cargo gears not rigged on berthing, stevedores will do same for ship's crew (Y2,200–Y3,600 per hatch). Overtime surcharges 1700–1900 hours (50% additional of basic stevedorage), 2100–0500 hours next morning (130% additional), Sundays/holidays (60% additional).
MEDICAL: No advance notice required unless urgent.
DENSITY: Average density about 1.023–1.024.
FRESH WATER: Available. On prefectual wharf and Onoda No. 2 wharf, Y110.– per ton; on Nittetsu Pier, Y130.– per ton; on anchorage, Y100,000.– per every 200 tons (approx.).
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
FIRE PRECAUTIONS: By Marine Security Guards.
DEVELOPMENTS: New prefectural wharf. Now under construction. Expected to complete 1972. Length, 200 m.; depth, 15 m.; capacity 20,000 g/t×1, 3,000 g/t×1.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo aboard. Cost, day-time (0800–1700 hours), Y2,700; night-time, Y5,940 (approx.).
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost Y4,400–Y7,200 per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.
CUSTOMS ALLOWANCES: Only allowed 50 cigarettes to take ashore but no spirits.
CONSULS: Nil.
REPAIRS: Local workshop available only for minor repairs.
REPATRIATION: Possible.
AIRPORT: Oita airport; one hour from Tsukumi by train. Regular airlines: ANA, JDA, TAW.
TIME: GMT plus 9 hours. No alterations to clocks during year.
HOLIDAYS: 14th–16th August.
POLICE/AMBULANCE/FIRE: Police, 110; Ambualnce/Fire, 119.
TELEPHONES: No facilities for placing telephones on board.
SERVICES: No special services available, but if required will be arranged by Agent who calls from another port.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extensions possible if ship stays longer.

AGENT: Sub-agents of Dodwell & Co. Tokyo. Azuma Shipping Co. Ltd., 344–53, Shimoaoe, Tsukumi. Tel. Tsukumi (09728) 2144. Telegraphic, Ringer Tsukumi.

TSURUGA: 35.40 N. 136.03 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists, including Passport nos.
3 Passenger Lists.

1 Stores List.
1 Declaration of Crew's Baggage, i.e. tobacco wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Daylight hours only. Pilot arranged through Agent. Await Pilot at quarantine anchorage (see "Anchorages").

ANCHORAGES: Quarantine anchorage is best area for anchoring to avoid heavy weather (being protected from the North by mountains). Position 35° 40′ 08″ N.; 136° 02′ 55″ E.

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all vaccination cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine. Office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which covers all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: Join ship inside breakwater and use tug's line.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time (Y4,400–Y7,200 per hour per gang). If cargo gears not rigged on berthing, stevedores will do same for ship's crew (Y2,200–Y3,600 per hatch). Overtime surcharges 1700–1900 hours (50% additional of basic stevedorage), 2100–0500 hours next morning (130% additional), Sundays/holidays (60% additional).

MEDICAL: No advance notice required unless urgent.

TANKERS: No facilities for big tankers.

DENSITY: Average density through year 1.023.

FRESH WATER: Available. Rate Y65.00 per ton from wharf; Y125.00 inside breakwater; Y245 outside breakwater by barge.

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay, and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

DEVELOPMENT: By 1972 one new berth will be constructed, 12 m. depth, 185 m. length, able accommodate 20,000 dwt.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost, day-time (0800–1700 hours), Y2,700; night-time Y5,940.

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost Y4,400–Y7,200 per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's Register to show Customs Inspectors ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.

CUSTOMS ALLOWANCES: Only allowed 50 cigarettes to take ashore but no spirits.

CONSULS: None.

REPAIRS: Minor repairs only.

AIRPORT: Distant one hour by train. Two flights daily to Tokyo.

TIME: GMT plus 9 hours. Permanent.

POLICE/AMBULANCE/FIRE: Police, 2–4000; Ambulance and Fire, 119.

TELEPHONES: Not available for placing on board.

SHORE LEAVE: Local Immigration offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

SERVICES: Hold cleaning.

AUTHORITY: Fukui Kencho, 17–1, Ohte 3, Fukui City.

AGENT: Sub-agents of Dodwell & Co., Tokyo. Tsuruga Kairiku K.K., 2–10, Sakura-cho, Tsuruga. Tel. (07702) 2–3111. Cables, "Kairiku".

UBE: 33.56 N. 131.15 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists, including passport numbers.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agents should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Not compulsory but recommended unless Master well acquainted with area. No harbour Pilot stationed at Ube but inland sea pilot will attend.

Inland sea pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland sea Pilot Association covers all inland sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot stations dependent upon vessel's last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most inland sea Pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with inland sea pilot stations.

1. Wadmisaki, at entrance to Kobe (vessels transitting Kii Straits). Position 34° 38′ N. 135° 11′ E. Telegraphic address "Anjin Kobe".

2. Sekisaki, 3 miles South of Sekisaki lighthouse. (Vessels transitting Bungo Channel). Position 33° 13′ N. 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot station.

3. Hesaki, at East side of Kanmon (Shimoneseki) Straits. Position 33° 56′ 24″ N. 131° 03′ 12″ E.

ANCHORAGE: Sea bottom is mud.

	Depth	
	4–7·5 m.	*7·5–10 m.*
Sheltered	73,000	233,100 sq. m.
Unsheltered	12,175,500	680,000

RESTRICTIONS:
(*a*) Outer harbour: No restriction.
(*b*) Inner harbour: Berthing/unberthing is practicable only during daytime.
(*c*) Deep draft vessels may berth at high water only.

MAX. SIZE: See "Berthing".

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine officers will attend vessel only from daylight to sunset and Captain to show all Vaccination Cards, Derating Exemption Certificate. In case vessel arrives from cholera infected area whithin 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agents prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agents through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West-bound vessel to Choshi and North-bound to Nagasaki Radio respectively.

TUGS: "Naruto Maru" 2,800 h.p. stationed at Ube. Other tugs available from Moji or Tokuyama. Tug's lines used at no extra charge.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agents mainly by radio.

Wharf	*Length*	*Depth*	*Capacity (G/T)*
Ube Cement 7 M wharf	247 m.	7 m.	8,000×1
Ube Kosan Chisso wharf	188	9	15,000×1
Ube Kosan Urea wharf	223	9	15,000×1
Ube Kosan No. 2 pier	131	6·5	3,000×1
Central Glass wharf	162	9	15,000×1

Buoys: None.

New Wharf for Limestone

Name of wharf: Okinoyama Limestone Wharf (Ube Kosen No. 5 Wharf). Length of wharf 165m. Maximum safe draft 11·00 m. Maximum D/W tonnage 30,000 tons. Fairway 300 m. wide, 2·25 m. long, 8·80 m. deep, with shallow spot 8·40 m. at low water. Accessible max. draft 10·50 m. Facilities Loaders×2; 1,500 tons per unit/hour. Entry and Departure Berthing/unberthing is practicable only during daytime. Deep draft vessel may unberth at high tide only.

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agents advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agents, the orderers must pay for waiting time Y4,400–Y7,200 per hour per gang). If cargo gears not rigged on berthing, stevedores will do same for ship's crew (Y2,200–Y3,600 per hatch). Overtime surcharges 1700–1900 hours (50% additional of basic stevedorage), 2100–0500 hours next morning (130% additional), Sundays/holidays (60% additional).

MEDICAL: No advance notice required unless urgent.

TANKERS: Seibu Sekiyu Co. Refinery.
(*a*) Geographical Location: 33° 49′ 48″ North. 131° 13′ East. 163 degrees. 11,400 metres from Motoyama Misaki.
(*b*) Entry Permission: Sea berth located outside harbour limit of Ube port and treated as a closed port. Vessels therefore required to obtain special permission for entry from Customs at any open port prior to arrival.
(*c*) Restrictions: Max. 200,000 dwt. Max. safe draft 19 metres.
(*d*) Diameter/No. of shore pipes: Float-sink hose: 16 in×2 lines connecting to manifold; sub-marine hose: 20 in×2 lines; sub-marine pipe-line: 48 in.×1 line.
(*e*) Discharging Rate: 10,000 K.L per hour.

DENSITY: 1025.

FRESH WATER: (*a*) Water barges available from Moji and supply about 50 tons per hour, rate Y450 per ton (minimum charge 100 tons). (*b*) Water from wharf supply at Central Glass Ube Cement and Ube Chisso wharves at rate of Y90 – 1700–0800 – Y100 per ton.

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

GANGWAY/DECK WATCHMEN: Not specially required unless

passengers or valuable cargo on board. Cost, day-time (0800–1700 hours) Y2,700; Night-time Y5,940 (approx.).
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost Y4,400–Y7,200 per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears maintenance appears to be poor.
CUSTOMS ALLOWANCES: Only allowed 50 cigarettes to take ashore but no spirits.
CONSULS: None.
REPAIRS: Sasebo Heavy Industries Co., Ltd., Moji; Kitakyushu Iron Works, Tobata; Ube Dockyard Co., Ltd.
DRY DOCKS: None.
AIRPORT: 30 mins. by road.
TIME: GMT plus 9 hours. Permanent.
POLICE/AMBULANCE/FIRE: Police 110; Ambulance/Fire 119.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extensions possible if ship stays longer.
SERVICES: All services available.
AUTHORITY: Yamaguchi-Kencho 1–1, Takimachi Yamaguchi City.

AGENTS: Sub-agents of Dodwell & Co. Ltd., Tokyo.
Tankers: Uyeno Unyo Shokai, Yamaguchi Branch Office, Oaza Nishioki, Onada City, Yamaguchi Pref. Cable address: Uyenoshell Ube, Domestic Telex: 6845–42, Tel. Ube (08368) 8–1171.
Dry Cargo Vessels: Nippon Express Co. Ltd., 5–12, 3-chome, Chuo-machi, Ube City, Yamaguchi Pref. Cable address: Nexco Ube. Tel. Ube (08362) 2–5135.

UNO: 34.29 N. 133.57 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists, including Passport nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist watch, radio, firearms/swords, etc. (only at first port of call in Japan).
Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Inland sea pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all inland sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most inland sea Pilots also act as harbour Pilots up to berth or anchorage at destination. *Note:* No VHF communication available with inland sea pilot stations.
1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits). Position 34° 38′ N.; 135° 11′ E. Telegraphic address "Anjin Kobe".
2. Sekisaki, 3 miles South of Sekisaki lighthouse. (Vessels transitting Bungo Channel.) Position 33° 13′ N.; 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot station.
3. Hesaki, at East side of Kanmon (Shimonoseki) Straits. Position 33° 56′ 24″ N.; 131° 03′ 12″ E.
ANCHORAGE:

Harbour anchorage	*Bottom*	*Depth*	*Position from Tobisu Beacon*
No. 1 anchorage	Sand and/	18·0 m.	320°–800 m.
No. 2 ,,	or Sand/Shell	14·0 m.	300°–750 m.
No. 3 ,,		21·0 m.	40°–1,200 m.
No. 4 ,,		18·0 m.	150°–500 m.
No. 5 ,,		29·0 m.	23°–850 m.
No. 6 ,,		18·0 m.	25°–1,300 m.
Mitsui			
No. 1 anchorage		Same No. 1 anchorage	328°–700 m.
No. 2 ,,		,,	293°–600 m.
No. 3 ,,		,,	252°–600 m.

MAX. SIZE:
No. 1 Pier: 150 m. from South end, draft limit 8·5 m.; 120 m. from above to North end, draft limit 7·5 m.
No. 3 Pier: Depth of approaches, 15–20 m.; length of berth, 150 m.; depth alongside berth, 13 m.; maximum draft acceptable, 10 m.; maximum length acceptable, 150 m.; maximum width acceptable, 20 m.
Mitsui Kindoku (HIBI), Private Pier: Depth of approaches, 16–20 m.; length of berth, 176 m., dwt. 30,000 tons; maximum draft accpetable, 12 m.; maximum length acceptable, 176 m.
HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all vaccination cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.
RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.
TUGS: Tugs join vessel at out-harbour area. Tug's lines used.
BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.
STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time (Y4,400–Y7,200 per hour per gang). If cargo gears not rigged on berthing, stevedores will do same for ship's crew (Y2,200–Y3,600 per hatch). Overtime surcharges 1700–1900 hours (50% additional of basic stevedorage), 2100–0500 hours next morning (130% additional), Sundays/holidays (60% additional).
MEDICAL: No advance notice required unless urgent.
TANKERS: None.
DENSITY: Winter 22·7; summer 23·98.
FRESH WATER: Available at pier (40 tons per hour) ex-shore pipe. Available by water barge, 50 tons capacity from Okayama, per 1 K/T at pier Y50.–, per 1 K/T at barge Y230.– (approx.).
FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.
GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost, day-time (0800–1700 hours), Y2,700; night-time, Y5,940.
OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost Y4,400–Y7,200 per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.
CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gear's maintenance appears to be poor.
CUSTOMS ALLOWANCES: Only allowed 50 cigarettes to take ashore but no spirits.
CONSULS: No consuls available, but marine note of protest can be attested by local notary public at Okayama.
REPAIRS: All types of deck and engine repairs possible.
DRY DOCKS:

Dry dock	*Length*	*Width*	*Depth*	*Dwt. tons*
No. 1	545 ft. 6 in.	76 ft. 1 in.	26 ft. 9 in.	20,500
No. 2	560 ft.	74 ft. 1 in.	26 ft. 9 in.	19,000
No. 3	670 ft.	103 ft. 3 in.	32 ft.	46,000

REPATRIATION: Possible.
AIRPORT: Okayama airport 25 km. Only domestic airlines; 3 flights to Osaka, via Tokyo, daily.
TIME: GMT plus 9. No alterations made to clocks during year.
POLICE/AMBULANCE/FIRE: Police (for emergency), 110; Ambulance, 119; Fire, 119.
TELEPHONES: No arrangements for placing telephones on board.
GENERAL: 3 days notice of special requirements essential.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AGENTS: Sub-agent of Dodwell & Co. Ltd., Tokyo. Naigai Unyu Co. Ltd., 3rd Floor Shokokaikan Bldg., Chikko Kaigan-dori, Tamano-shi. Tel. Tamano (0863) 2–5241. Telegraphic, "Naigai Tamano".

WAKAMATSU: 33.54 N. 130.48 E.

(See "Kanmon-Ko").

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists, including passport nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).
Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.
PILOTAGE: Inland sea pilotage should preferably be arranged through Agent by cable via Nagasaki Radio giving 72 hours notice. Urgent correction of ETA outside business hours should be cabled direct to pilot station. Inland Sea Pilot Association covers all inland sea ports. Pilotage not compulsory but recommended in view of great number of islands causing navigational hazards. Pilots obtained from one of three pilot stations dependent upon vessels last port of departure and at Master's discretion. Pilotage available throughout 24 hours and 72 hours advance notice preferred, thereafter advising any alterations. Most inland sea Pilots also act as harbour Pilots up

to berth or anchorage at destination. *Note:* No VHF communication available with inland sea pilot stations.

1. Wadamisaki, at entrance to Kobe (vessels transitting Kii Straits). Position 34° 38′ N.; 135° 11′ E. Telegraphic address "Anjin Kobe".

2. Sekisaki, 3 miles South of Sekisaki lighthouse. (Vessels transitting Bungo Channel). Position 33° 13′ N.; 131° 54′ E. Telegraphic address "Anjin Saganoseki". In event bad weather, recommended vessels proceed for shelter as near as possible having due regard to safety, to Sekisaki pilot station.

3. Hesaki, at East side of Kanmon (Shimoneseki) Straits. Position 33° 56′ 24″ N.; 131° 03′ 12″ E.

ANCHORAGES: No. 5 section, Wakamatsu. Depth 9–11 m. Capacity (g/t), 15,000×2. Also quarantine anchorage.

RESTRICTIONS: Easterly winds prevail in warm season, dense fog prevails sometimes in spring and winter, but generally clears in a few hours in the morning. Tidal range about 1½ metres and current in leading channel about 1½–2½ knots, but no current in port. Due to narrow channel leading to main harbour and shallow water at entrance of channel, length and draft of vessels are generally limited as follows:

Buoy: Ship's length overall, 165 metres; draft, 8·5 metres; gross tons, 11,000 tons.

Fairway leading into main harbour about 200 metres wide and 2 miles long, running parallel to a breakwater and reclaimed land. In this channel, as in main harbour and fairway, vessels observe only one-way traffic and on an outgoing signal from the shore, wait outside for outgoing vessel until channel is cleared. Vessels with draft of more than 7 metres can enter/depart only at high tide. Entry permitted only from sunrise and vessel to be berthed before sunset. Night departure prohibited.

MAX. SIZE:

Buoy	*Ship's LOA*	*Draft*	*Capacity*
	m.	m.	
"B"	165	8·5	11,000×1
"C"	165	8·4	11,000×1
"E"	160	8·1	10,000×1
"N"	147	6·7	7,000×1
"O"	147	7·3	5,000×1
"L"	165	8·5	10,000×1

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all vaccination cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: Two tugs join vessel under Wakato bridge at corner of fairway leading to main harbour.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

BRIDGES: Wakato bridge. Height of mast limited to 38 metres for passing under bridge.

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time (Y4,400–Y7,200 per hour per gang). If cargo gears not rigged on berthing, stevedores will do same for ship's crew (Y2,200–Y3,600 per hatch). Overtime surcharges 1700–1900 hours (50% additional of basic stevedorage), 2100–0500 hours next morning (130% additional), Sundays/holidays (60% additional).

MEDICAL: No advance notice required unless urgent.

TANKERS: No tanker berths.

DENSITY: Average density in port about 1.019–1.021 in summer season; 1.025/1.026 in winter season.

FRESH WATER: Available. Rate of delivery: 50–60 tons per hr. ex-barge. Cost per ton is Y173 at buoy, Y230 at No. 5 section. Overtime charge: (0500–0800) (1700–2200), 50% add.; (2200–0500), 100% add.; Bad weather, 50% add.; Sundays and holidays, 50% add.; minimum quantity at buoy, 10 tons; minimum quantity at No. 5 sec., 30 tons.

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

FIRE PRECAUTIONS: No tanker berth. Each tugboat is equipped with fire extinguisher system for attending emergency case at request.

DEVELOPMENTS: Land reclamation N.E. Wakamatsu for discharge wharves (coal/iron ore). Depth to be 12 metres. Completion 1972.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost, day-time (0800–1700 hours), Y2,700; night-time, Y5,940 (approx.).

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost Y4,400–Y7,200 per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears maintenance appears to be poor.

CUSTOMS ALLOWANCES: Only allowed 50 cigarettes to take ashore but no spirits.

CONSULS: See "Tawata".

REPAIRS: All grades deck and engine repairs afloat.

DRY DOCKS: None.

AIRPORT: See "Tawata".

TIME: GMT plus 9 hours. Permanent.

POLICE/AMBULANCE/FIRE: Wakamatsu Water Police, tel. 093–76–2731; Wakamatsu Police Office, tel. 093–97–2731; Ambulance Fire: Wakamatsu Fire department, tel. 093–76–4031; Defence/rescue department, tel. 093–76–4353).

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AUTHORITY: Kitakyushuko Kanti-Kumiai, Nishikaigan-dori, Moji-ku, Kitakyushu City.

AGENT: See "Yawata".

WAKAYAMA: 34.14 N. 135.10 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists, including passport nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: Wakayama-Shimotsu licensed Pilots. ETA advices to Agent. Pilot boards 1,500–2,500 metres off Wakayama break-water. Chart Nos. 1150 and 1143 (Japanese Maritime Safety Board). No pilot boat. Pilot boards from tug.

ANCHORAGE: For waiting Pilot and/or berth. (Nature of bottom, sand mixed with mud.) 1,500 metres 220 degrees from Red lighthouse; 1,500 metres 270 degrees from White lighthouse; 1,500 metres 235 degrees from Red lighthouse; depth about 11 metres.

RESTRICTIONS: Pilot available day-time only.

MAX. SIZE: (Wakayama Log Carrier): Section No. 1, LOA 150 metres, G/T 11,000 tons, draft 8·2 metres; South Section, LOA 160 metres, g/t 15,000 tons, draft 9·0 metres. (Sumitomo Metal Pier): LOA 250 metres, g/t 80,000 tons, draft 14·0 metres.

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel at Shimotsu quarantine anchorage only from day-light to sunset and Captain to show all vaccination cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port. Radio pratique available after 1st Jan. 1971.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: Tug assistance normally commences from outer harbour. Tug lines used and charge included in towage.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time (Y4,400–Y7,200 per hour per gang). If cargo gears not rigged on berthing, stevedores will do same for ship's crew (Y2,200–Y3,600 per hatch). Overtime surcharges 1700–1900 hours (50% additional of basic stevedorage), 2100–0500 hours next morning (130% additional), Sundays/holidays (60% additional).

MEDICAL: No advance notice required unless urgent.

TANKERS: No tanker berth.

DENSITY: 1.025–1.030.

FRESH WATER: Available, Water boat, capacity 60 tons. Cost per ton Y260.

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost, day-time (0800–1700 hours), Y2,700; night-time, Y5,940.

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears maintenance appears to be poor.

CUSTOMS ALLOWANCES: Only allowed 50 cigarettes to take ashore but no spirits.
CONSULS: None.
REPAIRS: Minor repairs only. Wakayama-Sakai Co., tel. 0734–55–4147.
DRY DOCK: One small dock, Wakayama Zosen K.K.
REPATRIATION: Possible.
AIRPORT: Itami, Osaka, about 3 hours by car.
TIME: GMT plus 9. No alterations made to clocks during year.
POLICE/AMBULANCE/FIRE: Police, 110; Ambulance/Fire, 119.
SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.
AUTHORITY: Wakayama-kencho, 1–1, Komatsubara-dori, Wakayama City.

AGENTS: Sub-Agents of Dodwell & Co. Ltd., Tokyo.
Wakayama North Port (Sumitomo Steel Mills), Sumikin Kaiun Co. Ltd., c/o Sumitomo Kinzoku K.K., 1850, Minato, Wakayama. Tel. Wakayama (0734) 55–5151. Telegraphic, "Shipsumikin Wakayama".
Wakayama South Port (Lumber/log discharge), Shimamoto Kaiun K.K., 5–7, Chikko, Wakayama. Tel. Wakayama (0734) 22–3600. Telegraphic, "Shimamoto Wakayama".

YAWATA: 33.52 N. 130.49 E.

(See "Kanmon-Ko").

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists, including passport nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: *Harbour pilotage:* Compulsory for entry and departure, but not when passing through straits. Pilots embark East-bound vessels at Mutsure quarantine anchorage (see "Moji"), West-bound vessels at Hesaki quarantine anchorage (see "Moji"). Two Pilots embark vessels exceeding 20,000 gross tons, charging 180% pilotage.
Sea pilotage: Vessel approaching from East obtain Pilot by radio request made at least 24 hours in advance. Pilot embarks 3 miles South from Sekisaki lighthouse; 33° 13′ N.; 131° 54′ E.

Pilots should be kept closely advised of accurate ETA pilot station. If any changes, Masters requested radio immediately to pilot offices direct or through Agent reporting revised ETA. Cable addresses of pilot offices: Harbour Pilot, "Kanmonpilot Moji". Inland Sea Pilot, "Anjin Moji". Require 24 hours notice of ETA, but can attend with 2–3 hours notice in emergency cases.

ANCHORAGES: No anchorage at Yawata, but quarantine anchorage used in essential cases. See "Quarantine".

RESTRICTIONS:
(*a*) Because of narrow channel leading to Yawata and shallow water at entrance of channel, length and draft of vessel limited, except for berthing at Nishi-Yawata wharf, where 20,000 gross tonnage with 200 metres length overall and 8·3 metres draft may be accommodated. Limits:

	Wharf	*Buoy*
Length (overall)	166 m.	155 m.
Draft	8·5 m.	8·5 m.
Gross tonnage	10,000 tons	10,000 tons

Vessel slightly exceeding above may be berthed at the Pilot's discretion, subject weather conditions and efficiency of engine, steering, etc.
(*b*) Fairway leading into main harbour about 200 metres wide and 2 miles long, running parallel to breakwater and reclaimed land. In this channel, as in main harbour and fairway to Yawata, vessels observe one-way traffic and, on a "not-clear" signal from shore, wait outside for outgoing vessels to clear channel. Vessels with draft of more than 7 metres can enter/depart only at high tide.
(*c*) Entry permitted only from sunrise and vessels to be berthed before sunset. Night departure prohibited.
(*d*) Wakato Suspension bridge crosses channel between Tobata and Wakamatsu. Height of bridge from water line at fairway 42·675 metres at spring high tide; height of mast of vessels passing under bridge limited to 38 metres.
(*e*) Easterly winds prevail in warm season. North-westerly winds in winter. Dense fog sometimes in spring and winter, but generally clear in morning. Tidal range about 1·2 metres. Tidal current in channel about 1½ to 2½ knots, but no current in port.
(*f*) Port privately owned and controlled by Nippon Steel Corp.

MAX. SIZE:
(*a*)

Wharf No.	*Length* m.	*Depth* m.	*Capacity* (g/t)
1	115	4	For coastal tanker
2	98	5	For lighters
3	98	5	,,
4	98	5	,,
5	98	5	,,
6	88	5	,,
7	140	6	,,
8	140	6	,, and coaster
9	140	6	,, ,,
10	190	6	3,000×1
11	140	4·9	For coaster
12	140	4·9	,,
13	110	4·9	,,
14	150	8	,,
15	150	8·5	,,
16	150	8·5	8,000×1 (Ore)
17	150	8·5	8,000×1 (Ore)
18	179	8·5	10,000×1 (Ore)
19	185	8·5	10,000×1 (Coal)
20	185	8·5	10,000×1 (Coal)
Nishi-Yawata	320	8·5	15,000×1 (Scrap/Pig iron)
Makiyama	160	8·5	10,000×1 (Salt)

(*a*)

Buoy No.	*Depth* m.	*Capacity* (g/t)
0 berth (Anchor-B buoy)	6·6	2,000×1
1 ,, (B–C buoys)	6·6	2,000×1
2 ,, (C–D ,,)	6·6	2,000×1
3 ,, (D–E ,,)	6·6	2,000×1
4 ,, (F–G ,,)	8·5	10,000×1
5 ,, (G–H ,,)	8·5	8,000×1
6 ,, (H–I ,,)	8·0	6,000×1
7 ,, (I buoy–anchor)	8·0	2,000×1
10 ,, (F ,,)	8·5	9,000×1
12 ,, (G ,,)	8·5	7,000×1
14 ,, (H ,,)	8·0	2,000×1
16 ,, (I ,,)	8·0	2,000×1

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all vaccination cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

QUARANTINE:
(*a*) Quarantine station at Western entrance: Half-mile East of Mutsure lighthouse 33° 58′ 15″ N., 130° 53′ 43″ E.
(*b*) Quarantine station at Eastern entrance: 125 degrees, 1,500 metres from Hesaki lighthouse 33° 56′ 24″ N., 131° 30′ 12″ E.
(*c*) Quarantine inspection not allowed inside port except when weather or other special reasons prevent quarantine boat from approaching ship at anchorage.
(*d*) Quarantine service is rendered from sunrise to one hour before sunset.
(*e*) "Q" flag should be hoisted until ship in free pratique.
(*f*) Vessels exceeding 20,000 gross tonnage may undergo quarantine on application when they berth inside port.
(*g*) When ship arrives from plague-infected or suspected area within 10 days after she left such place, 24 hours special quarantine required. All sanitary scuppers must be closed and garbage must not be thrown overboard after ship reaches 60 miles off Japanese coast.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: Two tugs join vessel at corner of fairway leading into main harbour. Ship's lines used when vessel berths.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

BRIDGE: See "Restrictions".

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by the Agent, the orderers must pay for waiting time (Y4,400–Y7,200 per hour per gang). If cargo gears not rigged on berthing, stevedores will do same for ship's crew (Y2,200–Y3,600 per hatch). Overtime surcharges 1700–1900 hours (50% additional of basic stevedorage), 2100–0500 hours next morning (130% additional), Sundays/holidays (60% additional).

VHF: Vessel can keep in direct contact with port authorities in regard to arrival, berthing instruction, etc. through VHF, details as follows:

	Kitakyushu (Moji)	*Shimonoseki*
(*a*) Call sign:	"Kitakyushu port radio"	"Shimonoseki port radio"
(*b*) Location of radio facilities:	The transmitting and receiving station located at top of Mt. Hinoyama, Shimonoseki, for the above both radio.	
(*c*) Type of wave:		
Channel: Simplex	16 (Calling, responding)	16 (Calling, responding)
,,	12 (Communication)	12 (Communication)
,,	14 (,,)	14 (,,)
Duplex	20 (,,)	20 (,,)
Outport:	50 W.	50 W.
(*d*) Operating hours:	0600–2000 hrs.	
(*e*) Communicating range:	Within a radius of 50 miles from the station.	
(*f*) Communicating language:	English and Japanese.	

MEDICAL: No advance notice required unless urgent.

TANKERS: No tanker berth.

DENSITY: Average density in port about 1.020–1.022 in summer season, 1.024–1.025 in winter season.

FRESH WATER: At buoys: Water barges available from Wakamatsu, rate of delivery about 50 tons per hour; cost per ton Y173. At wharves: (Nos. 16, 17, 18, 19, 20 and Nishi-Yawata wharf.) From hydrants: 25–40 tons per hour, cost per ton Y113. For supply at Nishi-Yawata wharf, one day prior notice required. Overtime charge: (0500–0800) (1700–2200), 50% add.; (2200–0500), 100% add.; bad weather 50% add.; Sundays and holidays, 50% add.. Minimum quantity at Yawata, 10 tons. Minimum quantity at Mutsure anchorage, 50 tons.

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

FIRE PRECAUTIONS: No tanker berth. Each tugboat is equipped with fire extinguisher system for attending emergency cases.

DEVELOPMENTS: All the present discharging berths (wharves) for coal, ore (including Nishi-Yawata scrap wharf) will be converted to loading berths as from April 1972.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo aboard. Cost, day-time (0800–1700 hours), Y2,700; night-time, Y5,940 (approx.).

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost Y4,400–Y7,200 per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears maintenance appears to be poor.

CUSTOMS ALLOWANCES: Only allowed 50 cigarettes to take ashore but no spirits.

CONSULS: British Consul, who is also acting Swedish Consul, is stationed with Holme Ringer, Moji (tel. 093–33–1311). American Consul stationed at Fukuoka (tel. 092–75–9331). Korean Consul stationed at Fukuoka (tel. 092–77–0461).

REPAIRS: All types of deck and engine repairs possible.

DRY DOCKS: No dry dock available.

REPATRIATION: Possible.

AIRPORT: Fukuoka airport; approx. 70 kilometres.

(*a*) International line:
JAL, for Pusan (Tuesday and Thursday);
for Taipei–Hongkong (Monday and Thursday).
CPA, for Taipei–Hong Kong (Wednesday and Saturday).
KAL, for Pusan-Seoul (Mon., Tues., Wed., Fri., and Sat.).

(*b*) Domestic line:
JAL and ANA, regular service.

Kitakyushu airport; approx. 20 kilometres. Flights often suspended by heavy rain and fog.

(*c*) Domestic line:
ANA, regular service.

TIME: GMT plus 9. No alterations made to clocks during year.

POLICE/AMBULANCE/FIRE: Yawata Police Station, tel. 093–67–6631; Wakamatsu Water Police, Yawata Port branch, tel. 093–67–0611; Ambulance/Fire, Yawata Fire Department, tel. 093–67–4831.

TELEPHONES: Nippon Senpaku Tsushin K.K. available at Moji (tel. 093–33–1089). Approx. cost of installation/dismantle (except Nishi-Yawata) is Y10,000.– to Y15,000.– plus daily rent. In case of Mutsure anchorage, extra boat charge and personnel expenses will be incurred. Due to insufficient number of telephones require adequate advance notice for installation. Suitable ship's electrical voltage; DC–22/28 v. AC–100 v. 110 v. 120 v. (to keep at least within 10 v.).

GENERAL: Whenever vessel takes bunkers in port, advisable to close deck scuppers' holes before pumping in order to avoid overflow oil into sea.

SERVICES: Tank cleaning, sand blasting (Fuji Co., Tobata), chemical cleaning (Fuji Co., Tobata). Hold cleaning (Tsuyama Kosan K.K., Yawata; Fuji Co., Tobata). Compass adjusting (Kajiwara Koki, Shimonoseki). DF calibration (Nippon Radio Co., Tobata). Life-raft servicing and inspection (Kikutani Sengu, Shimonoseki; Marinair International, Kobe; International Marine, Kobe; Marine International; Yokohama and Tokyo); this service requires name of maker in advance. Radio and radar repairs available, but requires name of makers/type of the machine in advance. Laundry (Sunrise Cleaning, Tobata; Moji Dry Cleaning, Moji). Watchmen service available. Charts: only Japanese charts available locally; BA and HO charts can be obtained from Kobe and Yokohama respectively, with adequate notice. Grain fitting (Ushio Co., Moji; Fuji Sobi, Moji); this work is usually carried out at Moji (public port). Fumigation (Toyo Fumigation Co., Moji), this work is not permitted at Yawata but at Moji. Floating crane, capacity 200 tons (Kondo Kaiji, Wakamatsu; Nichibei Kosan). Diver (Nippon Salvage Co., Moji; Tsuyama Kosan, Wakamatsu). Salvage service (Nippon Salvage, Moji) Painting service (Fuji Co.).

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days, but 3 days extension possible if ship stays longer.

AUTHORITY: Kitakyushuko Kauti-Kumiai, Nishikaigan-dori, Moji-ku, Kitakyushu City.

AGENTS: Sub-Agents of Dodwell & Co., Tokyo. Holme Ringer & Co. Ltd., c/o Yawata Works of Yawata Iron and Steel Co. Ltd., Edamitsu, Yawata-ku, Kitakyushu. Tel. Yawata (093) 67–0611. ext. 852. Telegraphic, Ringer Yawata.

YOKKAICHI: 34.58 N. 136.38 E.

DOCUMENTS: See "Yokohama".

PILOTAGE: Not compulsory; Pilot available at 34° 56′ 15″ N.; 136° 40′ 40″ E. Vessels requiring Pilot cable Agent at least a day ahead advising exact ETA pilot station. Wireless station for communicating with entering ships and for other port business, call signal JCZ. Radio wave in use is A1.A2 500 kc/s. and A1.A2 486 kc/s., output A1 50 w. and A2 110 w. Zone of communication about 100 km. Yokkaichi signal station also equipped for assigning berths to entering ships and for other port business. VHF communication available, call signal Yokkaichi Port Radio, Channel 16. Working Channel 14, hours 06.00 to 20.00 any day.

ANCHORAGE: Vessels anchor 34° 56′ 15″ N., 136° 40′ 40″ E. where authorities board and grant free pratique; maximum depth 13 m.

RESTRICTIONS: Entry restricted by vessel's draft and pratique. Maximum draft inside port 11 m. Quarantine authority attend vessel usually from 07.30 hours to 17.00 hours on any day. Berthing day-time only. Unberthing any time except tankers day-time only.

MAX. SIZE: Maximum permissible draft *inside port* 11 metres. Water depth: Berth No. 1, 29 ft.; Nos. 2, 3, 28 ft.; Nos. 4, 5, 29 ft.; No. 8, 33 ft.; No. 9, 34 ft.; No. 11, 33 ft.; No. 13, 36 ft.; No. 14, 33 ft.; No. 15, 33 ft. Showa Oil Pier: "SD", 11·5 m.; "SE", 11·4 m. Daikyo Oil Pier: "Shiohama", 12·0 m.; "Umaokoshi", 12·0 m. Mooring buoy: No. 1, 10·0 m.; No. 2, 10·0 m. Sea berth capable receive tankers up to 210,000 tons deadweight. Installations outside main port: Shoseki No. 1 sea berth (inner), depth 62 ft. Shoseki No. 2 sea berth (outer), depth 69 ft. Daikyo sea berth, depth 72 ft. No limitation on length.

HEALTH: Request for radio pratique to be addressed to agents not less than 12 hours before arrival.

TIDE: Tidal current of Ise bay runs Northward along East side of Mie Pref. and turns round at mouth of Kiso River and runs Southward for Chita peninsula.

Tidal level:		Tidal level (average)
	High tide	+7·74 ft.
	Mean tide	+4·30 ft.
	Low tide	±0·00 ft.

TUGS: Normally stand-by to assist vessel inside breakwater of entrance to fairway; tug's lines used.

TANKERS: No specific requirements before arrival; reducer can be arranged from shore side. Slop facilities available.

Diameter of discharge lines:	
sea berth No. 1	12 in.×2
sea berth No. 2	12 in.×2
Daikyo sea berth	16 in.×2
Daikyo "Shiohama"	12 in.×2
Daikyo "Umaokoshi"	10 in.×2
Showa Oil Pier "SE"	10 in.×2

For details of depths, etc., see "Max. Size".

DENSITY: Average 1.025.

FRESH WATER: Available, rate of delivery 50 tons per hour from shore pipes; 100 tons from barge; before 22.00 hours additional cost 50%; after 22.00 hours additional cost 100%.

FUEL: Most domestic and bonded oil available, ex-barge. Minimum 5 days notice required.

CONSULS: None.

REPAIRS: Minor repairs only.

AIRPORT: No airport.

POLICE/AMBULANCE/FIRE: Police, tel. 110; Ambulance/Fire, tel. 119.

TELEPHONES: Telephone can be arranged from shore connection. Cost: installation charges, Y700.–; using charges, Y500.– per day plus amounts used; for long-distance call, exact amounts costed when used.

GENERAL: Lightening: Not allowed, except a cargo of oil or chemicals.

SERVICES: Technicians for vessel's instruments can be arranged from other ports.

REGULATIONS: Under adverse weather conditions:

1. If a typhoon is reported approaching, and upon advice from refinery representative, loading or unloading operation will be suspended and vessel will leave berth to a designated area for refuge.
2. During a violent thunderstorm, cargo work will be stopped upon receiving order from refinery, and vent-line valves securely closed.
3. During stormy weather, with gusty winds condition, Master shall follow weather reports closely and shall endeavour to prevent any accidents by taking all possible precautions, such as reinforcing mooring ropes and arranging adequate emergency personnel to stand-by for any emergency.

Liability for Accidents: If accident is judged by refinery representative and port Captain to be ship's fault, either through negligence of these Safety Regulations or otherwise, Master shall immediately cease operations, if necessary, and simultaneously follow in good faith the instructions of refinery and port Captain, and take all necessary actions. Master shall inspect and verify cause of accident in the presence of refinery representative and ship's Agent, and shall be held responsible for reporting the accident, in writing, to the parties concerned. Until this is completed and full agreement reached with refinery representatives, the vessel shall not leave the jetty, unless otherwise requested. For actual confirmation of the accident, and damage liability, Public Surveyor (Messrs. Japan Marine Inspections Co. Ltd.) is fully entitled to inspect the accident.

AGENTS: Sub-Agents of Dodwell & Co. Ltd., Tokyo. Uyoen Unyu Shokai, c/o Showa Yokkaichi Sekiyu, 1 Shiohama-Cho, Yokkaichi. Tel. Yokkaichi (0593) 45–2271. Telegraphic, Uyenoshell, Yokkaichi.

YOKOHAMA (incl. Negishi and Tsurumi): 35.27 N. 139.38 E.

DOCUMENTS:
Ship's Register.
Last Port Clearance.
3 Crew Lists, including passport nos.
3 Passenger Lists.
1 Store List.
1 Declaration of Crew's Baggage, i.e. tobacco, wine/spirits, camera, wrist-watch, radio, firearms/swords, etc. (only at first port of call in Japan).

Ship's Agent will prepare Inward/Outward Declaration, 1 Cargo Manifest and Cargo Manifest in transit using specific forms. Therefore ship's Agent should be provided with necessary information about details of cargoes in advance.

PILOTAGE: As Yokohama/Kawasaki a busy port, all movements – entering, leaving port and shifting within port – regulated by Harbour Authorities, and Agent has to make application for movement one day before, also tugboat(s) arranged through Agent. If any change necessary to arrangement already made, two hours notice sufficient to make rearrangement with Pilot. If Pilot required at area off Ashika Shima L't Bn. in Tokyo Bay for passing Uraga Strait, 24 hours prior notice required for dispatching Pilot. (In rough sea Pilot cannot be obtained in that area.) No station pilot boat; Pilots use small launches and often make use of tugboat when it is employed at same time, for embarking and disembarking especially when sea rough. In either case, launch or tugboat with Pilot on board displays "H" flag or lights prescribed in International Regulations. Pilot for Yokohama/Kawasaki port picked-up off Yokohama fairway entrance buoys No. 1 and No. 2, but in case ship has to wait for berth, usually does not take Pilot and proceeds to anchorage shown on chart as "Quarantine Anchorage" or as near as safety permits, and anchors. In this case Pilot boards at anchorage. If anchor or picks-up Pilot inside harbour limit, pilotage cheaper because assessed on two stages; "From Bay to Sea" and "From Sea to Berth", but Master requested to anchor outside fairway. Vessel to provide properly approved pilot ladder.

ANCHORAGES: 12–26 m. in quarantine anchorage, and 26–34 m. in other areas. For details refer to chart published by Hydrographic Division of Japan MSA.

RESTRICTIONS: Entry or departure or movement inside port not allowed from sunset to sunrise, but ships less than 15,000 g/t without dangerous cargo can be given special permission to enter, leave port and move inside the port (only in Yokohama). In Kawasaki, which is very narrow and long, no special permission given. Depths of shallows in Yokohama, Tsurumi and Kawasaki fairways 11·6, 11·2 and 12·0 metres, and Pilot Association make these the maximum drafts accessible to the berths inside the respective fairways. Ship with max. draft of 11·6 metres, when entering Yokohama through Yokohama fairway, has to wait for tide.

MAX. SIZE: Maximum permissible size of tankers for proceeding to installations in Yokohama:

Name of Berth	*Max. g/t*	*Max. LOA*	*Max. safe draft*
Keihin Yokohama (sea berth)	No limit	No limit	23·00 m.
Shell Oil	No limit	175 m.	10·50 m.
General Sekiyu	No limit	180 m.	9·30 m.
Mobil Oil	No limit	210 m.	9·30 m.
Asia Oil No. 5	50,000	270 m.	12·00 m.
Nisseki Yokohama	No limit	250 m.	12·00 m.
Nisseki Negishi A	No limit	No limit	16·50 m.
Nisseki Negishi B	70,000	No limit	12·50 m.
New Shell	No limit	265 m.	11·70 m.

HEALTH: At first port of call in Japan, vessel must obtain free pratique. Quarantine Officers will attend vessel only from daylight to sunset and Captain to show all vaccination cards, Derating Exemption Certificate. In case vessel arrives from cholera-infected area within 10 days, Captain must advise crew and passengers health condition to respective Quarantine Office through ship's Agent prior to arrival and close all soil pipes before entering port.

RADIO: Recommended Captain communicates with Agent through Choshi Radio or Nagasaki Radio which cover all ports in Japan. If specifically West bound vessel to Choshi and North bound to Nagasaki Radio respectively.

TUGS: under control of Pilot, compulsory in Yokohama/Kawasaki for foreign ships, and normally join ships in fairway between outer breakwater and L't Hos. and Entrance L't Buoys. If ship is at anchor in quarantine area or near to it, tug(s) joins ship at anchor. Usually two tugs used for mooring and/or unmooring, but depends largely upon special conditions of berth and weather conditions. Tug's lines used and charge included in towage.

BERTHING: No specific requirements. Pilot boarding time will be notified by ship's Agent mainly by radio.

STEVEDORES: At least 24 hours prior notice excluding Sundays and holidays required in order for Agent to arrange stevedores. Vessel must constantly keep her Agent advised of ETA. If stevedores cannot commence loading/unloading at time notified by Agent, the orderers must pay for waiting time (Y4,400–Y7,200 per hour per gang). If cargo gears not rigged on berthing, stevedores will do same for ship's crew (Y2,200–Y3,600 per hatch). Overtime surcharges 1700–1900 hours (50% additional of basic stevedorage), 2100–0500 hours next morning (130% additional), Sundays/holidays (60% additional).

VHF: Call sign Yokohama Port Radio. (See details under "Kawasaki/VHF".)

MEDICAL: No advance notice required unless urgent.

TANKERS: Masters of tankers seldom requested to fit reducing pieces before arrival for connection of shore lines since oil installation have own appliances. Two slop disposal facilities, one in district No. 5 in Yokohama which is private enterprise and can dispose of dense residues, and one in District No. 1 in Kawasaki which is run by Kawasaki city and can dispose of diluted slop or oily ballast. (Also see "Max. Size" and "Developments".)

DENSITY: Average approx. 1.023.

FRESH WATER: Can be taken either at wharf ex-pipe or at buoy or anchorage by barge:

Place	*Approx. cost (basic)*	*Rate of delivery*
South Pier	Y75.– per m/t	70 tons per hour
Government Silo	Y110.– per m/t	70 tons per hour
Nippon Petroleum Refinery, Negishi	Y120.– per m/t	70 tons per hour
Buoy or anchorage	Y150.– per m/t	100 tons per hour (subject to ship's condition)

FUEL: All grades of bonded bunkers are stocked in Tokyo Bay, Ise Bay, Osaka Bay and Kanmon Port. At all other ports bunkers will be lightered from the nearest bunker stock ports at maximum 7 days prior notice.

FIRE PRECAUTIONS: Oil installations in Yokohama/Kawasaki generally do not allow bunker barge to come alongside ships moored to their berth.

DEVELOPMENTS: Sea berth in a circular area with a 500-metre radius centred at position 2,215 m. 160 degrees from Kawasaki S. breakwater light. This sea berth is of dolphin type in operation October 1970 with mooring capacity for 250,000 ton tanker.

GANGWAY/DECK WATCHMEN: Not specially required unless passengers or valuable cargo on board. Cost, day-time (0800–1700 hours), Y2,700; night-time, Y5,940.

OPENING/CLOSING HATCHES: Stevedores carry out opening and closing hatches. Cost Y4,400–Y7,200 per hour per gang depending on type of cargoes. If any time lost by ship's crew doing this work, stevedores charge ship for waiting. Recommend request stevedores for this work unless crew can complete it before berthing.

CERTIFICATES: Ship's Register to show Customs Inspector ship's registered gross and nett tonnages. Valid Cargo Gear Certificates sometimes required by stevedores when cargo gears maintenance appears to be poor.

CUSTOMS ALLOWANCES: Only allowed 50 cigarettes to take ashore but no spirits.

CONSULS:

American Consulate-General	tel. 681–0841/2
Her Britannic Majesty's Consulate	,, 201–1540/2
Consulate of France	,, 201–1840
Consulate-General of Argentine Republic	,, 7410–4194
Consulate–General of the Republic of China	,, 641–3641/5
Consulate of Brazil	,, 641–0097
Consulate-General of the Republic of Panama	,, 641–8549
Consulate-General of Peru	,, 641–0022
Consulate of the Republic of Korea	,, 201–4531
Honorary Consulate of Paraguay	,, 401–6343
Honorary Consulate of the Netherlands	,, 651–1661/9
Honorary-Consulate-General of El Salvador	,, 211–1371
Royal Swedish Honorary Consulate	,, 201–4171
Royal Thai Honorary Consulate	,, 641–1361
Royal Norwegian Honorary Consulate	,, 641–7361
	,, 691–6583
Royal Greek Honorary Consulate-General	,, 681–1713

REPAIRS: Any kind of repairs can be effected at this port.

DRY DOCKS: The largest dry dock, owned by Ishikawajima-Harima Heavy Industries Ltd. (and another 6 smaller dry docks owned by Mitsubishi Heavy Industries Ltd., Nippon Kokan K.K.). Max. length, 1,161 ft 5 in.; breadth at entrance, 183 ft. 8 in.; height of sill above bottom dock, 5 ft. 3 in.; depth on sill at high water, ordinary spring tides, 20 ft. 3 in.

REPATRIATION: Possible.

AIRPORT: Haneda International Airport 25 km. and served by many regular airlines.

TIME: GMT plus 9. No alterations made to clocks during year.

HOLIDAYS:

Public	20/7	Nisshin Seiyu	Nil
Government Silo	Nil	Kokusai Futo	,,
Nippon Seifun	,,	Showa Denko	,,
Ensuiko	,,	Nisshin Unyu	,,
Ajinomoto	,,	All Oil Terminals	,,
Showa Sangyo	,,		

POLICE/AMBULANCE/FIRE: Police, 110; Ambulance, 119; Fire, 119.

TELEPHONES: Telephones can be placed on board at cost of Y6,500.– (Y1,000.– for installation charge and Y5,500.– for basic charge).

SERVICES: Almost all requirements by ships could be met, if time permits.

SHORE LEAVE: Local Immigration Offices issue shore pass valid for only 3 days; but 3 days extension possible if ship stays longer.

AGENTS: Dodwell Tramp Agencies, PO Box 271, Yokohama Port, 5th Floor, Minato Bldg., 33, 3-chome, Honcho, Naka-ku, Yokohama. Tel. (045) 201–6991. Telegraphic, Dodwell Yokohama. International Telex. YH 7721.

YOKOSUKA (including Uraga): 35.17 N. 139.40 E.

DOCUMENTS:
Customs:
Port Call Notification.
Cargo List.
List of Crews dutiable possessions.
Passenger List.
Crew List.
Ship's Nationality Certificate.
Port Departure permission paper.
Immigration:
Crew List.
Port Call Notification.
Passport or Crew Pocket Book.
Quarantine:
Declaration of Health.
Crew List.
Passenger List.
Plant Protection Station:
Plant Importation Inspection Application.
Maritime Safety Agency:
Port Call Notification.
Application for Loading, Transfer and Unloading of Explosives and Combustibles.
Application for Transport of Explosives and Combustibles.
Port Authority:
Port Call Notification.

PILOTAGE: Pilot station in U.S. Naval Base, Yokosuka. In applying for Pilot at time of entry and departure, pilot station should be contacted 20 hours in advance of beginning of pilotage through Agent. 6 Pilots available. Pilot boat has telephone. (No. 3–1994).

ANCHORAGES: At 4th District of Yokosuka Port. Depths 10–30 m.

RESTRICTIONS: The 1st, 2nd and 3rd District of Yokosuka Port under compulsory pilotage districts. No restrictions on time of entry. No tidal restrictions.

MAX. SIZE: Buoys at 2nd District for up to 20,000 g/t. Wharves for Vs. up to 15,000 g/t. No tankers. State of tide negligible.

HEALTH: Quarantine Station to be informed in advance name of last port, ship's name, tonnage, number of crew, number of passengers, ship's nationality etc. In event any suspected disease, Agent should be advised. When isolation of ship needed, it will be transferred to Nagahama Quarantine Station in Yokohama.

RADIO: No local radio station. (See "Yokohama".)

TUGS: Can be arranged through Agent. Tugs normally join vessel in 3rd District when vessel enters Nagaura, and in 7th District when it enters Kurihama. Tug's lines to be used. Charge for tug's lines included in charge for tug.

BERTHING: Agent submits application for berth to Port Authority (Nagaura and Kurihama port offices).

STEVEDORES: Agent will arrange stevedores by request latest 15.00 hours of previous day to ship's arrival.

MEDICAL: Agent can arrange doctor who understands foreign languages.

TANKERS: No berthing facility for commercial tankers. Only U.S. Naval Base, Yokosuka, has berthing facilities.

FRESH WATER: Available. Method of delivery (1) barge Y150./M3 (approx.), (2) pier Y75./M3 (approx.). Additional charge for work and in case of bad weather.

FUEL: Available ex-lighter,

DEVELOPMENTS: Plan to build new berths, expected complete 1973. 15,000 d/w×2, 5,000 d/w×1, 2,000 d/w×2.

GANGWAY/DECK WATCHMEN: Agent arranges watchmen.

OPENING/CLOSING HATCHES: Stevedores carry out this work at Day-time, Y4,400; night, Y6,100, per hatch (approx.).

CUSTOMS ALLOWANCES: Tobacco: 2 packets per day. Spirits: 1 bottle when more than one month voyage; 2 bottles when more than 6 months voyage.

CONSULS: None.

REPAIRS: Dockyards available for all repairs.

DRY DOCKS: 1 – 475×19½ ft.; 1 – 352×15¾ ft. 5 large-size slips; 1 rigging wharf.

REPATRIATION: No facilities exist. If necessity occurs, Yokohama Immigration Office will attend.

AIRPORT: 40 km. to Tokyo International Airport.

TIME: GMT plus nine hours. No alterations during year.

HOLIDAYS: Day-time cargo work on Saturday afternoon and Sunday, National holidays, and Dec. 31; Jan. 1, 2 and 3 no cargo work.

POLICE/AMBULANCE/FIRE: Police, 110; Ambulance/Fire, 119.

TELEPHONES: Agent arranges on board upon request. Cost: fixing Y1,000.–; cost per day Y1,100.

GENERAL: Port situated in city confines and main part is for use of U.S. Naval Forces.

SHORE LEAVE: Crew allowed ashore.

AUTHORITY: Yokosuka City, No. 11, Ogawa-cho, Yokosuka. Tel. 22–4000. No telex.

AGENT: Sub-Agent of Dodwell & Co., Tokyo. Sagami Unyu Kabushiki Kaisha, Taura Minato-Machi, Yokosuka. Cables: Sagami Yokosuka Taura. Tel. Yokosuka (0468) 61–3111.

Jordan

AQABA: 29.31 N. 35.01 E.

DOCUMENTS:
1 copy Freighted Manifest, stating all details.
6 copies Unfreighted Manifest.
2 copies of Unfreighted Manifest not showing shippers nor consignees but weights and measurements.
1 set of non-negotiable Bills of Lading.
All Manifests should bear the following clause: "This is to certify that the above vessel has not called and is also not scheduled to call at any Israeli ports nor is owned by any Israeli Company, also it is not included in the Black List." All the above documents are to be airmailed to the Agent's Head Office in Amman and not Aqaba.
Documents required by the authorities for free pratique:
7 copies Crew List.
7 copies Passenger List.
1 copy Stores List.
1 copy Crew Declaration List.
1 copy Vaccination List.
The following forms to be filled:
2 copies of Maritime Declaration Form.
1 Customs Declaration Form.
2 copies Vessel's Specification Form.
1 copy Pilotage Form.
The following documents to be produced for checking:
(*a*) Log Book.
(*b*) Ship's Registry Certificate.
(*c*) De-Rating Certificate.

PILOTAGE: Compulsory pilotage in that area of Aqaba Bay North of an imaginary line 270 degrees from Al-Breij point. Ships in harbour requiring a Pilot should by day hoist "G" flag below a ball or shape, one hour before ship is ready to move; and "B" flag by night with a red over white. The sound signal is four long blasts. Advance notice of the ship's requirement of pilot service should be given to the Agent who will advise the Harbour Master or his representative. It should be noted that vessels may proceed to sea from the anchorage without taking a Pilot, but for ships leaving the berths alongside, pilotage is compulsory, and the signals described above should be made.

ANCHORAGE: About ½ mile from shore in depths of 15 to 30 fathoms. Ships awaiting discharge can easily anchor in deep water anchorage which can accommodate 25 ships or more.

MAX. SIZE: Up to 20,000 deadweight. Max. draft 32 ft. Phosphate loading berth: up to 50 ft. draft.

TUGS: The tugs available at Aqaba are only for towing barges and handling ship's line during berthing but no salvage tugs are available.

RADIO: Aqaba Radio. Station call sign JYO. Watchkeeping hours GMT 0500 to 0900 and 1300 to 1700, Station has transmitting frequencies CW and R/T for: A. 2182 kc/s; B. 2612·5 kc/s; C. 4326·5 kc/s; D. 6479 kc/s; E. 8723 kc/s. Station can receive on all M/F and H/F frequencies. Station listens: 2182 kc/s A3 continuous, 500 kc/s H plus 10 to H, 6,200 to 6,300 A1 H to H plus 10. Station answers on 6479 kc/s or 2182 kc/s.

HEALTH: A ship arriving from sea should, in addition to the "G" flag for Pilot, hoist its signal letters and "Q" flag to request free pratique if it is healthy. If there are passengers to land, "I" flag should be hoisted. The port doctor boards the vessel together with a representative of the Port Dept., Customs Dept., Passport Dept., and Police. If the vessel has to anchor first, boarding the vessel takes place at anchorage. If the vessel berths alongside, then the aforementioned representatives board the vessel. Health certificates of crew and passengers are required.

BERTHING:
General Cargo Berth: Three medium-size ships or two large ships can berth alongside. The depth is 10 metres (32 ft.) at low tide.
Phosphate Loading Berth: The berth is 210 m. long and 32 ft. depth. It is situated South of the General Cargo Berth and is especially built to load phosphate. The berth is designed to accommodate ships of up to 20,000 dwt. In addition, pipes have been laid to supply petroleum to a nearby tank farm for the occasional import of some petroleum products. There are two main berthing dolphins with a loading tower in between, and mooring dolphins at each end. The loading tower is connected with a conveyor belt feeding the tower from two silos with a 20,000-ton capacity each. There is a short retractable boom and telescopic trunk which can be travelled forward up to a distance of 9 metres from the berthing face to plumb the centre of the hold of a ship. The loading capacity is 500 tons per hour. The guaranteed loading rate by the Phosphate Company is 2,000 tons per weather working day of 24 hours. Vessels should arrive at the berth with as large an amount of water ballast as possible, both to facilitate berthing (as there is no tug) and to reduce the height from water-line to hatch coaming. This height should not exceed 30 ft.
Bulk Export Berth 'B': Is 180 metres long with 15,5 metres (50 feet) depth of water at low water spring tides and is designed for berthing and loading 100,000 DWT bulk carriers. The travelling ship-loader has a capacity of 1,500 tons of phosphate per hour and provision is made in the design for the installation in the future of a second similar shiploader to give a total loading capacity of 3,000 tons per hour. Phosphate for loading into ship is weighed on a continuous recording belt weigher (accuracy +0.5% between 25% and 150% of rated capacity) and is loaded through a telescopic pivoting feed chute. Clearance above high water level is 18 metres.
Lighters Wharf: The Lighters wharf has a length of 215 m. and a

width of 10 m. and a depth of about 9 ft. About 10 lighters can be discharged alongside.

STEVEDORES: Stevedoring Company's working hours are from 0800–1600. Work has to start at 0700 and end at 1600; therefore, there are 2 compulsory overtime hours in the morning, from 0600 to 0800 and one hour in the afternoon, i.e. from 1600 to 1700.

Ships Working Hours: Ships can work round the clock, depending on Captains' option and the number of ships available in port. Opening hatch of a ship is allowed up to 2200 hours and subject to Port Authority agreement. Friday is the official weekly holiday, however, work is carried on, on the ships.

TANKERS: Berth in daylight hours only.

MEDICAL: The Health Section of Aqaba Port Department gives all medical services required and responds to any urgent call by radio before arrival. A government hospital is available and is satisfactorily staffed by doctors. A doctor may be called on board at any time day or night, to attend to sick crew or passengers by arrangement with the Agent.

FRESH WATER: Can be supplied to ships berthed alongside.

FUEL: Bunkering is inadvisable. In case of necessity, fuel oil can be transported from the refinery in Zerka by tank lorries with a capacity of 12 tons each at a cost of J.D. 10 per ton. A 3 day's notice must be given in order to arrange transport.

GANGWAY/DECK WATCHMEN: Customs provide a guard who has to be given full board and lodging. Ships are also supplied by local watchmen through Agents.

HOLIDAYS: *Shawal 1, Eid El Fitr (January 12th); Arbor Day (January 15th); Arab Summit Conference Day (January 17th); Coronation of H.M. King Faisal (March 8th); *Thil-Hijja 10, Eid El Adha (March 21st); Arab League Day (March 22nd); *Moharram 1, Islamic New Year (April 10th); Independence Day (National Day) (May 25th); *Rawbi El Awal 12, Prophet's Birthday (June 19th); H.M.'s Accession to the Throne (August 11th); Birthday of Crown Prince Hassan (September 5th); *Rajab 27, Al-Mi'raj Al-Sharif (October 30th); Birthday of H.M. The King (November 14th); Arab Renaissance Day (November 22nd). *Dates fluctuate due months being lunar months.

CONSULS: No consul or vice-consul available at Aqaba. All Consular Offices in Amman, the Capital.

TIME: GMT plus two hours.

REPAIRS: A shipyard has been established to build fishing boats and trawlers, barges, tugboats and undertake minor repairs. Welding can also be carried out.

DRY DOCKS: No dry docks are available at Aqaba.

AIRPORT: From Aqaba Air communication: Alia (The Royal Jordanian Airlines (Fokker) to Amman twice weekly. Distance to Amman International Airport, 355 kms.

GENERAL: Masters are warned that during the winter months strong Southerly gales can develop within two hours followed by swell. In such case it may be necessary to unberth the vessel, and it should be noted that there is no tug available for this operation. Vessels in the anchorage in such weather conditions should not hesitate to weigh anchor if there is a possibility of dragging, and proceed out of the bay until the weather moderates.

AUTHORITY: Aqaba Port Department, Ministry of Transport, Ports, Railways and Airports in Amman.

AGENT: *Head Office:* Amin Kawar & Sons, POB 222, Phone 22324 (6 lines). Telex: 1212. Amman – Jordan.

Port Office: Amin Kawar & Sons, POB 22. Phone: 83. Telex: 0220 Aqaba – Jordan. (All correspondence to be addressed to Head Office at Amman).

Kenya

MOMBASA: 04.04. S. 39.40 E.

DOCUMENTS:

Health Certificates: forms obtainable from Pilot.
6 Crew Lists.
10 Passenger Lists.
Dangerous Cargo Lists.
Ship's Register.

PILOTAGE: ETA through ships' agents, 48 hours' notice. VHF Channel 12 (Mombasa Radio VHF Ch. 16) Pilot boat 72 ft. ex-Admiralty launch, white. No signals for Pilot – call on VHF 12 (Mombasa Pilots) or by signal lamp to lighthouse. Pilot boat position one mile outside turning buoy on Ras Serani leads (301°) except for deep-load tankers (over 35 ft.) when pilot boat position one mile from turning buoy on Mackenzie leads (327°). No special bad weather regulations. Pilot ladder 6 ft. from water – must have man-ropes – light at night.

ANCHORAGES: No safe outer anchorage.

RESTRICTIONS: No tidal restrictions. Entry for dangerous cargo restricted to daylight. Entry for tankers over 650 ft. restricted to daylight.

MAX. SIZE: Length 820 ft. Draft 40 ft.

HEALTH: Radio Port Health Officer, Mombasa, giving last port of departure, ETA Mombasa, condition of crew, any sickness on board, passengers. Must have Q Flag until doctor visits vessel or until Pilot passes information to lower flag.

RADIO: Mombasa Radio Coast Station M/F, H/F, W/T & R/T and VHF R/T Services:

Station 5ZF (W/T) 500–524 kc/s.; traffic list 0100, 0500, 0900, 1300, 1700, 2100; Continuous watch; listening freqs. 500 kc/s.

Station 5ZF2 (W/T) 8710.4 kc/s.; traffic list 2018; schedules 2018–2030, OBS only 0000–0030, 0600–0630, 1200–1230, 1800–1830; listening freq. 8354–8374 kc/s.

Station 5ZF3 (W/T) 13065 kc/s.; traffic list 0448, 0830, 1518; schedules 0448–0530, 0830–0900, 1518–1545; listening freq. 12531–12561 kc/s.

Station 52F4 (W/T) 17175.2 kc/s.; traffic list 1248; 1248–1315; listening freq. 16708–16748 kc/s.

Station (R/T) 2595, 2181 kc/s.; traffic list 0603, 1203; schedules 0600–0630, 1200–1230; continuous listening watch outside Skeds 2182 kc/s.; listening freq. 2182 kc/s.

Station (R/T) 4409.4 kc/s.; traffic list 0533, 1303; schedules 0530–0600, 1300–1330; listening freq. 4104.4 kc/s.

(R/T) 8805.6 kc/s.; traffic list 0633, 1233; schedules 0630–0700 1230–1300; listening watch on 8255.6 kc/s 0330–1530 listening freq. 8255.6 kc/s.

Mombasa Radio also provides continuous R/T service on VHF for the benefit of ships in and around Mombasa within radius of 30 miles. Channel 16 for calling and Channels 26 and 27 for working. All times in GMT.

TUGS: Tugs join vessel inside harbour between Ferry and Kilindini reef. Tug lines no additional charge.

BERTHING: All berths fendered. Nos. 89 and 10 and Shimanzi Oil Terminal berths, no berthing on ebb tide, with range of 6 ft. or more. Kipevu Oil Terminal berthing on first of ebb with tankers over 650 ft.

STEVEDORES: ETA preferably 48 hours in advance in order to arrange gangs. Advisable notify Harbour Master ETA and also give quantity of cargo to be loaded and/or discharged and other matters of importance.

MEDICAL: In emergencies necessary to receive advance notice. Hospital facilities available. Inoculations required – smallpox (compulsory), yellow fever (endemic zones in Africa and South America), cholera (all ships from Asia).

TANKERS: Discharge and load white oils at Shimanzi. Discharge and load Heavy oils at Kipevu.

Shimanzi Oil Terminal: T-head jetty with 200 ft. long berthing head. Depth alongside 32 ft. L.W.O.S.T. Bunkers and fresh water available. Slop reception facilities for up to 6,000 tons.

Kipevu Oil Terminal: T-head jetty with 225 ft. long berthing head. Tankers up to 65,000 dwt. berth at dolphins alongside jetty head; depth alongside 44 ft. L.W.O.S.T. Max. Length 820 ft. Max. draft 40 ft.

DENSITY: 1025.

FRESH WATER: Available at all berths in stream ex-tug at Harbour Master's discretion. 30 tons/hour on quay.

FUEL: (1) *Main Quay Berths:* Marine fuel oil, viscosity 1000 secs. Marine diesel fuel. Gas oil cannot be delivered by pipeline at these berths but delivery can be made up to only 10 tons by bulk lorries at extra delivery cost. Minimum 48 hours' notice required. Quantities of 10 to 30 tons can be made by rail tank wagon if 48 hours advance notice given. Thin fuel oil viscosity below 1000 seconds can be delivered at berths 1, 2, 3, 4, 9, 10, 11, 12, 13 and 14 through fisher blender. Only one fisher blender available and can deliver fuel to only one vessel at a time.

(2) *Shimanzi Oil Terminal:* All grades, i.e. fuel oil, marine diesel, gas oil and thin fuel oil (through fisher blender).

(3) *Cased Oil Jetty:* Only marine diesel and gas oil can be delivered at this jetty.

(4) *Kipevu Oil Terminal:* Only fuel oil of viscosity between 1500 secs. and 3500 secs available. Fuel oil viscosity below 1500 not available. At least three days clear notice required by EA Oil Refineries for arranging bunker delivery. Not possible to deliver any marine diesel or gas oil either ex pipeline or rail tank-wagons/bulk lorries at this berth.

DEVELOPMENTS: Three further Main Quay berths within two years. Grains and cement silos envisaged within three years at wharf adjacent to Likoni ferry, i.e. rebuilding of ex "Coal Wharf".

GANGWAY/DECK WATCHMEN: Watchmen available for gangway and deck and recommended. Cost of watchmen Shs. 10/- per man per shift; foreman Shs. 30/- per shift.

OPENING/CLOSING HATCHES: Normally done by stevedores except Macgregor type hatches.

CERTIFICATES: Normal port requirements for safety cargo equipment.

CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes for each crew member for eight days. Wine and/or Spirit, eight small bottles of beer for each crew member for 4 days.

CARGO GEAR: All cargo gear supplied by Stevedores.

IDENTIFICATION CARDS: Not required.

CONSULS	PO Box No.	Tel.
Germany	1705	4938
British High Commission	2070	6684
India	614	4433
Belgium	141	6633
Denmark	2010	6991
France	2804	6091
Italy	1321	73456
Norway	110	6091
Sweden	150	6343
Netherlands	301	5241

REPAIRS: Normal Running repairs.

DRY DOCKS: Vessels up to 2,000 tons, length 320 ft., beam 50 ft.

REPATRIATION: Possible. Facilities available.

AIRPORT: About 7 miles from port. Served by regular airlines. Mombasa/Nairobi 4 flights a day. Mombasa/Dar-es-Salaam 4 flights a day. From Nairobi regular lines all over world.

TIME: GMT plus 3 hours.

HOLIDAYS: Weekdays: 3 shifts – 0700–1500 hours. 1500–2300 and 2300/0600 hours. Saturday: 2 shifts – 0700–1230 and 1230–1800 hours.

Sundays: 1 shift – 0700–1500 hours. New Year's Day; Good Friday; Easter Monday; Labour Day (1st May); Madaraka Day (1st June); First Monday in August; Kenyatta Day (20th October); Independence Day (12th December); Christmas Day; Boxing Day (26th December).

Also for persons belonging to Islamic Faith: Idd ul Azha and Idd ul Fitr. 1st May (Labour Day) and Christmas Day are normally only holidays on which part closed except for necessary pilotage of ships in and out and for dealing with mails, passengers and their baggage, livestock and perishables. On other public holidays restricted working at Mombasa may be carried out at overtime rates. Overtime rates also apply on Saturdays after 1500 hours and on Sundays, and to third shift between 2300–0600 hours.

POLICE/AMBULANCE/FIRE: In Port Area—Police 567 444; Ambulance 333; Fire 333.

TELEPHONES: Telephones supplied on board. Cost per day or part thereof – passenger vessels Shs. 15/-. Other vessels Shs. 10/-. Charges include cost of local calls. Telephone essential per port regulations.

SERVICES: All solvents for tank cleaning available. Repairs to Gyro compass, radar and most other electronic aids to navigation. Compass adjusting by arrangement with port.

SHORE Leave: All crew members allowed ashore and to travel except those from Socialist countries who must stay on Mombasa island. This does not include Tanga and Dar-es-Salaam.

PORT REGULATIONS: White tankers and vessels carrying explosives enter port daylight only. No vessels carrying explosives or dangerous cargo allowed to berth at Main Quay.

DELAYS: Normally one or two days for loading and discharging and for bunkering. Usually no waiting days.

AGENT: Neville Owen Thomas Forw. Co., Tangana Hall, P.O.B. 1769. Tel.: Tangana Hall 4866/68. Telex: 21–299. Cables: Notco Mombasa.

Korea (Republic of South)

INCHON: 37.29 N. 126.38 E.

DOCUMENTS:

4 copies Report of Entrance.
4 Copies Crew List.
4 copies Cargo Manifest.
Stores List.
Crew Personal Effects List.
Currency List.
Passenger List.
Ammunition List.
Narcotics List.

Vessels with hazardous cargo must complete application to carry hazardous cargo and an application for anchorage of hazardous cargo vessel.

CERTIFICATES:

De-rat. Certificate or exemption.
Inoculation and Vaccination Certificates for all crew members.

PILOTAGE: Cable address of Pilot Office, "Pilot Inchon". Notice of ETA, 10–24 hours prior to arrival; communication channel, 16; communication channel with office and boat, 16; emergency sign of light and siren, (*a*) International sign "G", (*b*) fog – siren; Boat Station, "Ahn-Do" or "Palmeto"; boarding station of Pilot, "Ahn-Do", "Palmeto" or "Pido". Temporary boarding station of Pilot in inclement weather, "Pido" or "Palmeto".

ANCHORAGES: Limit: circle of diameter 20,000 m. Focus at entrance of No. 1 Tidal Basin lock gate.

Zone 1: Between 37° 27′ 35″ N. Ten miles width between West coast line of Walmido to Yung-jong do, village town; under 20,000 tons, vessel allowed to anchor in depth of 12–28 m.

Zone 2: Ten miles width between 27° 24′ N. and 37° 7′ 29″ N. Vessel over 10,000 tons allow3d to anchor in depth 10–20 m.

Zone 3: Inner Harbour, N.E. side water front of wharf.

RESTRICTIONS: A vessel having called at a Communist country in the preceding 6 months needs to obtain permission of Authorities.

MAX. SIZE: Length – 190 m. draft – 10 m.

RADIO: Address of Radio Station and call sign, Inchon Radio (HLC).

HEALTH: Entry prediction to be supplied to quarantine authorities by vessel's Agent 24 hours before arrival. Master required to complete Health Declaration when officer boards on arrival. Free pratique is automatic when coming from another Korean port.

TUGS: Eight tugs available up to 1200 h.p. One tug may be required for berthing.

DEVELOPMENTS: Increase in depth of 7·8 to 11·0 m.
New installation of berths: 50,000 T–1 Ea 40,000–1
30,000 –1 20,000–1
10,000 –4 8,000–8
5,000 –1

New tidal basin will be constructed by end of 1971. Nineteen new anchorages will be installed nearby.

STEVEDORES: No special ETA is necessary to arrange gangs.

MEDICAL: Launch is provided in emergency call to evacuate sick men. Modernised hospital is available. Provincial and Christian hospital.

TANKERS: T-2: Lat. 37° 26′ 30″ N. & Long. 126° 35′ 30½″, draft acceptable 40 ft, at East Side of B-8 anchorage. Three (3) mooring Buoys are equipped for mooring tanker with help or both bow anchors.

This mooring berth is used for U.S. Army/Navy tankers and vessels carrying petroleum products for Korea Oil Corporation (joint company with GULF). Sub-marine pipes are equipped to connect to the vessel.

Honam Buoys: Lat. 37° 29′ 00″ and Long. 126° 36′ 03″, draft acceptable 30 ft., at east side of A-3 anchorage. This berth is the private facility of the Honam Oil Refinery Co. (joint company with CALTEX) for discharge of their own petroleum products. Consisting of 4 mooring Buoys and sub-marine pipe lines.

DENSITY: Varies between 1022 and 1024.

FRESH WATER: Available. Twenty-two tons water tanker is utilised at $33.00 per ton charge.

FUEL: Available.

CUSTOMS ALLOWANCES: One carton cigarettes or 1 lb. of tobacco, and one bottle wine or spirits allowed, each man.

IDENTIFICATION CARDS: Crew required to carry valid identification cards at all times.

REPATRIATION: No facilities for crew changes or repatriation.

GANGWAY/DECK WATCHMEN: Ship security guard is required. Cost: day-time (0700–1800) W90.00 per man hour; night-time (1800–0700) W135.00 per man hour. Stream charge 30% additional.

OPENING/CLOSING HATCHES: Normally carried out by stevedores.

CONSULS: None.

REPAIRS: Deck and engine repairs possible. Floating cranes up to 60 tons capacity.

AIRPORT: 20 miles from port. Regular flights to Japan.

POLICE/FIRE/AMBULANCE: Police Officer (2) 0568; Fire Depot (2) 119; Medical Centre (2) 2535.

TELEPHONES: Portable communication facility is available (W30.00 per commun.).

TIME: Korean Standard Time. 9 hours ahead of GMT. No alterations during year.

HOLIDAYS: 1st January, 1st March, 5th April, 6th June, 17th July, 15th August, 3rd October, 9th October, 24th October, 25th December.

GENERAL: Tide condition is critical, swift currents (high tide: 9 to 10 m.) special attention is required.

SHORE LEAVE: 72 hours allowance; can be extended if required.

DELAYS: Can be caused by bad weather.

PORT AUTHORITY: Inchon Marine Bureau MOT. 57 Sun Rin Dong Inchon, (2) 285, (w) 0044–47.

KUNSAN (including Changhang) 35.55 N. 126.45 E.

The Port of Kunsan is situated on the Southern mouth of the Kum-River which flows into the Yellow Sea, and North Changhang.

DOCUMENTS:

6 copies Report (Ent/Departure).
6 copies Crew List.
6 copies Passenger List.
2 copies Crew Personal Effects List.
3 copies Passenger Luggage List.
2 copies Store List.
9 copies Manifest (dis./loading) only.

NOTICES: All vessels bound for Korean ports should give an ETA to the local Agents 27 hours prior arrival. This is essential to enable the Agents to notify the Port Authorities and arrange Pilot if necessary.

RESTRICTIONS: Vessels should enter during dayight hours only. Many small Korean fishing and cargo boats in this area display dim navigation lights or none at all at night. Pilot is not compulsory but all vessels calling at this port recommended employ a Pilot in view of the hazardous channel and tidal difficulties. Controlling depth 7 ft. Keel clearance of 2 ft. required.

PILOTAGE: The pilot station is situated at the Southern side of Piun Do (Hiyo To) Island the correct position of which is at 35° 56′ N. and 126° 27′ E.

RADIO: Kunsan Radio, call sign HLN operating on 500 and 484 kHz.

MAX. SIZE: Draft 18 ft. to 27 ft. dependent on height of tide.

TUGS: 5 tugs with respective capacity of 300 h.p. (1) 150 h.p. (2) and 80 h.p. (2) are available. One floating crane with capacity of 30 tons owned and managed by the Korea Dredging Corp. is available.

BERTHING: The port is controlled by Kunsan District Marine Bureau and all vessels come under jurisdiction of Kunsan Custom House. The anchorages in stream inner harbour can accommodate one or two vessels less than 1,000 gross tons, and outer anchorage (Yubudo Anchorage) accommodates one ocean going vessel drawing about 29 ft. There are 5 pontoon piers (3 for Kunsan and 2 for Changhang) each of which can accommodate an ocean-going vessel with maximum draft of 27 ft.

STEVEDORES: There is one stevedoring company with 14 wooden barges, 3 steel barges and 3 tug boats. Discharging capacities: average records per day of 24 hours: coal 1,500 tons; grain and wheat 1,600 tons; fertilizer 1,300–1,400 tons; cement 1,000–1,100 tons; lauan log 500,000 B/F Daytime only.

MEDICAL: Crew members should be in possession of health certificate showing vaccinations for smallpox and typhoid. In case health certificate has expired, the person(s) will be vaccinated/inoculated by a quarantine doctor at the cost of Wen.300 for each of the above vaccinations and Wen.1,000 should be paid in case new health certificate to be issued by the quarantine officials.

CURFEW: In Korea the curfew is still effective from 2400 to 0400 every day.

TIME: Korean Standard Time, GMT plus 9 hours.

HOLIDAYS: Public Holidays – New Year (January 1–3); Indepen-

dence Movement Day (March 1); Labour Day (March 10); Arbor Day (April 5); Memorial Day (June 6); Constitution Day (July 17); Liberation Day (August 15); Nation's Foundation Day (October 3); National Alphabet Day (October 9); United Nations Day (October 24); Christmas Day (December 25). (Can be worked if requested.)

Local Holidays. Work cannot be carried out on Lunar New Year's Day and the Moon Festival, about 15th August.

SHORE LEAVE: Crew shore passes will be issued by Port Immigration Office.

AUTHORITY: Kunsan Maritime Bureau.

MASAN: 35.11 N. 128.33 E.

DOCUMENTS:

6 copies Report (Ent/Departure).
6 copies Crew List.
6 copies Passenger List.
2 copies Crew Personal Effects List.
2 copies Store List.
9 copies Manifest (dis./loading only).

NOTICES: All vessels bound for Korean ports should give ETA to the local Agents 27 hours prior arrival. This is essential to enable the Agents to notify the Port Authorities and arrange a Pilot if necessary.

MAX. SIZE: The maximum draft admissible for entrance is 36 ft.

TUGS: 2 tug boats of 1,000 h.p. and 350 h.p. owned and managed by Masan District Marine Bureau available.

ANCHORAGE: Mooring capacity at anchorages: A–1, A–2, A–3 Depth 30 ft.; A–4, A–5, A–6 Depth 24 ft.; A–7, A–8 Depth 23 ft. Quarantine Station A Depth 36 ft.

BERTHING: Pier No. 1 provides 2 berths for ocean-going vessels and pier No. 2 only for vessels less than 800 gross tons due to insufficient water. Wharf capacity: Pier berth No. 1 and 2, length 162 ft. depth 24 ft. Pier berth No. 3 and 4 length 660 ft. depth 26 ft. Difference between high water and low water at spring only 9 ft. Pier No. 5 berth length 180 ft., depth less than 12 ft. Warehouse belongs to Masan Marine Bureau, capacity 10,000 cubic ft. located No. 1 pier in front of the ship alongside.

STEVEDORES: Korea Express Co., 8 barges (1,000 tons), 1 tug (145 h.p.); Hyopshin Stev. Co., 6 barges (1,000 tons), 1 tug 180 h.p.).

Discharging capacity – average records per day (24 hours).

Coal	in bulk	1,000 tons
Cement	in bags	1,000 tons
Grain & Wheat	in bulk	1,000 tons
Fertiliser	in bags	1,000 tons
Steel Scrap	in bulk	750 tons

MEDICAL: Crew members should be in possession of health certificate showing vaccinations for smallpox and typhoid. If the health certificate has expired, the person(s) will be vaccinated/ inoculated by a quarantine doctor at the cost of Wen.300 for each of the above vaccinations, and Wen.1,000 should be paid if new health certificate to be issued by quarantine officials.

CURFEW: In Korea the curfew is still effective from 2400 to 0400 every day.

TIME: Korean Standard Time – GMT plus 9 hours.

HOLIDAYS: Public Holidays:

New Year (January 1–3); Independence Movement Day (March 1); Labour Day (March 10); Arbor Day (April 5); Memorial Day (June 6); Constitution Day (July 17); Liberation Day (August 15); Nation's Foundation Day (October 3); National Alphabet Day (October 9); United Nations' Day (October 24); Christmas Day (December 25).

SHORE LEAVE: Crew shore passes will be issued by Port Immigration Office. Extension of shore passes should be made every 72 hours.

AUTHORITY: This port is controlled by Masan District Marine Bureau, under jurisdiction of Masan Custom House.

MOKPO: 34.37 N. 126.23 E.

DOCUMENTS:

6 copies Report (Ent./Departure).
6 copies Crew List.
6 copies Passenger List.
2 copies Crew Personal Effects List.
3 copies Passenger Luggage List.
2 copies Stores List.
9 copies Manifest (Dis./Loading only).

NOTICES: All vessels bound for Korean ports should give an ETA to the local Agents 27 hours prior to arrival. This is essential to enable the Agents to notify the Port Authorities and arrange a Pilot if necessary.

RESTRICTIONS: Mokpo is located at the South-western end of the Korean peninsula. The port is at the mouth of the Yungsan River which flows through the Yungsan peninsula. Kasako Island protects this port from heavy winds and swell. The Yungsan River provides 5 anchorages where 5 vessels of liberty type can berth at a time. The port is 30 miles from the pilot station off Ksasdo Island, in position 34° 27′ 20″ N. and 125° 02′ 05″ E.

Tide Information: maximum tide level at high water 4·5 metres; minimum tide level at high water 2·8 metres; average tide level at high water 3·5; Maximum tide level at low water 0·5 metres; Minimum tide level at low water 1·3 metres; Average tide level at low water 0·7 metres.

ANCHORAGE: Five anchorages in depths from 11 metres to 20 metres. Anchorage Nos. 2, 3, and 4 are better than No. 1 and 5 for discharging cargo because No. 1 is sometimes very dangerous due to strong tidal currents.

RADIO: Mokpo Radio. Call sign HIM operating on 500 and 484 kc/s.

BERTHING: Sam Hak Do Pier, length 168 metres and width 18 metres, where only one 8,000 ton ocean-going vessel can operate in 13 metres depth.

STEVEDORES: There are 3 stevedores companies with 28 wooden barges (1,680 tons), 7 steel barges (1,200) tons and 3 tug-boats.

MEDICAL: Crew members should be in possession of Health Certificate showing vaccinations for smallpox and typhoid. In case the Health Certificate has expired, the person(s) will be vaccinated/ inoculated by a quarantine doctor at the cost of Wen. 300 for each of the above vaccinations, and Wen. 1,000 should be paid in case new Health Certificate to be issued by the quarantine officials.

CURFEW: In Korea, the curfew is still effective from 24.00 to 04.00 every day.

TIME: Korean Standard Time, GMT plus 9 hours.

HOLIDAYS: Public Holidays: New Year (January 1st–3rd); Independence Movement Day (March 1st); Labour Day (March 10th); Arbor Day (April 5th); Memorial Day (June 6th); Constitution Day (July 17th); Liberation Day (August 15th); Nation's Foundation Day (October 3rd); National Alphabet Day (October 9th); United Nations Day (October 24th); Christmas (December 25th). Work can be arranged on all above holidays. Local Holidays: No work can be done on Lunar New Year or on the Moon Festival about August 15th.

SHORE LEAVE: Crew shore passes will be issued by Port Immigration Office. Extension of shore passes should be made every 72 hours.

AUTHORITY: Mokpo District Marine Bureau.

MUKHO: 37.33 N. 129.27 E.

DOCUMENTS:

6 copies Report (ent/departure).
6 copies Crew List.
6 copies Passenger List.
2 copies Crew Personal Effects List.
3 Passenger Luggage Lists.
2 copies Store List.
9 copies Manifest (dis./loading only).

RESTRICTIONS: Vessels bound for this port should anchor at the out-harbour awaiting for Quarantine Inspectors, and are required to radio the Harbour Master (6MF2/500 kc/s) the following, free of charge, at least 12 hours prior to the ship's arrival at the Quarantine Station, viz.: 1. Name and nationality of vessel; 2. Exact ETA at out-harbour (Quarantine or Pilot Station); 3. Maximum draft on arrival; 4. Description and quantity of cargo and the number of passengers, and so on.

ANCHORAGE: In Outer Harbour with max. draft 40 ft., 20,000 to 30,000 G/tonners, possible anchor near Quarantine Station, however, cargo work not possible due to no cargo gear and bad weather except under special circumstances.

BERTHING: Central Pier depth 18 ft. 05 in.; Coal Pier Conveyor A depth 21 ft. 00 in.; Conveyor B depth 21 ft. 09 in.; Stream berth depth, 21 ft. 00 in.; Ssangyong Pier depth 26 ft. 10 in; Ssangyong Pier depth 31 ft. 05 in.

Generally speaking, the loading berth at Coal Pier, Central Pier and Ssangyong Pier, is determined by ship's arrival order. However priority is often given to local vessels carrying domestic coal when domestic coal transportation is urgently required which could cause a rather prolonged wait. Therefore, all vessels bound for this port for coal/graphite/cement are recommended to contact Agents well in advance to ascertain the port conditions.

STEVEDORES: One stevedoring company: Korea Express Company Limited.

MEDICAL: Crew members should be in possession of health certificate showing vaccination for smallpox and typhoid. In case health certificate has expired, the person(s) will be vaccinated/ inoculated by a quarantine doctor at the cost of Wen.300 for each of the above vaccinations, and Wen.1,000 should be paid if new health certificate to be issued by the quarantine official.

CURFEW: In Korea the curfew is still effective from 2400 to 0400 every day.

TIME: Korean Standard Time – GMT plus 9 hours.

HOLIDAYS: Public holidays:

New Year (January 1–3); Independence Movement Day (March 1); Labour Day (March 10); Arbor Day (April 5); Memorial Day (June 6); Constitution Day (July 17); Liberation Day (August 15); Naton's Foundation Day (October 3); National Alphabet Day (October 9) United Nations Day (October 24); Christmas Day (December 25) Work can be done.

Local Holidays: No work can be done on Lunar New Year's Day and on the Moon Festival about August 15th.

SHORE LEAVE: Crew shore passes will be issued by Port Immigration Office. Extension of shore passes should be made every 72 hours.

AUTHORITY: District Marine Bureau.

POHANG: 36.02 12.22 E.

DEVELOPMENTS: A new pier under construction for discharging iron ore cargoes. One berth for 50,000 dwt bulk carriers and one berth for smaller vessels up to 5.000 dwt. Total length of new facility – 2,340 metres. Expected completion end 1971.

AUTHORITY: Pohang Composite Iron and Steel Works.

PUSAN: 35.07 N. 129.02 E.

DOCUMENTS:
4 copies Report of Entrance.
4 copies Crew List.
4 copies Cargo Manifest.
Stores List.
Crew Personal Effects List.
Currency List.
Passenger List.
Ammunition List.
Narcotics List.
Vessels with hazardous cargo must complete application to carry hazardous cargo and an application for anchorage of hazardous cargo vessel.

CERTIFICATES:
De-rat. Certificate or Exemption.
Inoculation and Vaccination Certificates for all crew members.

PILOTAGE: Professional pilot service is available at Pusan and contact can be made by telephone No. 6–1346 or 6–1743. Necessary for arriving vessel to notify Pilots of arrival 24 hours in advance. VHF unavailable. Formal address is: 73 2-Ka, Choong-Gu Taigyo-Ro, Pusan, Korea. Blast signal from vessel used to call Pilots. Pilot station position 35° 05′ 5″ N. 129° 05′ E.

ANCHORAGES:

Designation	*Depth*	*Capacity*
S-anchorage	8–9 m.	6 vessels of 300–2,000 t.
E-anchorage	11–12 m.	6 vessels of 8,000–12,000 t.
N-anchorage	7–10 m.	18 vessels of 500–6,000 t.

RESTRICTIONS: Only restriction imposed on an arriving vessel is on her call at ports of Communist bloc. Vessel having called at such ports within six months of contemplated entry of Pusan needs to obtain permission of authorities.

MAX. SIZE: No restrictions on length or breadth of a vessel. Draft should be less than 10 m. when vessel is alongside a pier, or 12 m. when anchored at an anchorage.

HEALTH: Quarantine clearance only effected in day-light hours. Entry prediction to be supplied to quarantine authorities by vessel's Agent 24 hours before arrival. Master required to complete Health Declaration when officer boards on arrival. Free pratique is automatic when coming from another Korean port.

RADIO: Pusan Harbour Radio Station: call sign, 6 MF. Frequency, 500, 434 kc/s. operation round the clock.

TUGS: Tugs join an arriving vessel at immediate interior to breakwater, Pusan Harbour. Ship's own lines are used.

BERTHING: Normally in daylight only.

	Length	*Beam*	*Draft*
Pier No. 1	407 m.	115 m.	28 ft.
Pier No. 2	407 m.	116 m.	28 ft.
Quay way No. 2	645 m.	—	27 ft.
Pier No. 4	556 m.	145 m.	29 ft.

STEVEDORES: On basis using full gangs per day, the capacity is: 1,000 L/tons on general cargo; 1,200 L/tons on grains; 1,500 L/tons on anthracite or coal.

MEDICAL: Service is available at short notice.

FRESH WATER: Available. Rate of water supply, 80 L/tons per hour. Charge: when carried by water barge, W250 per ton; when supplied at pier, W125 per ton.

FUEL: Availability on Bunker "A", Bunker "C", LRFO, LO and diesel oil.

FIRE PRECAUTIONS: Port has separate anchorage for tankers. Port requests for compliance with regulation not to contaminate waters with inflammable substances, e.g. petroleum products. Tankers are prohibited to clean tanks in port.

DEVELOPMENTS: Plans for building pier for exclusive use for discharge of coal for year 1971.

GANGWAY/DECK WATCHMEN: This service is available and charge is W60 per watchman.

OPENING/CLOSING HATCHES: Usually carried out by stevedores.

CUSTOMS ALLOWANCES: One carton cigarettes or 1 lb. of tobacco, and one bottle wine or spirits allowed, each man.

IDENTIFICATION CARDS: Crew required to carry valid identification cards at all times.

CONSULS:
Consul, Republic of China (Formosa) Tel. 4–0276
Consul, Japan ,, 22–0135

REPAIRS: All repairs can be effected.

DRY DOCKS:

Name of facility	*Capacity*	*Location*	*Remarks*
Korea Ship Building Eng. Corp. No. 1	5,000	Pusan	—
Korea Ship Building Eng. Corp. No. 2	10,000	Pusan	—
Korea Ship Building Eng. Corp. No. 3	100,000	Pusan	construction under way, to be complete by 1971.
Dae Sun Ship Building Corp.	400	Pusan	—

REPATRIATION: No facilities.

AIRPORT: Airport is at Suyeng about 12 km. from Pusan. Japan-bound plane takes off once a day.

TIME: Korean Standard Time. 9 hours ahead of GMT. No alterations during year.

HOLIDAYS: 1st January, 1st March, 5th April, 6th June, 17th July, 15th August, 3rd October, 9th October, 24th October, 25th December.

POLICE/AMBULANCE/FIRE: Police, 22–0863/2497; Ambulance, Pusan Quarantine Station, 6–1371, 4–5736.

TELEPHONES: "Port Telephone Service" operates for purpose of serving communication, on board–shore, the charge being: for first day of service, W4,972; from second day and on, W1,657 (above figure applies when ship is alongside pier); for first day of service, W7,650; from second day and on, W1,912 (above for ships at anchorage).

SERVICES: Adjustment of compass, available.

SHORE LEAVE: Allowed.

DELAYS: Port congestion is experienced occasionally.

AUTHORITY: Pusan District Marine Bureau. Tel. 4–0041/0043 or 6–0357.

ULSAN: 35.27 N. 129.23 E.

Korean Oil Company, Single Buoy Moorings.

DOCUMENTS:
3 copies of Manifested Parcels on Board.
3 copies of the Store List.
3 copies of List of Narcotics on Board.
3 copies of List of Arms and Ammunition on Board.
3 copies of List of Vessel's Foreign Currency.
3 copies of List of Crew's Foreign Currency.
3 copies of List of Vessel's Tobacco, Cigarettes, Spirits, etc.
13 copies of the Crew List.
3 copies of List of Crew's Personnel Effects, Tobacco, Cigarettes, Spirits, etc.
Crew's Vaccination Certificates.
Deratisation Exemption Certificates.
Clearance from Last Port.
10 copies of List of Landing Passengers, if any.
10 copies of List of Passengers in Transit, if any.
3 copies of List of Passengers' Baggage.

PILOTAGE: The seaward approaches to the Imodco Terminal mooring site are free of underwater obstructions and existing landmarks and navigation aids are adequate. Depth of water not less than 65 ft. in approaches. The Imodco Terminal can be approached with the summit of Pongdae San bearing 333° true. When in position the following navigation fix will obtain at the mooring site:

Pongdae San (summit) bearing 333° true distance 2,915 yds.
Pongjin Hang Light (end of breakwater) ,, 053° true ,, 4,770 yds.
Chuck To (centre cut) ,, 255° true ,, 3,800 yds.

A good radar echo will be obtained from the tanks ashore at approximately 20 miles, the Imodco buoys at a distance of 8 miles, and the small buoys, marking the floating hose heading off the Imodco buoy, at 1·5 miles.

Lights ashore, lights on the Imodco buoys and on the small buoys appear to be unreliable.

After clearing Customs a harbour Pilot will board the vessel to direct it to the buoy and conduct the mooring operations if required. There is no night mooring. However, unmooring is carried out during darkness as well as in day-light.

ANCHORAGE: Anchor the vessel about 1 mile South-east of the buoy, if the weather permits. In this location it is less difficult to find vessel, when in fog. Do not anchor less than 1 mile from buoy, and under no circumstances can the anchors ever be used on approaching the buoy terminal, chain cables and pipe-lines are located at this site and anchoring is strictly prohibited.

HEALTH: Entry prediction to be supplied to quarantine authorities by vessel's Agent 24 hours before arrival. Master required to complete Health Declaration when officer boards on arrival. Free pratique is automatic when coming from another Korean port.

RADIO: There is no marine radio telephone at Ulsan to communicate with on radio telephone frequency. A small transreceiver on shore can communicate with attendant launch.

BERTH DESCRIPTION: Two berths at single buoy moorings. 12·5 metres, red and white vertically striped buoys.

Lights on buoy: Alt. fl. RW. ev. 12 sec., visibility 5 miles or more; duration of each flash 4 sec.

Lights on hose: There are 3 red flashing marking buoys equally spaced along 675 ft. of hose, vis. 2 miles. All of the above lights are activated by photoelectric cells, and are fairly reliable.

Radar Reflector: On buoy's mast.

Fog Horn on buoy: 2 sec. blast; period 20 sec. range 1 mile; must be turned on at buoy.

Soundings at site: 11 fathoms.

BERTHING: Two launches are in attendance during mooring and unmooring operations. One launch will keep the hoses clear while the other handles the mooring ropes.

The vessel will be moored with four to five ropes off the bow. No ropes used from the well decks. One rope will be run single to the buoy to heave the vessel in proper position, all other lines will be used double by sending one end out through the port or starboard bow chock and hove back through the opposite side of the bow chock, sufficient slack is brought on board so that a complete set of turns can be securely placed on the bollards. A good messenger rope, about 3½ in. to 4 in. circ., at least 400 ft. in length, will be required to heave the lines around the mooring arm on the buoy and back on board the vessel. The first line used single will be doubled up last.

Both bow anchors are to be hove well up in the hawse pipes and properly secured before reaching the buoy mooring. Anchors are never to be used while on the buoy; they can foul buoy cables and pipe-line on the bottom if released.

There are two sets of 12-in. hose and one set of 8-in. hose. The 2–12-in. hoses are for crude oil and the 8-in. hose for gas oil. The

hoses are 675 ft. in length from the buoy manifold, and are floating in plastic-type doughnut-shaped floats. The hose connections are always made to the port manifold, and are lifted one at a time to the ship's manifold. Each hose, when full of cargo and equipment, is over 1½ tons in weight.

BUNKERS AND WATER: Available by barge only.

BALLASTING: After the vessel has been somewhat more than half discharged, the vessel should be ballasted to a safe margin, to draw not less than 12 to 13 ft. forward. This will avoid the vessel yawing widely on the buoy with strong winds and assist in avoiding contact with the buoy and hoses. Vessel will moor about 120 ft. from buoy.

CUSTOMS ALLOWANCES: One carton cigarettes or 1 lb. of tobacco, and one bottle wine or spirits allowed, each man.

IDENTIFICATION CARDS: Crew required to carry valid identification cards at all times.

REPATRIATION: No facilities for crew changes or repatriation.

TIME: Korean Standard Time, 9 hours ahead of GMT. No alterations during year.

HOLIDAYS: 1st January, 1st March, 5th April, 6th June, 17th July, 15th August, 3rd October, 9th October, 24th October, 25th December.

SHORE LEAVE: Allowed up to midnight.

GENERAL: Vessels arriving at Ulsan should radio to Agent at Pusan four days in advance information on size of vessel's manifold connections, as the adapters, if required, will have to be made by the Korea Oil Corp. This applies mainly to vessels arriving at Ulsan for the first time or in case there has been any alteration to the manifold since the last arrival.

While on the buoy the vessel will be required to provide sleeping quarters and linen for about eight to ten men; this includes the discharging Master and his apprentice. The standby men include launch-men and riggers; these men connect and disconnect hoses and are mainly kept on board for emergency.

The discharging Master will remain with the vessel during its entire operation on the buoy. Under certain conditions, should it become necessary, they may ask the vessel for meals; however, food for standby men is generally furnished from ashore.

The ship's engines must remain ready for immediate use.

AUTHORITY: Korean Oil Company, Ulsan.

YOSU: 30.51 N. 127.47 E.

Honam Oil Refinery Single Buoy Mooring.

DOCUMENTS:

Last Port Clearance.
Register.
12 copies of Crew List.
12 copies of Passenger Manifest.
3 copies of Store List.
3 copies of Bonded Store List.
3 copies of Arms and Ammunition List.
3 copies of Livestock List.
1 copy of Vaccination List showing dates of last smallpox and yellow fever vaccination, etc.

PILOTAGE: The approach to Yosu Gulf from the South is open and clear of dangers until vessel approaches "Tae Do" near which the pilot station is located. The depths of water vary from 40 metres off "Cah-To" to 20·5 metres in the vicinity of Tae Do.

From Tae Do the channel narrows and changes direction to the West North-west towards the town of Yosu. Off the South-west extremity of Namhae, where the channel is about 1·25 miles wide, course is altered to North by West into Yosu Gulf. The land on each side is mountainous and rises to an average height of 450 metres. The highest peak in the area is Mangun San, situated in the Northern part of Namhae and rises to an elevation of 785 metres.

At approximately latitude North 34° 47′ East are located 5 buoys and 1 lighthouse (beacon) for markers of the narrowest part of the channel. The buoys are numbered 1 to 5 with black buoys having even numbers. The course is laid midway between the buoys. About ¾ mile from the Imodco buoy a 13-metre patch is marked by a buoy.

RESTRICTIONS: Channel depth minimum 60 ft. The channel area to Yosu has been hydrographic surveyed and wire-dragged North of Latitude 34° 35′ 30″. A channel about 2½ miles wide and 15 miles long has been wire-dragged South of Latitude 34° 35′ 30″. The Western extremity of this channel is located about 3¼′ East of Chock-To Island. Daylight berthing only at the buoy terminal.

MAX. SIZE: Up to 60 ft. draft.

ANCHORAGE: Depth 14 fathoms. It is prohibited to anchor within 1 mile of buoy mooring.

HEALTH: Entry prediction to be supplied to quarantine authorities by vessel's Agent 24 hours before arrival. Master required to complete Health Declaration when officer boards on arrival. Free pratique is automatic when coming from another Korean port.

RADIO: Pusan Radio. There is at Yosu a non-commercial radio station with call signal 6 MY operating and listening on 500 kc/s. Manned by two operators with 24 hours service. The station is located at the Yosu Marine Bureau for the benefit of the port authorities, including the Pilot. The range of the station is about 100 nautical miles, and it is recommended that Masters communicate with this station giving their ETA at the pilot station. The communication from tanker to shore when moored at the Imodco buoy is by VHF transreceiver and is handled by refinery personnel on board. Messages should therefore be relayed to the refinery representatives.

TUGS: Two tugs available each of 1,000 h.p.

BERTHING: The approach to the buoy is made with minimum headway on the tanker and the first synthetic line to the buoy is supplied by the vessel, and by using this line the vessel is brought approximately 150 ft. from the buoy, when two 15-in. synthetic lines from the buoy are brought up to the ship and made fast. During the discharge operations engines must be ready on a moment's notice and sufficient officers on duty to man the bridge and the engine-room. In order to avoid riding up on the buoy and the cargo hoses stern movements with the engine may be required. On turbine vessels where the chief engineer is unable to completely stop his engines, the r.p.m. must be kept at a minimum. Vessels which are not able to conform with these regulations should advise Honam Oil representative in writing.

Honam Oil maintain a boat to bring the cargo hoses alongside and crew for connecting of same. The tanker's crew is, however, responsible for adjusting the boom and the gear necessary for this operation. The same procedure takes place upon completion of cargo.

MEDICAL: There are Medical facilities in Yosu Town. Inoculation and vaccination can be arranged with quarantine doctor. Deratisation Certificates can be arranged. Vessels requiring emergency medical assistance should contact agent immediately.

DENSITY: 1025.

FRESH WATER: No fresh water is available for delivery to ships.

FUEL: Bunkers available by barge.

REPAIRS: There are no repair facilities in Yosu, except for small jobs.

CUSTOMS ALLOWANCES: One carton cigarettes or 1 lb. of tobacco, and one bottle wine or spirits allowed, each man.

IDENTIFICATION CARDS: Crew required to carry valid identification cards at all times.

REPATRIATION: Crew changes or repatriation can be arranged.

TIME: Korean Standard Time, 9 hours ahead of GMT. No alterations during year.

HOLIDAYS: 1st January, 1st March, 5th April, 6th June, 17th July, 15th August, 3rd October, 9th October, 24th October, 25th December.

BALLAST: There are no facilities for reception of dirty ballast. It is the ship Master's responsibility to see that no oil or oily ballast is spilled or pumped overboard from his ship. Drip-pans must be used at all times and all scuppers must be plugged. The waters in or adjacent to the terminal must not be polluted and only oil-free bilgewater may be discharged at the terminal. If, during inspection or during progress of discharging, it is revealed that the vessel's tanks are not oil-tight, she will be refused further discharging, if so determined by the refinery representative.

SAFETY: Sufficient officers and crew personnel must always be on board to attend to the vessel and to cargo. Power must be available at all times on deck winches and windlass while the vessel is in the moorings. The presence of unauthorised craft along side is extremely hazardous, and Masters are requested to require all unauthorised craft to clear the vessel's side prior to commencement of cargo discharging. Master should shut down all cargo operations during severe electrical storms and under any circumstances which imperil the cargo operation.

SHORE LEAVE: Shore leave for ship's personnel is arranged by ship's Agent and the local authorities. The nearest town is Yosu, 40 min. boat ride from the terminal, which should be arranged by the Agent. Caution: Sufficient personnel must be on board at all times for letting go lines and clear the buoy immediately.

AUTHORITY: Honam Oil Refinery Co. Ltd., Yosu Refinery, PO Box 7, Yosu Chollanamdo, Korea.

Kuwait

MINA ABDULLA:

LOCATION: Mina Abdulla bounded on South by parallel of latitude 28° 55′ N. on the East by longitude 48° 18′ E. and on North by a line joining following points:

(1) 29° 01′ 45″ N.	48° 09′ 25″ E.
(2) 29° 01′ 45″ N.	48° 10′ 06″ E.
(3) 29° 02′ N.	48° 10′ 18″ E.
(4) 29° 02′ N.	48° 18′ 00″ E.

FLAG: Every merchant ship when entering or leaving port between sunrise and sunset shall fly her national flag and national flag of Kuwait and, when entering port, shall fly her signal letters. All vessels required to fly Kuwait flag on foremast during day-light hours. Flags may be obtained from Agent.

APPROACHES: Two oil-loading berths supplied by three pipelines are situated here. A number of large tanks define tank farm area. A refinery stands to South-west of tank farm. The flare is conspicuous. Other conspicuous objects in area are the radio tower, Mosque Minaret and the four leading beacons for two berths. These are lit for night berthing by three white lights on each beacon in the form of triangles, the beacon lights for Berth No. 1 are occulting every 5 seconds, the lights of No. 2 Berth are fixed.

When a vessel is ready to enter at the same time as another vessel is ready to leave the port, the outgoing vessel shall have priority over the incoming vessel, subject always to the provisions of the International Regulations for Preventing Collisions at Sea and to the requirements of safe navigation.

DOCUMENTS: Before leaving Kuwait the Master shall be responsible for obtaining a Port Clearance Certificate. The documents necessary for vessels to enter and leave Mina Abdulla are:

Enter

Ship's Manifest.
Bill of Health.

Crew List.
Clearance from Last Port.
Light Dues Certificate.
Clear
Register.
Load-line Certificate.
Radio Certificate.
Safety Certificate.
Last Port Clearance.

Masters and Agents of vessels shall, when called upon by a Customs Officer or Marine Officer, produce any documents relative to the landing or shipment of their vessel's cargo in the port. The Master or his representative is required to hand to the Company a written Notice of Readiness to load.

Discharging certificates of oil cargo loaded from Kuwait and neutral zone ports are to be sent to vessels' local Agents immediately duly attested by the Customs Authorities and Arab Consulate covering full quantity as per Bill of Lading.

If a vessel, which has not submitted the certificate for the previous voyage, calls for the second time, she will be allowed to load and sail only after paying a cash deposit of KD 2,000.

In order to avoid delay in berthing, loading and outward clearance for vessels, all owners must give instructions to Agents at discharging ports to forward relevant cargo discharge certificates to Agents at loading ports without delay.

PILOTAGE: Mooring Masters normally meet vessels within one-and-a-half-miles of terminal sea berths and will act as Pilot and as Company's Representative and remain on board during vessel's stay in port. Vessels requested to have pilot ladder of an approved pattern, safely and securely rigged, ready for immediate use, and long enough to reach Mooring Master's launch. When it is necessary for a vessel to anchor before being berthed she should do so in the recommended anchorage area. Two 45 ft. tugs painted blue with white superstructure assist berthing by running mooring lines to stern buoys. The pilot boat has a blue hull and white superstructure and is radar equipped.. The name "Independent" is on each bow and stern.

Vessels with a Mooring Master on board shall display International Code Flag "H" in a prominent position whilst manoeuvring under his advice, and shall, if so instructed by Mooring Master, display a flag indicating berth to which vessel is proceeding.

ANCHORAGES: Vessels requiring anchor for any reason in port limits should do so within area enclosed between positions:

29° 02′ N.	48° 14·3′ E.
29° 02′ N.	48° 15·1′ E.
29° 01·2′ N.	48° 15·1′ E.
29° 01·2′ N.	48° 14·1′ E.

or within reasonable proximity to the East if congestion arises in anchorage area.

All vessels and craft within the port shall be navigated with care and caution at a speed and in a manner which shall not endanger the safety of other vessels or craft. In particular, special care and caution is to be observed in passing vessels or craft of the following category: weight-lifting or deeply-laden craft, vessels which are mooring or moored at terminal buoys, vessels or craft in tow and vessels or craft engaged on diving, dredging, grabbing, pile-driving or construction work, survey operations or the removal of obstructions.

All vessels within the port shall anchor, or moor and unmoor, when and where required by the Marine Officer, and shall be moved from place to place as required and by such means or appliances as may be ordered by the Marine Officer.

Vessels or craft shall not anchor near any submarine lines within the port limits, unless engaged on work which, in the opinion of the Marine Officer, necessitates their doing so.

MAX. SIZE: No. 1 Berth, depth 43 ft. No. 2 Berth, depth 56 ft.

HEALTH: Quarantine regulations administered by Kuwait Government's Quarantine Medical Officer. Pratique granted at anchorage or berth.

Prior to arrival in port, free pratique, when applicable, should be requested through the vessel's Agent. Every vessel on arriving from a foreign port shall display the appropriate signal as required in the Quarantine Section of the International Code of Signals.

No craft, other than one having on board the Mooring Master or Port Health Officer, may approach any vessel entering the port and no other person may board any such vessel until free pratique has been granted.

Adequate covers shall be placed over all overside discharges.

Masters shall be responsible for ensuring that no unhealthy or offensive matter is deposited from their vessels on port premises. Any such matter so deposited that is, or becomes offensive, or, in the opinion of the Port Health Officer, injurious to health, may be removed, confiscated or destroyed and the place of deposit cleaned or disinfected on the direction of the Marine Officer at the expense of the Master responsible.

Any vessel, having on board offensive goods, or goods which, in the opinion of the Port Health Officer, are injurious to health, may be ordered to leave the port by the Marine Officer.

No ashes, refuse or other objectionable matter shall be thrown overboard from any vessel either on to any premises or into any waters of the port.

TIDE: The maximum tidal range is 10 ft. 6 in. and velocity of tide is from ½ to 2 knots.

DENSITY: Water density is 1.025 oz.

GEAR: Mooring Masters may decline to moor any vessel if in his opinion it is not equipped with satisfactory mooring facilities, lines and gear, etc.

Vessels shall provide such tackle as may be required for loading or discharging cargo.

Vessels berthed at sea terminals shall provide not less than six good quality mooring ropes and/or wire hawsers aft, each not less than 120 fathoms in length. An eye shall be spliced in ends of ropes to secure lines to pelican hooks on buoys. Two insurance wires are provided in each berth. Ships must have both anchors ready for immediate use each with minimum of chain as follows:

Below 10,000 dwt, 8 shackles. Between: dwt. 10,000–20,000, 9 shackles; 20,000–30,000, 10 shackles. Above: dwt. 30,000, 11 shackles; 40,000, 12 shackles. Above 60,000, 13 shackles; and above 80,000, 16 shackles. The term shackles is to be interpreted as a length of 15 fathoms. Masters shall be responsible for seeing that a strict watch is kept on their vessel's moorings to prevent ranging.

BALLAST: As soon as practicable after arrival, all vessel's tanks will be inspected for evidence of oil in ballast. During discharge of ballast, similar inspections will continue. If evidence of oil appears at any of these inspections, the ship must return at once to a point not less than 100 miles from the coastline and there completely discharge all oily or dirty ballast.

Masters will be required to sign a declaration certifying that any water ballast intended for discharge from vessel is clean and free from oil. Arrangements are being made by the Company for dirty ballast disposal facilities to be supplied in the near future, if and when required, by vessels in this port.

POLLUTION: Cases of discharging dirty ballast or oil spillages will be investigated and vessels are liable to fines and/or detention. Vessels shall not discharge into the water of the port any part of the content of their cargo, slop, or ballast tanks or bilges which is liable to pollute these waters. Masters shall ensure that pipe-line and equipment are clean before using them for discharging anything into the water of the port. Scuppers shall be plugged effectively and no leakage or spillage of petroleum on board shall be allowed to leak or be swept overboard.

The State of Kuwait has stringent laws in force concerning the pollution of the sea by oil. The following are two amended paragraphs of this law:

Paragraph 1, Art. 4. "A person responsible for any pollution as described in Articles 1 and 2 shall be punished by a fine of not less than one thousand and five hundred and not more than six thousand Dinars. In the event of his committing a similar crime within a period of one year from the date of his conviction, such a person shall be punished by a fine of not less than three thousand and not more than six thousand Kuwaiti Dinars, and in the event of his committing yet another crime within a year from this last conviction he shall be punished by a fine of six thousand Kuwaiti Dinars."

Paragraph 3, Art. 6. "The person responsible for pollution may suspend the detention order against the ship on payment, as a cash guarantee, of six thousand Kuwaiti Dinars to the official entrusted with the execution of such order."

BERTHING: Master shall, before berthing, advise Marine Officer of any special damage or disability to the vessel. No. 1 Berth lat 29° 01′ 16″ N. Long. 48° 11′ 52″ E. approximately, situated about 2 miles offshore in 43 ft. water LWOST over sand and coral with fair holding ground. A spar-buoy painted yellow with black bands marks end of submerged steel pipe-lines. A common bunker line to the berths, off-branches approximately 1,000 ft. South of Berth No. 1 and runs in to meet the direct line from shore to this berth. Ends of attached loading hoses marked by can-buoys on either side of the Spar. Four mooring buoys in Berth No. 1 and five in Berth No. 2 painted red and silver located in an arc, 1–2 cables approximately E.S.E. through South of S.S.W. from spar-buoys for vessel's stern moorings. Ship's anchors only are used forward No. 2 Berth (situated approximately half a cable South and nine cables East of Berth No. 1); Lat. 29° 01′ 0″ N. Long. 48° 12′ 51″ E. approximately. Depth of water in Berth No. 2 is 56 ft. LWOST over mud and clay which is excellent holding ground.

LOADING: Terminal has facilities to load at maximum rate of 1,500 tons per hour in Berth No. 1 and 2,800 tons per hour in Berth No. 2, but this loading rate can be achieved only when vessel is furnished with appropriate equipment.

Caution: The incoming oil stream is pumped from shore and it is extremely dangerous to close a ship's valve against the incoming oil stream. Such a procedure creates an excessive pressure, which may damage submarine lines, ship's pipe-lines or the terminal facilities. Vessels will be held liable for damages resulting from failure to observe this precaution.

Raising, connecting, disconnecting and lowering of submarine hoses will be performed by shore crew as advised by Mooring Master who will remain on board while ship is mooring, loading or discharging and unmooring. Vessels will provide winch drivers and remove such manifold blanking flanges and fit reducing pieces as required.

Deck hose connections from submarine lines as follows:

Cargo: 10 in. ID, working pressure 150 PSI, fitted with 150# ASA steel flanges. Bunker flanges 8 in. ID, working pressure 150 PSI, fitted with 150# ASA steel flanges.

Loading and discharging of petroleum vessels shall not be undertaken without permission of Marine Officer.

Loading and discharging of petroleum vessels shall not commence until:

(1) Master or Chief Officer has certified to Marine Officer that all necessary valves are open and that vessel is in proper condition to receive or dischage cargo.

(2) Master or Chief Officer has certified to Marine Officer that all ship's sea valves are closed or blankflanged except those required

for water circulation purposes, and that these regulations are being and will be observed.

(3) Ship's tanks have been inspected by an authorised inspector and passed as suitable for loading.

Throughout period of loading and discharging operations, following conditions shall be observed:

(1) A responsible ship's officer shall be on watch on board at a point near tanks which are receiving oil during process of loading. The company's staff have received instructions to stop loading immediately whenever this rule is disregarded.

(2) A capable member of ship's crew shall be stationed by ship's tank valves which are receiving oil during loading.

(3) All pipe-lines and hoses shall, while rigged for loading or discharging petroleum, be directly and continuously earthed and kept constantly under supervision.

(4) No petroleum shall be allowed to escape or overflow.

(5) The following signals will be observed, as well as the radio communications, between ship and shore:

Signal Flag by Day	*Starting*	*Light Signal by Night*
1 Red Flag	Slow Speed	1 Red Light
2 Red Flags	Full Speed	2 Red Lights
	Stopping	
1 Red Flag	Slow Speed	1 Red Light
All Flags Down	Stop	No Lights

(6) When normal ship-to-shore communication fails, the emergency signal to stop the oil flow will be a continuous blast on the ship's whistle until the oil ceases to flow. Steam or air should never be shut off from whistle during loading. When practical, means should be provided for blowing the whistle from the after section of the cat walk. Whenever an Emergency Whistle Signal is used, all loading operations in the berths will be shut down until normal communication is restored. For this reason it is requested that ships in the area refrain from using ship's whistle for other than essential purposes.

Load Lines: Masters are warned that their load lines are subject to scrutiny by the port officer from Mina Al Ahmadi on completion of loading or bunkering. It is in their own interest therefore, to observe the regulations, as vessels are liable to be delayed and have to pump ashore or be fined if overloaded, and Port Clearance withheld.

RADIO: Master shall inform Marine Aminoil at least 72, 48 and 24 hours notice of time of arrival via Kuwait Government Coastal Radio Station, call sign "9KK".

MEDICAL: Patients will in normal course of events be treated by Quarantine Medical Officer on board. Neither medical nor hospital facilities are provided by the Company. However, in cases of emergency those requiring urgent hospitalisation may be taken by vessel's Agent.

FUEL: Fuel oil bunkers can be loaded in either berth at a maximum rate of 500 tons/hour, thus raising the maximum loading rate of either berth by 500 tons per hour for fuel oil cargoes only.

FRESH WATER: Cannot be supplied at Mina Abdulla. In case of utmost need Agent may hire a barge with a capacity of 100 tons of fresh water from Kuwait, and send to Mina Abdulla.

CUSTOMS: Import of firearms and ammunition is forbidden. Under Kuwait Law No. 46, it is an offence to sell or trade liquor within the State of Kuwait. Any person convicted for selling, purchasing, giving away, accepting or acquiring in any manner, liquor or any intoxicating drinks for the purpose of trading and marketing shall be punished by a maximum 3 years imprisonment and a maximum fine of KD 300 or by only one of the two aforesaid penalties. Alcoholic beverage is strictly prohibited to be held out of bond. Master allowed to keep limited quantity in his cabin.

CONSULS: See "Shuwaikh". The American Consulate is situated just outside Kuwait town, some 30 miles from the terminal.

REPAIRS: No facilities.

REPATRIATION: Seamen arriving Kuwait Airport to join vessels at Kuwait ports can obtain transit visa at airport, if Agents arrange to submit necessary guarantee to Immigration Authorities confirming that they are in transit and joining vessels calling at Kuwait. In order to meet the crew at airport and arrange transit visa, cables confirming their arrivals and flight numbers are to be sent to Agents to reach them at least 24 hours before arrival of crew. Marine Superintendent of Owners, or Owners Representatives and businessmen visiting Kuwait must have valid visas. Such visas can be obtained from Kuwait Government's diplomatic missions abroad.

AIRPORT: Kuwait.

TIME: GMT plus 3 hours.

PROVISIONS: Aminoil does not provide any chandling facilities. Masters of vessels calling at Mina Abdulla must arrange for supplies through ship's Agent. Foodstuffs, beverages, tobaccos, etc., are available from ship chandlers in Kuwait in limited kinds and quantities. Prices a little more expensive than in Kuwait due to long transportation. Ship's Agent should be advised by cable well in advance.

CERTIFICATES: See "Documents". There is no organisation for dealing with Deratisation Certificate at Mina Abdulla. Agents are responsible for presentation of oil-discharging certificate to Customs authorities as guaranteed by them. All cargo discharge certificates duly attested by the Arab Consulate are to be sent to Agents directly.

SHORE LEAVE: At present, crews not allowed ashore at Mina Abdulla, and this rule will be strictly adhered to.

REGULATIONS: Main engines shall always be kept ready for immediate use. Steam pressure shall be maintained at minimum necessary to operate auxiliaries and to manoeuvre in case of need. Deck steam is to be maintained at all times.

Engine repairs which may prevent working of main engines may only be undertaken with written permission of Marine Officer.

Master shall at all times retain on board sufficient crew to work vessels.

Vessels shall have both anchors ready for immediate use on arrival and departure.

Vessels berthed at sea terminals shall not carry out engine trials without permission of Marine Officer.

Vessels berthing during hours of darkness must if available provide a portable light of an approved gas-tight pattern capable of being placed on either quarter of vessel to illuminate vessel's mooring ropes sufficiently for mooring boat.

Vessels shall provide an efficient accommodation ladder and boat rope for port authorities and, during hours of darkness, shall install adequate approved lighting for same. Failure to comply with this may lead to inward clearance being delayed by authorities, thus incurring delays to vessel.

No swimming in vicinity of vessels or from vessels in berth is allowed.

DRY CARGO: Masters shall be responsible for proper provision of adequate lights in all parts of vessel while work is being carried on in any area connected with discharging or loading of general cargo.

No damaged or leaking package containing any of the goods in Schedule of Dangerous Cargoes shall be landed on to any pier or conveyance before it has been inspected on board the carrying vessel by the Marine Officer and passed as fit for handling.

The Marine Officer shall have right to prohibit handling of any package he may consider to be detrimental to safe working of port.

Masters and authorised persons engaged in discharging or loading cargo shall not use, or permit to be used, any rope, tackle or other gear that may be worn, frail or otherwise unsuitable from any cause whatsoever for the purpose of lifting or lowering such cargo or other articles. Any authorised official may at any time examine such rope, tackle or other gear and prohibit their use if found unsuitable. No heavy lift cranes available.

AUTHORITY: American Independent Oil Company, Kuwait Office: Post Box No. 69, Kuwait, Arabian Gulf. Telegrams: Aminoil Kuwait. Tel. Kuwait 84201.

AGENTS: See "Shuwaikh".

MINA-AL-AHMADI

OPERATORS: Kuwait Oil Company Ltd.

LOCATION: Port of Mina al Ahmadi is open roadstead situated on Western shore of Arabian Gulf, and is contained between the port limits of 29° 02′ 45″ N. and 29° 10′ 00″ N. with seaward limit extending to 48° 11′ 30″ E. There are two piers and a sea island having a total of fourteen oil loading berths.

FLAG: National flag of Kuwait is to be flown at foremast head during vessel's stay in port.

NAVIGATIONAL AIDS:

Current hydrographic information may be obtained by radio from the "Middle East Navigation Aids Service, Bahrain".

Lights and Fog Signals

1. A white flashing light giving single flash every 10 seconds, 50 metres (164 ft.) above MHW, visible 36·1 km. (19·5 miles nautical) situated in Lat. 29° 04′ 30″ N. Long. 48° 08′ 30″ E.
2. A fog signal on the extreme South end of South Pier with characteristics of one 3-second blast every minute. Approx. position Lat. 29° 04′ 05″ N. Long. 48° 10′ 00″ E.
3. A fog signal situated on the North Pier with a characteristic of 2·5-second blast, 3-second silence, 2·5-second blast, 3-second silence, 2·5-second blast, 46·5-second silence. Approximate position 29° 07′ 24″ N. 48° 09′ 00″ E.
4. A fog signal situated on the Sea Island with a characteristic of 2 × 3 second blasts every 90 seconds. Approximate position 29° 06′ 48″ N. 48° 17′ 29″ E.

DOCUMENTS:

1. To obtain clearance inwards, following documents required by Agents:
   (i) Ship's Register.
   (ii) Safety Equipment Certificate.
   (iii) Safety Radio Certificate.
   (iv) Load Line Certificate.
   (v) Last Port Clearance.
   (vi) Two copies of Crew List showing names, nationalities and passport/seamen's book numbers.

Items (i) to (v) are returned to Master together with Port Clearance (valid 24 hours only) prior to sailing.

2. Customs boarding officers require following:
   (*a*) One Copy of Crew List.
   (*b*) Log Books covering period from last visit.
   (*c*) Completed Customs Declaration Form (supplied by boarding officer).
   (*d*) List of Ports visited with arrival and departure dates since last visit (form also supplied by boarding officer.)
   (*e*) Completed Ballast Form (form also supplied by boarding officer).
3. Immigration officials require the following:
   (*a*) Valid Passport or Seamen's Book – the latter is preferable for landing.
   (*b*) Letter of Guarantee from Agents (iv above).
   (*c*) Two copies of Crew Lists.
4. Early Departure Procedure. KOC Documents Section are now operating an Early Departure Procedure to cut down delays in

documentation. Masters may opt to use this scheme, full details of which can be obtained from KOTC.

5. Discharge Certificates: Discharging certificates of oil cargo loaded from Kuwait and neutral zone ports are to be sent to vessels' local Agent immediately, duly attested by Customs authorities and Arab Consulate covering full quantity as per Bill of Lading.

If a vessel, which has not submitted the certificate for the previous voyage, calls for the second time, she will be allowed to load and sail only after paying a cash deposit of KD 2,000.

In order to avoid delay in berthing, loading and outward clearance for vessels, all owners must give instructions to Agent at discharging ports to forward relevant cargo discharge certificates to Agent at loading ports without delay.

PILOTAGE: Vessels should arrive with sufficient clean ballast for safe manoeuvring under prevailing weather conditions. Under certain conditions the Pilot, after consulting the Harbour Master, may require additional ballast to be run in before berthing.

All berthing, unberthing and manoeuvring of vessels within the port limits, restricted area and prohibited anchorage must be done under the supervision of a KOC Pilot.

It is the duty of the Master to inform the Pilot of any special conditions, difficulties, or peculiarities whatsoever pertaining to his vessel which might impose hazards in connections with the handling, mooring, unmooring, loading or discharging of the vessel.

ANCHORAGES: The suggested anchorages in the port of Mina-al-Ahmadi have been laid out to facilitate shipping in general. These anchorage areas are outside of the port limits and clear of the prohibited anchorage and restricted areas. Depths in the anchorages range from 10 to 15 fathoms, the seabed is of sand and soft coral with mud patches and affords good holding ground.

Incoming vessels are assigned berths by the Harbour Master in accordance with time of arrival, type of cargo required, size of vessel and loaded draft. Endeavour is made to berth vessels on arrival and Masters will be advised prior to arrival of the pier at which they will berth. If a berth is not available, vessels will be requested to anchor in one of the three anchorages as follows:

1. To the North-east of the Sea Island and outside of the restricted area.
2. To the East of the North Pier, outside of the port limits and to the North of the prohibited anchorage.
3. To the East of the South Pier, outside of the port limits and between the Southern limit of the prohibited anchorage and the Northern port limit of Shuaiba Port.

To the East of the port limits exists a prohibited anchorage and a restricted area which embraces the Sea Island and submarine-feeder pipe-lines.

Positions of these areas are:

Prohibited anchorage	29° 05′ 00″ N.	to	29° 05′ 00″ N.
	48° 11′ 30″ E.		48° 15′ 00″ E.
	29° 07′ 00″ N.		29° 07′ 00″ N.
	48° 11′ 30″ E.		48° 15′ 00″ E.
Restricted area	29° 05′ 00″ N.		29° 05′ 00″ N.
	48° 15′ 00″ E.	to	48° 20′ 00″ E.
	29° 09′ 00″ N.		29° 09′ 00″ N.
	48° 15′ 00″ E.		48° 20′ 00″ E.

HEALTH:

Pratique. Depending upon advance radio information, free pratique may be granted by radio before arrival.

Regulations.

(i) All vessels must exhibit quarantine signals until quarantine formalities are completed or free pratique granted. By day, International Code Flag "Q"; by night, red light over white light. No person other than the Pilot is allowed to board any vessel either alongside pier or at anchorage until pratique has been granted.

(ii) Valid smallpox Vaccination Certificates for all crew members and passengers are required. Valid Cholera Certificates will be required from travellers coming from infected areas with the exception of children under one year.

(iii) Rat guards must be fitted to all moorings – this is being rigidly enforced.

(iv) Maritime Declaration of Health Form (supplied by boarding quarantine officer) to be completed.

(v) One copy of Crew List containing dates of vaccination and inoculation is required.

(vi) International Certificates of Vaccination and Inoculation to be available for inspection if required.

(vii) Details of air-conditioning available in vessel (form supplied by boarding officer).

(viii) A valid Deratisation Certificate must be produced. Facilities are available locally for renewal.

RADIO:

1. *Station:* All radio communications to the Company should be quoted in Greenwich Mean Time and should be routed through Kuwait Coast Station 9KK, details of which are given below:

412G Al Kuwait (9KK) 29° 10′ 09″ N. 47° 45′ 42″ E.

Frequency			*Hours*
(9KK) 430,* 450, 500	A1, A2	2 kW.	0300–2100
(9KK2) 4,287	A1	0·75 kW.	On request
(9KK3) 6,370	A1	0·75 kW.	On request
(9KK4) 8,525	A1	0·75 kW.	0300–2100
(9KK5) 12,895	A1	0·75 kW.	0300–2100
2,182, 2,200, 2,750	A3	0·1 kW.	0300–2100

* On request.

Procedure: Transmits traffic lists on 450 kc/s. each even hour; 8,525 and 12,895 kc/s. each odd hour plus 35, listens for 30 mins. thereafter: 2,750 kc/s. each odd hour plus 05.

2. *ETA:* 96 hours before arrival Masters should transmit to Kuoco through Al Kuwait Radio (9KK) the following information required by Kuwait Oil Company.

1. ETA.
2. Cargo and Bunkers required.
3. Notice of any repairs which may immobilise vessel.
4. Any special requirements regarding cargo documents.

The ETA should be confirmed 24 hours before arrival. The Master should also provide Agent with following information prior to arrival:

1. ETA.
2. Last port of call.
3. Any sickness on board.
4. Number of crew members unprotected against smallpox.
5. Number of crew to see doctor or dentist.
6. All requirements – provisions, supplies, lubricating oils, repairs, stores, machinery for landing, crew repatriation, etc.

3. *Radio Beacon:* A low power radio beacon call sign "9KU" frequency 312·6 kc/s. is situated at Lat. 29° 04′ 13·4″ N. Long. 48° 08′ 27·5″ E. Code transmissions are repeated every 20 minutes commencing on the hour throughout the 24 hours as follows: 9KU repeated 3 times for a period of 20 seconds followed by a dash for 20 seconds alternatively for a whole period of two minutes.

NOTICE OF READINESS: (*a*) *Vessels Berthing Direct from Sea:* The vessel will be advised by VHF or signal lamp. "Berthing on arrival" and the "Notice of readiness time" will be taken as the time the Pilot boards the vessel.

(*b*) *Vessels Anchoring and Awaiting Berth:* When a berth is not available, or in the absence of any communication from the shore the time of NOR is taken as the time the vessel anchors in the roads. Time of anchoring, together with position relative to South Pier Control, should be advised to the Harbour Master by VHF or through 9KK as soon as possible. All vessels at anchor are required to be ready to berth on receipt of one hour's notice from the shore; this notice will be given by VHF or lamp and vessels should ensure an efficient watch is maintained to receive this notice.

(c) *Cancellation of NOR:* If after receiving one hour's notice a vessel is not ready to berth when Pilot boards, at the expiry of that notice the original NOR will be cancelled and the Pilot withdrawn. The new NOR will be the time the vessel indicates to the shore that she has rectified the defect that originally prevented her from berthing. As vessels are normally berthed in strict order to NOR time a vessel could lose considerable time through not being ready, and Masters should ensure that delays of this nature do not occur.

TUGS: KOC maintain six diesel tugs for port use. Four of 1,500 h.p. with a bollard pull of 24 tons, and two of 2,500 h.p. with a bollard pull of 30 tons. Four tugs normally maintained on duty at all times. Hire charges for the services of Pilots, tugs and rope launches are covered by comprehensive port charges. Under normal operating conditions, no tug or other craft will come alongside the vessel before the Pilot boards; ship's personnel must not signal for tugs or other boats to come alongside.

MOORINGS: When at berth, vessels must be moored to entire satisfaction of Pilot. Vessels must be ready at all times to put out extra moorings as requested by pier personnel or dictated by weather changes.

Mina-al-Ahmadi is subject to sudden fierce squalls; winds of 70 knots have been recorded, therefore vessel's mooring lines must be checked frequently to prevent excessive movement of vessel in berth. Experience has shown that wholly synthetic moorings have too much elasticity and allow vessel to range or drift away from the berth during periods of adverse weather. Whilst these moorings are acceptable as head/stern ropes, it is felt that the ideal breast moorings should be of wire or a wire rope combination with the end being sent ashore fitted with a synthetic pennant or tail. This type of mooring provides the necessary elasticity while still being able to hold the vessel in position. All vessels moored with automatic tension winches must set the manual brakes on these winches.

BERTHING: There are two piers, 6 buoy moorings (seaberths) and a Sea Island.

South Pier. The South Pier is connected to the shore by an approach trestle, this trestle leaves the shore in position 29° 04′ North, 48° 09′ E., and runs seaward in an 071° 26′ direction for a distance of 4,200 ft. (1,280 m.). The "T" head is formed by the oil pier running Northwards in a 341° 26′ direction for 2,805 ft. (655 m.) and the general cargo/oil pier running southwards in a 174° 26′ direction for 1,076 ft. (328 m.). The pier is a steel piled structure with a wooden deck, 24 ft. above LWOST. The South Pier has 6 oil-loading berths, plus 2 berths which can be used for general cargo or oil loading; details of these berths are as follows:

Limiting Depths and Berth Lengths

Berth	*Depth at LWOST*	*Nominal length*
1	48 ft.	660 ft.
2	47 ,,	675 ,,
3	47 ,,	705,,
4	50½ ,,	765 ,,
5	41½ ,,	765 ,,
6	43½ ,,	705 ,,
9	44 ,,	615 ,,
10	49 ,,	1,050 ,,

All the above berths are equipped with 10-in. cargo hoses and 8-in. bunker hoses. In addition, No. 10 Berth has 8-in. hoses for loading LPG.

North Pier. The North Pier is situated 3·5 nautical miles North of the South Pier and connected to the shore by an approach trestle which runs seaward from 29° 07′ 04″ N. 48° 08′ 10″ E. in a direction of 071° for a distance of 4,754 ft. (1,449 m.); the head is formed by the oil pier which runs Northward in a direction of 341° for a distance of

2,304 ft. (702 m.). The pier is a steel piled structure with a wooden deck, 20 ft. above LWOST. The North Pier has 4 oil-loading berths details of which are:

Limiting Depths and Berth Lengths

Berth	*Depth at LWOST*	*Nominal length*
11	60 ft.	1,008 ft.
12	59 ,,	1,296 ,,
15	57 ,,	792 ,,
16	57 ,,	740 ,,

Berths 11 and 12 each have 4×12 in. cargo hoses, 1×12 in. Chiksan arm and 2×8 in. bunker hoses. Berths 15 and 16 each have a Chiksan loading unit consisting of 4×12 in. cargo arms and 2×8 in. bunker arms. To facilitate the connecting of hoses on Berths 11 and 12, North Pier vessels are requested to retain sufficient ballast so that their manifold height above zero ft. tide does not exceed 60 ft.

Sea Island Terminal. The loading platform of this new terminal is located in position 29° 06′ 48″ N. 48° 17′ 29″ E., approximately 7·4 miles East of the North and South Piers. This terminal is a steel piled structure in 94 ft. of water (LWOST). It consists primarily of a central loading platform with control tower, six mooring and four breasting dolphins, all interconnected by catwalks. The terminal, which lies in 330°–150° direction, is some 1,620 ft. in length. The height above datum of the loading platform is 44 ft. Two vessels can be accommodated at any one time on the terminal. Crude oil is fed to the terminal by a 48-in. submarine line and heavy fuel oil by a 20-in. submarine line. To mark the run of these pipe-lines from the shore, 3 light buoys lettered "A", "B" and "C" have been established. Details are given in the list of Navigational Aids. LFO and DO bunkers are not available at the Sea Island.

Sea Berths. There are 6 sea berths in the port of Mina-al-Ahmadi; 2 are situated to the South of the South Pier and the remaining 4 to the North of the South Pier. They are lettered from North to South, i.e. "H", "E", "D", "B", "A" and "J". Depth of water in the berths varies from 47 ft. to 52 ft. Mooring buoys and submarine pipe-lines for all of these berths are still in position, but none of the berths are in general use at the present time.

Manifold Loading Connection Sizes. North Pier cargo flanges are 12 in. and bunker flanges 8 in. standard 150#ASA. South Pier cargo flanges are 10 in. and bunker flanges 8 in. standard 150#ASA. Sea Island Terminal cargo flanges are 16 in. and bunker flanges 12 in. standard 150#ASA.

Reducers. All vessels using the port of Mina-al-Ahmadi, should be equipped with reducing spools to fit these loading connections. These fittings should be in place prior to berthing to help expedite the vessel's turn-around time.

Slops. A 6 in. slop-line is available on all berths on North and South Piers for reception of slops. For first 3 hours use of this facility is free, for each additional hour or part thereof, a charge of KD. 25 is made. Reception of slops is necessarily slow and a vessel may be considerably delayed in having to pump slops ashore. Vessels are therefore expected to arrive with clean ballast and Masters are asked to certify that all tanks and lines have been thoroughly washed unless "load on top" techniques are being operated.

FUEL: Heavy, light and diesel fuel can be supplied on all berths except the Sea Island, where only heavy fuel is available. Approx. Specifications:

	API	*Viscosity*	*Sulphur content*
Heavy Fuel	15·2–15·8	2,900–3,400	4·0 or less
Light Fuel	19·0–20·0	600	3·5 or less
Diesel Fuel	35·5–36·5	36	1·5 or less

Lubricating Oils are available in drums in limited quantities.

DRY CARGOES: Dry cargo vessels will either discharge into lighters in the anchorage or alongside South Pier at berths No. 9 or No. 10, subject availability of berths.

Cargo Cranes. Portal cranes of 5 tons capacity on berths 9 and 10, also a stiff-leg derrick with a lift of 54 tons on berth No. 10A. However, vessels are expected to have their own cargo equipment ready for use in case this gear is required.

Explosives. Cargo vessels carrying explosives are not allowed alongside piers.

Barges. Company barges available for use in discharging dangerous cargoes or other cargo in the anchorage.

Stevedores. Agents will arrange stevedores to work cargo whilst KOC will provide launch, barge and shore labour.

VHF: A short range VHF radio telephone Port Control system is in operation and continuous watch is maintained on International Channel 16. Port Working Channels are:

Channel	*Function*
11	General Port Working
12	Pilot and Tugs North/South Pier/Sea Island
13	Sea Island Loading
14	Pilot and Tugs North/South Pier/Sea Island
26	Public Correspondence
27	,, ,,

Vessels bound for Mina-al-Ahmadi should contact Port Control calling "Mina South Pier" on Channel 16 a few hours before arrival.

N.B. As Channel 16 is reserved for Calling, Safety and Emergency, vessels should refrain from using this channel unnecessarily.

MEDICAL: Patients will normally be treated at pier dispensaries, where doctors are on duty between 0800–1200 hours and 1500–2000 hours daily. In emergencies doctors are available any time. Patients requiring hospital treatment will be transported by Agents to either KOC hospital in Ahmadi or to State hospital in Kuwait. Dental treatment can be arranged by Agents.

FRESH WATER: *North and South Piers.* Fresh water is in short supply and cannot normally be supplied to ships. In an emergency, small amount may be supplied at cost of KD. 1,000 per ton. Fresh water is not available on the Sea Island.

DEEP WATER DEPARTURE CHANNEL: A comprehensive survey was carried out to determine the route of the departure channel for the larger and deep draft vessels leaving the port of Mina-al-Ahmadi in a loaded condition. This channel is some 28 miles in length; it extends from the Sea Island Terminal to Madaira Reef and is marked by 21 light buoys and 2 light beacons, one established on Taylor Rock and the other on Madaira Reef. In addition to the above aids, Madaira Reef Light Vessel has been re-positioned further to the East and renamed Ahmadi to act as a fairway mark. Vessels which by reason of their draft are confined to this deep water channel and consequently hampered in their freedom to manoeuvre, will exhibit the following signals:

(i) *By day.* A black cylinder 4 ft. long by 2 ft. in diameter exhibited where it can best be seen.

(ii) *By night.* Four red lights vertically disposed spaced 3 ft. apart with an all round visibility of 4 miles exhibited where they can best be seen.

The exhibition of these signals in no way absolves any vessel from taking all appropriate action to avoid collision as required by the International Rules and Regulations for Preventing Collisions at Sea, but if a deep draft vessel is in doubt that an approaching vessel is not giving her sufficient room to manoeuvre she should indicate such doubt by giving at least five short and rapid blasts on her whistle.

Vessels having less draft should when able to do so give way to vessels exhibiting and sounding these signals and indicate this intention by giving one short blast followed immediately by one long blast on the whistle. Normal sound signals for vessels in sight of another should then follow.

Anchoring and fishing are forbidden within the deep water departure channel.

The departure channel is marked by buoys and beacons.

CUSTOMS: Local officials carry out inspection to confirm that all alcoholic beverages are under lock and key during the vessel's stay.

(i) Personal effects mainly required for personal use and not for re-sale or purpose of commercial gain are allowed free of duty. However, all other goods are subject to a 4% ad valorem duty (CIF value). Suppliers invoices and Certificate of Origin are required for clearance.

(ii) Importation and the sale of alcoholic beverages is strictly prohibited.

(iii) All goods for landing from tankers must be declared to boarding Customs Officer and necessary documentation completed.

(iv) Israeli goods, goods made by companies having interest or branches in Israel, Israeli vessels and vessels trading with Israel are boycotted and not allowed entry into Kuwait.

IMMIGRATION:

(i) Nationals of all friendly countries normally allowed to land. Israelis forbidden entry into Kuwait.

(ii) Transit visas should be obtained from Kuwait Embassies and Consulates abroad. However, in emergencies entry visas can be arranged at airport.

(iii) Transit passengers having valid connecting airline ticket to next port are allowed to land without visas up to 24 hours, extendable to 48 hours if required.

(iv) Seamen of all freindly countries normally allowed to land in transit to join vessels, without visas but on Agents guarantee. Advance information regarding names, nationalities, age, sex, etc. is required by Agents in order to facilitate reception and immigration clearance. *N.B.* Thursdays and Fridays are Company holidays.

(v) Seamen allowed to land for hospitalisation, repatriation, transfer, etc., on a written undertaking that all expenses are met by Agents on behalf of Owners.

(vi) Passports must be valid for Kuwait for citizens of all countries. Stateless persons are required to have a visa before arrival in Kuwait.

CONSULS: Most friendly countries maintain Embassies or Consulates in Kuwait Town.

TIME: Kuwait State bases local time on the 45th meridian (GMT plus 3 hours). This time is in force the whole year.

SERVICES: Order avoid delay, vessels requiring any of following services should advise Agent prior arrival giving fullest possible details.

Repairs. Local repair companies can undertake limited repairs of a general nature.

Divers. Services of Company Divers may be available to vessels where it is essential that diver's services required to enable vessel to sail.

Provisions. Normally provisions of all categories are in ample supply and services are operated by various ship chandlers. When ordering stores Master should indicate the ship chandler they wish to use.

Laundry. Some ship chandlers operate a laundry service.

Oil Inspectors. An independent oil inspection service is maintained at Mina-al-Ahmadi by E. W. Saybolt & Co.

Seamen's Services Centres. Centres on both North and South Piers open to visiting seamen from 0700 hours to 2200 hours daily. During these hours, soft drinks, ice cream, cigarettes, postage stamps, etc. may be purchased. A barber's shop is located in each centre. Cinema shows held daily on North and South Piers. Timing of these shows is arranged as far as is possible to accommodate ships' crews. Details of day's programme available from Services Centre on each pier. Film exchange facilities available at both centres.

Lloyds Register of Shipping. Office in Kuwait Maritime and Mercan-

tile Co. building and undertake all marine and non-marine work. Lloyds Register of Shipping, PO Box No. 78, Kuwait, Arabian Gulf. Tel. 34181. Cables: "Gray Kuwait". Telex: 005. Surveys, etc. for other classification societies can be arranged through KOTC.

SHORE LEAVE: Ship's personnel and passengers not permitted ashore for any purpose whatsoever until pratique granted. All shore leave is contingent upon compliance with quarantine regulations and, under limited conditions and hours, shore leave may be granted. Masters should consult Agents to obtain the necessary passes.

REGULATIONS:

(*a*) *Local laws.* The laws of Kuwait are in force at the port of Mina-al-Ahmadi. Masters and crew members are advised for their own protection to abide by them. Comprehensive regulations governing the use of the port are promulgated in Law No. 21 of 1961. Masters of visiting vessels should acquaint themselves with this law.

(*b*) *Pollution.* The State of Kuwait has stringent laws in force concerning the pollution of the sea by oil. The following are two amended paragraphs of this law:

Paragraph 1, Art. 4. "A person responsible for any pollution as described in Articles 1 and 2 shall be punished by a fine of not less than one thousand and five hundred and not more than six thousand Dinars. In the event of his committing a similar crime within a period of one year from the date of his conviction, such a person shall be punished by a fine of not less than three thousand and not more than six thousand Kuwaiti Dinars, and in the event of his committing yet another crime within a year from this last conviction he shall be punished by a fine of six thousand Kuwaiti Dinars".

Paragraph 3, Art. 6. "The person responsible for pollution may suspend the detention order against the ship on payment, as a cash guarantee, of six thousand Kuwaiti Dinars to the official entrusted with the execution of such order."

(*c*) *Certificates.* All vessels must comply with International Safety Regulations and ensure that ship's certificates, i.e. Safety Radio, Safety Equipment and Load Line are valid. Facilities are available for renewal or extension providing proper notice is given. At least 48 hours should be allowed *excluding* Thursday, Fridays or other local holidays.

AGENT: Kuwait Oil Tanker Co., PO Box 7055, Fahaheel, Kuwait. Cables: "Minatank Kuwait". Tel. 911, 759, 911–811. Telex. 176 and 014. (For Agency of dry-cargo vessels – see "Shuwaikh".)

SHUAIBA: 29.02 N. 48.08 E.

All vessels should hoist the Kuwait flag.

PORT LIMITS: Shuaiba port limits defined as follows:

Inner Harbour: *On the West* by the coast line. *On the North* by a line from the coast due East on parallel 29° 02′ 45″ N. to 48° 12′ 42″ E. *On the South* by a line from the coast on parallel 29° 01′ 45″ N. and East to 48° 09′ 58″ E. Thence, 45° to 29° 02′ 00″ N. through 48° 10′ 15″ E. Thence, due East parallel 29° 02′ 00″ N. to 48° 12′ 42″ E.

Outer Harbour: *On the North* by parallel 29° 02′ 45″ N. *On the South* by 29° 02′ 00″ N. *On the West* by 48° 12′ 42″ E. *On the East* by 48° 15′ 07″ E.

Shuaiba port includes the main quay, the barge and small boat jetty and the oil pier.

DOCUMENTS: 10 copies of Cargo Manifest (3 copies duly signed by Agent at loading port) and one copy each of hatch list and stowage plan. Also 2 copies of Crew List to be presented to Customs Office.

N.B. A copy of complete set of Inward Manifests and a copy of the Stowage Plan covering cargo for discharge at Shuaiba has to be passed to Authorities by Agents at least 24 hours before vessels expected time of arrival, otherwise berthing likely to be delayed.

PILOTAGE: Pilotage available and request for Pilot should be made to Port Signals Station, or to look-out Signal Station when in use.

ANCHORAGE: (Also see "Radio".) Safe anchorage will be found in following positions: Latitude 29° 02′ 24″ N. Longitude 48° 12′ 15″ E. With KOC South Pier, Mina-al-Ahmadi bearing 305° 2·7 miles, bearing from seawards. Gives good anchorage in 10 fathoms, good holding sand and clay.

MAX. SIZE: See "Berthing".

HEALTH: All vessels are boarded by quarantine officer and pratique is given only after checking valid Cholera and Vaccination Certificates.

RADIO: Give ETA well in advance and confirm ETA 48 hours before arrival through Kuwait Coast Station 9KK. A shore station at Shuaiba has been established and operates on following frequencies: 156·80 Mc/s. PS: Channel 16, int'l and safety channel. 156·65 Mc/s. PS: Channel 13, port and operations channel. 156·45 Mc/s. PS: Channel 9, berthing operations channel.

TUGS: Tugs lines will be used.

BERTHING: Vessel has to give arrival time and fore and aft draft to Harbour Master. Normal official hours for berthing and departure on Saturdays through Wednesdays, count from 0700 to 1600, on Thursdays from 0700 to 1200.

A. Main Quay Mole: Has two berthing areas: sea side and shore side. Effective Berthing Area Shore Side: 457·20 m. = 1,500 ft. Will accommodate three 500 ft. vessels on the following drafts: Inside Berth No. 1: draft 9·14 m. = 30 ft. Middle Berth No. 2: draft 10·67 m. = 35 ft. Seaward Berth No. 3: draft 10·67 m. = 35 ft. Effective Berthing Area Sea Side: Main quay mole: 350 m. = 1,148 ft. Consisting of No. 4 and 5 Berths which will each accommodate a 350 ft. vessel on 22 ft. draft. They can be used only during fine weather. Seaward side berths are to be used in fine weather and are not fitted with travelling cranes. Two 10-ton mobile cranes are available when required.

B. The Oil Pier: Runs slightly West of North, and slightly East of South, has two loading berths, one seaward and one inshore. Seaward Berth: Length 300 m. = 948 ft. Will accommodate a vessel of 275 m. = 900 ft. on 45 ft. draft providing connections reasonably centred on vessel. Inshore Berth: Length 260 m. = 852 ft. Will accommodate a vessel of 245 m. = 800 ft. on 40 ft. draft. Barge Harbour: Situated North of the main quay mole which will accommodate barges and small crafts of less than 4 m. = 13·1 ft.

C. Cargo Loading Facilities – Oil Pier: Loading points on seaward berth situated in middle of berth. Loading points are 450 ft. from causeway on inner berth. Seven feeder lines in each berth: One 20 in., three 16 in., two 12 in., and one 8 in. These are connected to 12 in. loading lines for connection to vessel. The loading lines are all metal – supported by a loading arm.

D. Shore Facilities: Oil Pier: Slop discharge line 8 in., and fresh water line with 4 in. main lines, branch lines 3 in. with 8 fresh water hydrants. Loading rates of water: 20 tons per hour. Main Quay Mole: The shore side of the main quay mole is fitted with 5 electric travelling cranes, 3×5 tons capacity and 2×3 tons capacity.

E. Allocation of Berths:

Berth No.	*Allocation*
1	Discharging
2	Loading
3	Optional – Discharge/Load
4	Optional – Discharge/Load
5	Optional – Discharge Load

The allocation of an optional berth is at the sole discretion of the Harbour Master and Traffic Manager.

A vessel arriving at the port to load may berth at No. 1 and similarly a vessel wishing to discharge may berth at No. 2, but it must be clearly understood that any vessel so doing is only berthed at that berth on sufferance and will be required to vacate the berth if a vessel arrives which has a claim to it.

STEVEDORES: Stevedores aboard ship will be provided by ship's Agent. Labourers in barges and ashore will be provided by port of Shuaiba but under ship's responsibility for breakage, pilferage, etc. Vessels will be required to maintain a minimum daily tonnage dependent on the type of cargo they are carrying. Ships failing to achieve the average daily rate laid down will be liable for a penalty charge of (approx.) KD.200 per day, for every day or part thereof, they remain on the quay over the prescribed period.

Minimum Daily Rates. Cement, 1,700 tons; fertiliser, 1,700 tons; charcoal, 800 tons; general cargo, 400 tons.

Shore cranes are available for ships to enable them to achieve these rates and ships Agents, importers and exporters are expected to make use of them.

No cranes over 20 tons lifting capacity available. Regarding landing of heavy lifts on quay, permission has to be obtained from the Port Authorities each time in advance. On the quay pieces up to 300 tons have been discharged.

MEDICAL: Advance notice required if medical attendance needed on board.

DENSITY: 1025.

FRESH WATER: Also see "Berthing – D". All berths fitted with fresh water connections. Cost of water (approx.) fils 280 per ton. No water barge available. Vessels can obtain water according to requirements.

FUEL: The Kuwait National Petroleum Co. KSC, Kuwait, supply marine fuel and diesel oil at cargo wharf and oil jetty at Shuaiba. Specifications as under:

	FO 1500	*MDO*
Ash % wt. max.	0, 5	0, 01
Pour point degs. C (degs. F.) Max.	10 (50)	2 (35)
Specific Gravity 60/60 degs. F. max.	0·99	–
Sulphur % wt. max.	3·7	1·8

Bunker nomination is to be arranged through Kuwait National Petroleum Co. (U.K.) Ltd., 25 St. James Street, London S.W.1; cables: "Kunpetco", London S.W.1. Telex: 261998.

Facilities on main quay mole for bunker fuel, gas oil and marine diesel oil in berths 1 through 4 only.

DEVELOPMENTS: The port of Shuaiba, mainly intended for exports, will be extended by adding another finger jetty able to accommodate 3 more ocean-going vessels. This is a 5-year plan.

GANGWAY/DECK WATCHMEN: Not necessary in port area.

OPENING/CLOSING HATCHES: Opening and closing of hatches normally carried out by stevedores on liners, and by ship's crew on charter vessels.

CERTIFICATES: All usual documents such as:

Ship's Manifest.
Bill of Health.
Crew List.
Clearance from Last Port.
Passenger Manifest, if any.
Store List.
Bonded Store List.
Safety Radio Certificate.
Bill of Measurements, etc.

CUSTOMS ALLOWANCES: Tobacco. No restrictions. Wine and/or spirit. Alcoholic beverage strictly prohibited to be held out of bond. Master allowed to keep limited quantity in his cabin.

CARGO GEAR: Ship's gears and shore cranes used for discharging; slings and pallets can be hired from the port. Shore cranes capacity 3–5 tons.

IDENTIFICATION CARDS: Passport or seamen's book necessary.

CONSULS:

Algeria	31587	Republic of China	23993
Czechoslovakia	23806	France	25066
India	33852	Iran	39506
Iraq	20465	Japan	39984
Jordan	39506	Lebanon	39921
Morocco	32103	Pakistan	39107
Poland	21096	Saudi Arabia	33001
Sudan	39551	Syria	31705
Tunis	28361	U.A.R.	39555
U.K.	32047	U.S.A.	24156
U.S.S.R.	31422		
Consular:			
Austria	33666	Belgium	21899
Costa Rica	27185	Cyprus	33075
Denmark	23376	Germany	23031
Norway	33735	Paraguay	35147
Sweden	26908	Switzerland	31142

REPAIRS: Small repairs can be arranged if sufficient notice is given.

DRY DOCK: No dry dock available.

REPATRIATION: Can be arranged. Entry visa regulations have been enforced in Kuwait, and the following is roughly the procedure in respect of crew changes:

1. Seamen arriving at Kuwait Airport to join vessels at Kuwait and neutral zone ports can obtain transit visa at Airport, if Agents arrange to submit necessary guarantee to Immigration authorities confirming that they are in transit and joining vessels calling at Kuwait and/or neutral zone. Order meet crew at airport and arrange transit visa, cables confirming their arrivals and flight numbers are to be sent to Agents to reach them at least 24 hours before arrival of crew.
2. Marine superintendent of owners, or owners' respresentative and businessmen visiting Kuwait must have valid visas. Such visas can be obtained from Kuwait Government's diplomatic missions abroad.

TIME: GMT plus 3 hours.

HOLIDAYS: New Year's Day, Eid Al Fitr, Accession to the Throne, Eid Al Haj, 1st Muharram, Prophet's Birthday, Rajab. Dates are subject to alteration.

TELEPHONES: Telephone sockets fitted on North side of Main Quay Mole for convenience of vessels requiring a telephone on board.

SPECIAL SERVICES: Swedish Welfare for Seamen; Lloyd's surveyor; Butterworth Tank Cleaning Machines and Equipment; and also underwater cleaning.

SHORE LEAVE: Permitted.

PORT REGULATIONS: Until further notice all Kuwait Customs and Port Regulations will be effective at Shuaiba port including prohibition of sea water pollution.

AGENT: For dry-cargo vessels only: International Shipping Agency Ltd., Abdulla Ali Reza Building, Fahd Al Salem Street, POB 20637, Kuwait, State of Kuwait. Cables: "Shipagent", Kuwait. Tel. 205 07, 269 08, 228 41. After office hours: 218 52, 314 29. Telex: 208 (answer back: "Isaship Kuwait").

SHUWAIKH: (Kuwait Harbour) 29.21 N. 47.55 E.

DOCUMENTS: 11 copies of Cargo Manifest, whereof 3 copies duly signed by Agent at loading port, and one copy each of Hatch List and Stowage Plan. Also 2 copies of Crew List to be presented to the Customs Office.

PILOTAGE: Pilotage service available and request for Pilot should be made to Port Signals Station, or to look-out Signal Station when in use. Ships proceeding through the dredged channel to Shuwaikh are boarded by the Pilot in the anchorage.

ANCHORAGE: Vessels anchor without Pilot in position 29° 20′ 5″ N., 47° 56′ 02″ E.

MAX. SIZE: Draft 29 ft. 6 in. Vessels of more than 22 ft. draft have to wait for tide.

HEALTH: All vessels boarded by quarantine officer and pratique given only after checking documents concerned.

RADIO: Kuwait radio 9KK. ETA messages and draft (fore and aft.) should be sent via Kuwait Radio simultaneously to Harbour Master, Port of Kuwait, and also to Agent, at least 24 hours prior arrival. The cable should be received by the port at least 12 hours prior to arrival. Should the vessel fail to give this notice, the port will only decide on her turn of berth the following morning. Thus an unnecessary delay of 24 hours might occur.

Registration Procedure (To register turn for berth before proceeding to another port).

1. Prior to arrival Master to telegraph Harbour Master, Kuwait, stating his wish to register, stating draft fore and aft, ETA, and that all Kuwait cargo is clear to discharge.
2. If Master does not request confirmation of registration, the signal station and the port takes it for granted that vessel awaits her turn staying in the anchorage, and will usually not confirm the registration for turn.
3. On arrival Kuwait anchorage Master to contact signal station by VHF or visual signals requesting confirmation of registration.
4. The vessel should not leave until such confirmation is received. Confirmation will only be given by the signal station, which accepts registrations during 24 hours.
5. Upon receipt of confirmation the vessel can leave at once. Agents will cable via Kuwait Radio the return date given by port, that is the time the vessel should be back in Kuwait.
6. A stowage plan must be shown to the port within 24 hours after registration.

TUGS: Join vessel entering dredged channel. Tug's lines used. The use of tugs by ships manoeuvring within Shuwaikh port limits under direction of Harbour Master or Pilots. Number of tugs used for each movement: (*a*) Two tugs for ships exceeding 400 ft. in length. (*b*) One tug for ships between 250 ft. and 400 ft. in length.

BERTHING: (Also see "Radio".) 4 deep berths alongside, two buoys, and 4 shallow draft berths. The vessels' berthing turn is decided at the "Port Meeting" held in the morning on all port working days.

1. Notification of vessels arrival. According to port regulations a questionnaire issued by the Harbour Master, duly filled in and signed by the Captain of the vessel, is to be submitted to the port prior to berthing. In many cases vessels arrive and obtain berth immediately and thus there is no possibility of presenting the questionnaire to Authorities in time. In order avoid berthing delays Masters should cable following information to the Harbour Master directly:
   (*a*) ETA.
   (*b*) Total cargo for discharging Kuwait.
   (*c*) Distribution quantity each hatch.
   (*d*) Declaration hazardous, inflammable and explosives cargo, and guns and ammunition.
   (*e*) Declaration all vessels winches in good working condition and cargo clear for discharging at Kuwait.
   (*f*) Draft fore and aft.

   We quote below specimen cable covering the above:
   "Vessel XXX ETA Kuwait 21/8 0600 local quantity discharging 1,400 tons general hatch one 300 hatch two 300 hatch three 250 hatch four 300 hatch five 250 no hazardous, inflammable explosives guns ammunition stop All winches derricks good working condition draft fore 24 ft. Aft 27 ft.".

   The above cable sent to the Harbour Master will facilitate berthing vessel on time.
2. Vessels with a cargo of up to 400 measurement tons will be given priority alongside pier.
3. Vessels carrying up to 500 tons weight will be given priority to discharge at the buoys providing heavy lifts do not exceed 20 tons, or vessel does not carry reefer cargo.
4. A vessel that intends to stay in the anchorage in Kuwait until her turn will be allowed to shift over-stowed cargo while waiting.
5. Liners carrying cement in bags will still be considered as liner ships. Thus they will not be taken out to wait their turn at the cement berth.
6. Vessels berthing at the buoys have to keep mooring chains ready.
7. Berths nos. 6 and 7 are now in commission, details as follows,

Berth No. 6	*Berth No. 7*
22 ft. 6 in. draft	15 ft. draft
No bunker line	No bunker line
No fresh water line	No fresh water line
No crane	No crane

These two berths will be dredged in due course to about 30 ft.

STEVEDORES: Aboard ship will be provided by the Agent. Labourers in barges and ashore will be provided by the Port of Kuwait but under ship's responsibility as for breakage, pilferage, etc. Small number of mobile cranes with lifting capacity up to 40 tons. However mobile cranes can only be used in port area for discharging barges alongside. Cranes are too small to be used for discharging from liner vessels and therefore, pieces over 6 tons to be discharged by vessels own gear. Heavy lifts up to 100 tons have been discharged by vessels own gear on to quay without any difficulty.

MEDICAL: Masters to radio prior arrival if medical attendance required on board.

DENSITY: Salt water.

FRESH WATER: Available in all berths alongside. Vessels can obtain water according to requirements. For vessels discharging at dolphins and at anchorage, water is supplied by water barge. Cost of water is fils 250 per ton at dolphins and also at anchorage. The extra barge transport for supply at dolphins and at anchorage is KD.30. – for 100 tons capacity barge and KD.50. – for 200 tons capacity barge (approx.).

FUEL: Diesel oil and light fuel obtainable alongside Berth Nos. 1–4. Other grades at Mina-al-Ahmadi.

FIRE PRECAUTIONS: Kuwait Fire Brigade is responsible for all fire fighting in port areas and a new fire station is being built at Shuwaikh to cover the new port area and port storage areas. There is also a fire station situated in Kuwait Small Boat Harbour area. A salt water main for the fighting services is laid-on at the new deep water berths at Shuwaikh. The Kuwait fire service also maintain two 90 ft. fire fighting tenders each of which is capable of pumping 5,000 gallons of water per minute from four nozzles. In addition they can pump 900 gallons of foam per minute. These modern fire-fighting units are equipped with radio, radio telephone, radar and echo sounding.

DEVELOPMENT: The port has at the moment 4 deep berths, 4 shallow, plus 2 buoy berths. Another deep berth will be ready in one year. Additional 2 deep berths will be ready in about five years. Shuwaikh will be dredged up to 24 ft. at low tide.

GANGWAY/DECK WATCHMEN: Available, but not necessary in port area.

OPENING/CLOSING HATCHES: Opening and closing of hatches is normally carried out by the stevedores on liners, and by ship's crew on charter vessels.

CUSTOMS ALLOWANCES: Tobacco: No restrictions. Wine and/or spirit allowance: Alcoholic beverage is strictly prohibited to be held out of bond. Master allowed to keep limited quantity in his cabin.

CARGO GEAR: Ship's gear and cranes used for discharging. Slings and pallets can be hired from the port.
IDENTIFICATION CARDS: Passport or seaman's book necessary.
CONSULS: (Embassies):

Algeria	31587	Republic of China	23993
Czechoslovakia	23806	France	25066
India	33852	Iran	39506
Iraq	20465	Japan	39984
Jordan	39506	Lebanon	39921
Morocco	32103	Pakistan	39107
Poland	21096	Saudi Arabia	33001
Sudan	39551	Syria	31705
Tunis	28361	U.A.R.	39555
U.K.	32047	U.S.A.	24156
U.S.S.R.	31422		

(Consular):

Austria	33666	Belgium	21899
Costa Rica	27185	Cyprus	33075
Denmark	23376	Germany	23031
Norway	33735	Paraguay	35147
Sweden	26908	Switzerland	31142

REPAIRS: Small repairs can be arranged if sufficient notice is given.
DRY DOCK: No dry docking facilities.
REPATRIATION: Can be arranged. Seamen arriving at Kuwait Airport to join vessels at Kuwait ports can obtain transit visa at the airport if Agents arrange to submit the necessary guarantee to the Immigration Authorities confirming that they are in-transit and joining vessels calling at Kuwait. In order to meet the crew at airport and arrange transit visa, cables confirming their arrivals and flight numbers are to be sent to Agents to reach them at least 24 hours before arrival of crew. Marine Superintendent of Owners, or Owners' Representatives and businessmen visiting Kuwait must have valid visas. Such visas can be obtained from Kuwait Government's diplomatic missions abroad.
AIRPORT: Served by regular airlines.
HOLIDAYS: New Year's Day (January 1); Eid Al Fitr (January 1–3); Accession to the Throne (February 25); Eid Al Haj (March 11–14); 1st Muharram (March 30); Prophet's Birthday (June 9); Rajab (November 2); The above dates are subject to alteration.
POLICE/AMBULANCE/FIRE: Police 30986; Ambulance 8215; Fire 32038.
TELEPHONES: Cannot be arranged on board.
PROVISIONS: All kinds of food available at reasonable prices.
SERVICES: Swedish Welfare for Seamen. Lloyd's Surveyor. Butterworth Tank Cleaning Machines and Equipments and also under water cleaning.
SHORE LEAVE: Permitted.
REGULATIONS: The State of Kuwait has stringent laws in force concerning the pollution of the sea by oil. The following are two amended paragraphs of this law:

Paragraph 1, Art. 4. "A person responsible for any pollution as described in Articles 1 and 2 shall be punished by a fine of not less than one thousand and five hundred and not more than six thousand Dinars. In the event of his committing a similar crime within a period of one year from the date of his conviction, such a person shall be punished by a fine of not less than three thousand and not more than six thousand Kuwaiti Dinars, and in the event of his committing yet another crime within a year from this last conviction he shall be punished by a fine of six thousand Kuwaiti Dinars".

Paragraph 3, Art. 6. "The person responsible for pollution may suspend the detention order against the ship on payment, as a cash guarantee, of six thousand Kuwaiti Dinars to the official entrusted with the execution of such order."
TIME: GMT plus 3 hours.

AGENT: International Shipping Agency Ltd., serving: Kuwait (Shuwaikh), Mina-al-Ahmadi, Shuaiba, Mena Abdulla, Mena Saud, Khor-el-Mufatta, Ras-al-Khafji. Head Office: (Kuwait) International Shipping Agency Ltd., Abdulla Ali Reza Building, Fahd Al Salem Street, POB 20637, Kuwait, State of Kuwait. Cables: "Shipagent", Kuwait. Tel. 205 07, 269 08, 228 41. After office hours: 218 52, 314 29. Telex: 208 (answer back: "Isaship Kuwait").

In Mina-al-Ahmadi and Shuaiba Agents for dry cargo vessels only. Correspondence and cables for all ports in Kuwait and the Partitioned Zone should be addressed to the Kuwait head office.

Lebanon

BEIRUT (Beyrouth): 33.54 N. 35.30 E.

DOCUMENTS:

Manifests should be visaed by Lebanese Consul at ports of shipment, or at any port *en route* where there is a Lebanese Consul. If on account of non-existence of Lebanese Consul at ports of shipment or at any of these *en route* the manifests are not visaed, then such consular visa dues are collected at Beirut.

5 Copies of Cargo Manifests.
2 Store Lists.
5 Passenger Lists.
2 Lists of Cigarettes and Tobacco. (See "Customs Allowances").

PILOTAGE: Agent arranging Pilot via Harbour Master. Agent therefore to be kept well informed of ETA, 48 hours and 24 hours prior arrival. Pilot boat white with red funnel. Sound signals, two long and one short or via VHF to Harbour Master. Pilot boarding outside main breakwater. Assistance of Pilot outside daily normal hours, Sundays and official holidays, will be cost calculated at 100% more. Official normal working hours for pilotage station as follows: from 1st October up to 30th April, 07.00 till 17.00 hr.; from 1st May up to 30th September, 07.00 till 18.00 hr. For tankers outside harbour, the pilotage dues will be 100% more.
ANCHORAGE: In roads outside breakwater.
RESTRICTIONS: No particular restrictions. Pilot available between sunrise and sunset otherwise by special agreement with Pilot.
MAX. SIZE: Maximum draft in port 13 metres. No limitation to breadth or length.
HEALTH: Health authorities boarding in roads. Health form obtainable from Agent or doctor. Smallpox and yellow fever certificates for ships coming from Far East and Red Sea. Owners should check with Agents respecting any recent imposition of anti-epidemic regulations and requirements for additional injections for crew members.
RADIO: Cables via Beirut Radio to and from Agent.
TUGS: Tugs of 1,000 h.p. joining vessel inside port when necessary. Ship's lines to be used.
BERTHING: If port congested priority given to vessel already registered. Passenger-tourist vessel and cargo for army have priority. Harbour capable of berthing simultaneously 24 ships and three moored on buoys, discharging into barges. All discharging is by ship's gear.

Dock No. 1. Surrounded by quays nos. 1, 2, 3. Depth of water varies between 3 and 8 metres. Parts of quay no. 1 and quay no. 2 with 3 metres depth of water are reserved for floating units of port company and for launches of Harbour Master and pilotage service. Slipway of 1,000 tons capacity and workshops.

Dock No. 2. Surrounded by quays nos. 4, 5, 6, 7, with water depths varying between 8 and 10·5 metres. On quay no. 5 berthing priority is given to passenger ships, while the other quays are for cargo vessels.

Dock No. 3. Surrounded by quays nos. 8, 9, 10, 11, with depths varying between 10·5 and 13 metres. All these quays can berth ships bringing general cargo. At quay no. 8 of 13 metres depth, priority of berthing is given to grain ships.

Grain Silo. At the present time bulk grain ships are unloaded by means of removable suction machines, which can be installed on the ships and deliver the grain to lorries for direct transport. Under construction is a 60,000 metric tons capacity silo, expected ready end 1970. Ships will be unloaded by means of two gantry type suction machines, mobile on rails with a capacity of 6×100 tons per hour. An eventual extension is already designed which would increase capacity of silo to 105,000 tons.
STEVEDORES: Ordered by Agent. No ETA to Stevedores necessary. Working hours, 08.00–12.00, 13.00–16.00. Otherwise overtime incl. on Sundays and on official holidays.
VHF: VHF over Channels 13 and 16, Frequency 156·6 and 156·7.
MEDICAL: Master to advise Agent by cable prior to arrival if medical attendance required.
DENSITY: 1025.
FRESH WATER: The port company has equipped all quays with hydrants. Berthed ship can be supplied with water while loading and unloading. Ships moored on buoys can also be supplied with water from cistern barge. By shore installation or by barge, Leb. £0.65 resp. Leb. £2.00 per ton. Delivery rate 20/25 tons per hour. Outside harbour double price per barge.
FUEL: Fuel, gas oil, diesel obtainable. 48 hours notice required.
FIRE PRECAUTIONS: Special berths for tankers. No smoking.
DEVELOPMENTS: Discussions about a fourth basin.
GANGWAY/DECK WATCHMEN: Available and recommended Costs Leb. £10. – per day and Leb. £15 – per night (approx.).
OPENING/CLOSING HATCHES: For liners by stevedores, otherwise per agreement.
ALLOWANCES: (Tobacco) 40 cigarettes per crew member. Customs very strict, checking crew cabins. Regulations are as follows:

1. That the quantity of tobacco to be allowed on board vessels upon their arrival at a Lebanese port, will be fixed on the basis of two packets per crew member, passenger per day and to be calculated on a maximum period of four months, if the vessel emanates from an American, Asian or African port – not central Africa; and for two months if the vessel last port of call is in Europe, Central Africa or Mediterranean, which will be deducted from the quantity, and, on the same basis the consumption by the crew members and passengers during their trip, and this to start from the last port of call until arrival at a Lebanese port. That the number of passengers to be taken into account on a tourist vessel, will be the number of berths the vessel can accommodate and not the number of passengers actually on board. As to cargo vessels, the actual number to be accounted for will only be the crew members and the Master of the vessel.

2. In the event that it is the first call of the vessel at a Lebanese port and not aware of such regulations, and it was found onboard her an excess quantity to the actual one allowed, as indicated above, a Proces Verbal will be established for the excess quantity found and the cigarettes placed under seal. An undertaking is also to be obtained from either the Owners and/or her Agents to the effect that they will submit a certificate, within one month, to be issued by the relevant Customs Authorities of the next port of call of the vessel after a Lebanese port. While the seizure on the vessel will be lifted when a Bank Guarantee equalling the amount of fine and dues is placed, or a personal guarantee from the Agent – if solvable – and in the event that the undertaking is not fulfilled the usual penalties will be inflicted according to the Law.

3. In the event the vessel is aware of such restriction, and for one reason or another, she is carrying an excess quantity, this excess must be, as per official regulations, be shown on the manifest legalised and issued at the last port of call touched by the vessel prior to Beirut. Any excess found over and above such declaration will be considered as smuggling and the law will be applied.

Wine and/or Spirits: One bottle per crew member. Captain allowed 3/4 bottles.

CARGO GEAR: Ship's Gear to be used.

IDENTIFICATION CARDS: Shore pass given to each crew member. Passport and seaman's book to remain in Captain's care.

CONSULS: Most countries have consulates.

REPAIRS: Most types of repairs carried out.

DRY DOCKS: None except for 500/1,000 tonner.

REPATRIATION: Very good facilities for repatriation.

AIRPORT: About 10 km. distant, served by regular airlines.

TIME: GMT plus 2 hurs. all year round.

HOLIDAYS:

Holidays	*Date*	*Days*
New Year's Day	January 1	1
Al-Adha (Kurban Bairam)	Varies	2
Ashoura	,,	1
New Year (Islamic)	,,	1
Arab League Day	March 22	1
Good Friday	Varies	1
Easter Monday	,,	1
Good Friday (Orthodox)	,,	1
Easter Monday (Orthodox)	,,	1
Labour Day	May 1	1
Martyr's Day	May 6	1
Ascension Day	Varies	1
Mohamed's Birthday	,,	1
Assumption Day	August 15	1
All Saints' Day	November 1	1
Independence Day	November 22	1
Ramadan	Varies	2
Christmas Day	December 25	1

Port closes completely: New Year's Day, Al Adha, Easter Monday, Labour Day, Independence Day, 1st day of Ramadan and Christmas Day. On other holidays, day work in port carried out against overtime payment.

POLICE/AMBULANCE/FIRE: Telephone numbers: Police 16, Ambulance 18, Fire 17.

TELEPHONES: On request by shipping agency, berthed ships can be connected to telephonic network of city. Arrangeable at Leb. £10.

SERVICES: Tank-cleaning equipment. Facilities for discharge of tank-washings, compass adjusting, laundry, etc., available.

SHORE LEAVE: Crew allowed onshore.

DELAYS: 1. Unavailability of berth or barges due congestion mainly during winter months (December to April). 2. Vessel already registered will lose turn if not back to port in time. 3. Barge ordered for bunkering might be occupied if vessel's arrival delayed.

AGENT: Gulf Agency Co. (Lebanon) Ltd., PO Box 4392, Beirut, Lebanon. Cable address: "Gacship". Telex 906 (answerback: "Gacship Beryt"). Telephones, 29 67 33, 25 65 16 AO 30 78 02. Office in El Arz Street, Modern Building.

CHEKAA: 34.20 N. 35.43 E.

Port is used for cement loading and discharge of sulphates.

ANCHORAGE: Safe anchorage in Chekaa Bay.

MAX. SIZE: Draft up to 26 ft. 6 ins. (in calm weather) alongside quay. In event of swell, vessel required to leave quay and anchor in bay.

LOAD/DISCHARGE: 800/1,000 metric tons per 24 hours.

AGENT: See "Beirut".

RAS SELAATA: 34.16 N. 35.39 E.

Port is used for discharge of sulphates and sulphuric acid.

MAX. SIZE: Up to 21 ft. draft (in calm weather) alongside pier which has two cranes.

AGENT: See "Beirut".

SIDON: 33.30.04 N. 35.20.31 E.

OPERATORS: Trans-Arabian Pipe-line Company, Sidon Terminal. The Company transports crude oil from Saudi Arabia via pipe-lines and exports from terminal South of Sidon (Saida). Terminal operates 24 hours a day, seven days a week.

FLAG: All vessels required fly Lebanese Ensign on foremast during daylight hours. Lebanese flags may be obtained from ship's Agent.

LOCATION: Sidon Terminal is open, unsheltered roadstead, situated immediately North of Zahrani River, about 5 miles South of city of Sidon (Saida), Lebanon. It is approximately 35 miles South of Beirut, and 17 miles North of Tyre.

DESCRIPTION: Terminal's Tank Farm consists of 23 storage tanks situated East of terminal at 360 ft. (average) above sea level. Marine and administrative offices, a laboratory for testing stocks, three large and three small storage tanks all located within area just above sea level. An "L"-shaped pier for harbouring Company's marine craft extends approximately 1,000 ft. from shore near Southern end of berthing area.

NAVIGATIONAL AIDS: Terminal sea buoy approximately one mile westward of mooring berths in 98 ft. of water. Position 33° 32′ 02″ N.; 35° 19′ 16″ E. Buoy painted white and exhibits flashing white light every four seconds (flash 0·3 seconds, eclipse 3·7 seconds). Lantern 11 ft. above water and visible 8 miles. Mooring Master will board vessels within two miles to Westward of this buoy. Vessels should not enter inside restricted area described by a line joining South-west buoy and North-west buoy with terminal sea buoy unless so directed by Mooring Master.

Radio beacon tower located 1,200 ft. back from beach, South-east of moorings. Occulting red light (about 30 flashes per minute) mounted on top, elevation 184 ft. above sea level; position 33° 30′ 04″ N.; 35° 20′ 31″ E. Tower also marked with two sets fixed red lights located respectively 45 and 90 ft. below occulting red light. Radio beacon is automatic and operates on 24 hour basis on frequency of 296·5 kc/s, with "SAD" as the identifying call sign. It will signal two times over a 10-second period and then give a constant 1,000 cycle tone for 72 seconds. Tower is of cage-type construction, painted red and white. About 2½ miles South-west of terminal sea buoy and approximately 2 miles offshore is rocky shoal with approximately 32 ft. of water over it. Outside this shoal is a lighted buoy, painted red, in 51 ft. of water, showing flashing red light every 4 seconds (flash 0·3 seconds, eclipse 3·7 seconds). This buoy moored in 33° 30′ 21″ N.; 35° 18′ 04″ E. Lantern 11 ft. above water and visible 5 miles. Vessels approaching from Southward should keep offshore until radio beacon tower bears 100° true before hauling-in.

"Sailing Directions for the Mediterranean" (U.S. Navy Hydrographic Office Publication No. 154A Vol. IV) reads in part:

"*Caution:* As the coast between Saida and Tyre, 20 miles South-South-westward, is bordered in places by rocks and shoal water extending as far as one mile offshore, it should not be approached closer than 1½ miles, nor within depths of less than 16 fathoms."

Unlighted, white painted spar buoys mark North-west and South-west corners of restricted area. North-west buoy in 78 ft. of water and located approximately 33° 33′ 35″ N.; 35° 21′ 13″ E. South-west buoy in 57 ft. of water and located approximately 33° 30′ 20″ N.; 35° 19′ 36·5″ E. During darkness terminal range lights and mooring buoy marker lights may be visible. These lights are located inside the restricted area.

A conspicuous water tank (painted in black and white vertical bands) on a tower located 33° 29′ 27″ N.; 35° 21′ 10″ E., the top of which has elevation of 460 ft. above sea level. Location is seaward of centre oil storage tanks.

There are a number of smaller radio towers to North-west and South-west of beacon tower. South of terminal, at Medreco Refinery, is a conspicuous black stack located 33° 29′ 31″ N.; 35° 20′ 08″ E. A little farther North-west from this stack is a tall pipe painted aluminium with a flare on top at 33° 29′ 35″ N.; 35° 20′ 03″ E.

DOCUMENTS:

Health Declaration: International Health Form to be filled out by Master on arrival.

Cargo Manifest: No cargo arrival manifest required, as same usually prepared by local Agent.

Clearance: No clearance required.

Crew List: 4 copies required on arrival.

Passenger Manifest: If any passengers on board.

Store List: 2 copies.

Bonded Store List: 2 copies. Present regulations at Sidon Terminal allow each seaman to retain in his possession a maximum of 40 cigarettes or the equivalent weight of tobacco or cigars. The balance of all smoking items must be collected and carefully listed prior arrival. This list will be checked by Customs before sealing lockers. If any discrepancies, vessel subject to a fine.

PILOTAGE: Vessels to be moored at Sidon will be boarded by Mooring Master of Company within 2 miles to seaward of terminal sea buoy. Mooring Master will advise Ship's Master on approaches to berth, mooring, unmooring, connecting and disconnecting submarine hoses and in all other operations within berthing area. All manoeuvring of ships within berthing area shall be done only in accordance with advice of a Tap-line Mooring Master, subject to the understanding that in all cases and circumstances Master of the vessel being manoeuvred shall remain solely responsible, on behalf of vessel's owner, for safety and proper manoeuvring of vessel. Ship's Master or qualified deck officer must be on bridge at all times while ship is manoeuvring.

Vessels must have a pilot ladder safely and securely rigged, and all vessels over 45,000 dwt. should have an accommodation ladder rigged in combination with pilot ladder for safe boarding of Mooring Master and Government officials. Pilot ladder should be abaft and close to accommodation ladder so that Mooring Master, after climbing a few steps, can use accommodation ladder for remaining climb. Since hoses handled on port side at Sidon, it is advisable to rig ladders on starboard side. If at night, adequate lighting must be rigged over-side for Mooring Master to approach side of ship and climb ladder safely.

Note: Vessels having special rigs, such as hoisting equipment on short sections of pilot ladder, are not required to rig pilot/accommodation ladders per the above.

ANCHORAGE: For vessels awaiting berth, good anchorage just W.S.W. of terminal sea buoy in 16 to 20 fathoms, sandy bottom. Vessels should under no circumstances anchor North of terminal sea buoy as depths are excessive for safe anchoring.

MAX. SIZE: Berths Nos. 1 and 4 depths 47 ft., and berths Nos. 2 and 3 depths approximately 67 ft. Tankers up to 150,000 dwt. or approximately 55 ft. draft are considered maximum size which should be handled during winter months at Sidon, and then only if vessel meets all of below recommended requirements. Otherwise, vessels of over 100,000 dwt. should not be nominated for liftings at Sidon during period November–March.

Based on previous experience, sudden and severe storms of long

duration are not expected from April through October. Vessels over 150,000 dwt. may, therefore be accommodated during this period. However, prior to acceptance of nomination of vessels over 150,000 dwt. Tap-line requires advance information regarding maximum draft, vessel's equipment and location of manifold in reference to distance from stern of vessel which should not exceed 450 ft. Acceptance or rejection will be made after evaluation of above data by Sidon Marine personnel.

Summary of Recommendations for Vessels over 40,000 dwt.:

1. Capable, efficient and reliable anchor windlass(es).
2. Fifteen shots on starboard chain – thirteen shots on port chain are satisfactory.
3. Mooring wire winches, one on aft well deck, three on poop deck, 200 fathoms wire on each, with adequate number of manila or synthetic ropes to double up as needed.
4. Capability of lifting 16 in. hose string – 6·5 tons static weight.
5. Suitably located hang-off bitts.
6. Capability of keeping vessel in a reasonably safe ballast condition (November–March) by permanent ballast or loading while deballasting, or a combination of both.
7. Ship's manifold located not more than 400 ft. from stern.

HEALTH: Rules governing quarantine of vessels are same as found in other ports.

RADIO: (*a.*) *Facilities.* Tapline has own ship-to-shore radio telegraph, and VHF radio telephone station at terminal. This station is not open to commercial traffic. Services limited to traffic between Tapline and tankers within three days' sailing time from terminal. Messages to or from tanker agents classed as "Commercial" and must be routed via "Radio Orient," a commercial radio station. Its call sign is "ODR" and its frequency: 8702 kc/s and 13101 kc/s; traffic lists simultaneously sent at 0630, 0830, 1230, 1630, 1830 and 2030 GMT. Call sign of Tap-line radio station is "ODA3," in operation 24 hours per day. Operating schedule and frequencies used are:

Transmits (CW) on: 8502·5 kc/s at 0800, 1200, 1600, and 2000 GMT the traffic list.

12840 kc/s at 0830, 1230, 1630, and 2030 GMT, the traffic list. 424 kc/s for traffic upon request.

Listens on: 8354–8374 kc/s for replies and calls and on 8374 for traffic. Will listen on 8476 kc/s for traffic upon request.

12531–12561 kc/s for replies and calls. 425, 468, 480.

Keeps Continuous Watch on: 500 kc/s.

(*b*) *Advice of Arrival* It is important that ships establish radio contact with Tapline Station ODA3 when three days distant from Sidon and maintain this contact at regular intervals until just prior to arrival at the terminal. All ships should send a 72-hour ETA message to Tapline, giving the best estimate of ship's arrival time, a statement of bunker requirements and other relevant information. Shorter notice may result in berthing delay. Further ETA messages should be sent when vessel is 24 hours and 12 hours distant and to cover any other time changes occurring in the original ETA or those subsequent thereto. The 12-hour ETA should include a statement regarding "ship's readiness to load" on arrival, and time required to discharge clean ballast after ship is moored. A further contact when 4 hours away is desirable for exchange of weather data and mooring schedule. Vessels failing to give minimum of 12 hour arrival notice may be subject to delays in acceptance.

(*c*) *Ship-to-Shore Communications.* Ship-to-shore communications, while ships are in moorings, will be by portable VHF radio units used by the Mooring Master only. The use of the ship's radio station (except channels 16–14) and/or battery charging equipment is prohibited for safety reasons during cargo transfer operations.

In the event of normal ship-to-shore communications failure, the (ship's) emergency whistle signal should be used.

(*d*) *Radio Message.* Upon first contact with inbound tanker, ODA3 will transmit following message of 285 words:

"MASTER

"SIDON RADIO/ODA3 ACCEPTING TFC FOR TAPLINE BEIRUT/SIDON ONLY QSJ NIL QTU 24 HOURS stop TFC LIST AT 0800–1200–1600–2000 GMT ON 8502. 5 KC/S QSX FIRST 15 MINS 8354–8374 KC/S AND AT 0830–1230–1630–2030 GMT 12840 SKC/QSX FIRST 15 MINS 12531–12561 KC/S stop CONTINUOUS WATCH ON 500 KC/S AND VHF CHANNEL 16 stop TRANSMITS ON 424 KC/S UPON REQUEST stop RADIO BEACON ON 296·5 KC/S QTU 24 HOURS TRANSMITS SIGNAL SAD TWICE FOLLOWED BY DASH QTH 33, 30, 04 N 35, 20, 31 E stop MOORING MASTER BOARDS VESSEL AT SEA BUOY PAINTED WHITE SHOWING WHITE LIGHT EVERY FOUR SECONDS QTH 33, 32, 02 N 35, 19, 16 E VIS EIGHT MILES stop ALL VESSELS OVER 45,000 DWT MUST HAVE ACCOMMODATION LADDER RIGGED IN COMBINATION WITH PILOT LADDER FOR EMBARKING MOORING MASTER stop A SHOAL BUOY PAINTED RED SHOWING RED FLASH EVERY FOUR SECONDS QTH 33, 30, 21 N 35, 18, 04 E VIS FIVE MILES QUICK FLASHING WHITE LIGHT ON SPAR BUOYS IN BERTHS NUMBER ONE, TWO AND THREE SHOULD NOT BE USED FOR NAVIGATIONAL AID stop NO DIRTY BALLAST OR BILGES TO BE DISCHARGED WITHIN 100 MILES FROM COAST stop BEFORE ARRIVAL AND WHILE STILL OUTSIDE THE 100 MILE LIMIT FLUSH CLEAN ALL PIPELINES PUMPS AND SEA SUCTIONS THAT WILL BE USED IN VICINITY OF TERMINAL stop IF INSPECTION SHOWS FOREGOING NOT COMPLETED TANKER WILL BE REJECTED stop RIG HOSE BOOM PORT SIDE FOR SIX AND ONE HALF TON STATIC LIFT stop CHECK BOOM AND GEAR CAREFULLY stop HAVE THREE GOOD MOORING LINES AFT WELL DECK AND FIVE AFT POOP DECK stop ADVISE ETA IN GMT CARGO REQUIREMENTS IN LONG TONS BUNKERS IF REQUIRED AND DEBALLASTING TIME FOUR HOURS PRIOR TO ARRIVAL CONTACT ODA3 FOR WEATHER CONDITIONS AND ADVICE REGARDING BALLAST AND MOORING stop ADVISE IF DEBALLASTING AND LOADING CRUDE OIL CAN BE CARRIED OUT SIMULTANEOUSLY stop

"TAPLINE SIDON"

It is important that a reply to this message be sent soonest after receipt. Also requested that all vessels forward their local weather observations to this station while approximately 100 miles and again 50 miles Westward of Sidon when approaching and also upon departure during period November 1 to March 31. This data is used to assist in preparation of terminal weather forecasts and radio contact may be useful in event Tapline needs to furnish any information to vessel after its departure.

VHF: Tap-line VHF radio telephone system operates on international Channels 14 and 16, 156·7 mc/s and 156·8 mc/s respectively. Channel 16 used to establish contact while all traffic handled on Channel 14. Tapline guards these channels on a 24 hour basis, and contact can generally be made at distances up to 100 miles from terminal. Conversations on these channels will be carried out in English language only.

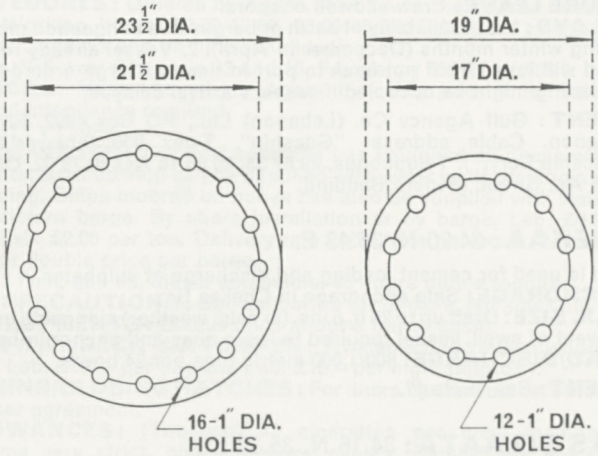
Mooring Master only will be in direct charge of portable VHF ship-to-shore radio communications.

BERTHING: Five buoys in berth No. 1 and seven buoys in each of berths No. 2, 3 and 4. During winter months vessels over 40,000 dwt. usually moored in berths No. 2 or No. 3. These berths approximately 1 mile to 1½ from shore. Berths numbered 1 to 4 from South to North. Vessels moored on one heading (West) basis using both bow anchors with maximum possible spread of anchors to increase ship's anchor beam holding components. Ship's stern moored to cylindrical buoys fitted with release hooks, using seven ropes (or wires) to respective mooring buoys. Permanent moorings consist of 7 steel cylindrical buoys in each berth. (Five buoys in No. 1 berth.)

Certain mooring buoys in all berths fitted with 1½ in. diameter preventer wires, one end of which is secured to mooring buoys. When required, other end is brought on board vessel by a messenger line after ship moored in position. Preventer wires supplemental to ship's regular moorings during adverse conditions. Ships should have chain stoppers for handling these wires.

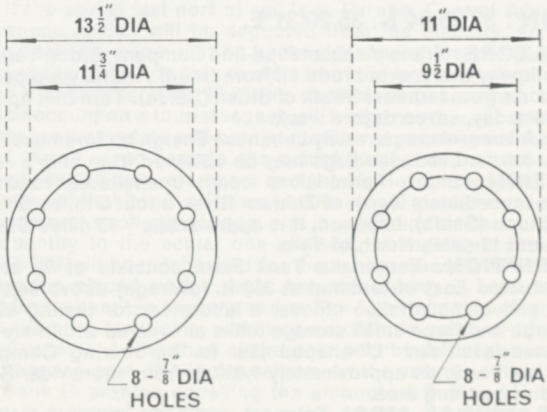
LOADING: (*a*) *Readiness:* Tenders to load will normally be accepted and berths assigned to vessels in order of arrival, provided vessels have nominations for cargo valid at the time, carry clean ballast and in all respects equipped and ready to moor. In event berthing delayed on account weather, vessels will ordinarily keep their loading priority in order of arrival. Vessels required to leave port area on account of weather (port closed), should keep in contact with terminal via radio

DETAIL OF 16″, 12″, 8″ & 6″ HOSE CONNECTIONS FROM SUBMARINE HOSE TO SHIP



16″ FLANGE TEMPLATE 150# A.S.A. RATING
In use in Berth 2 only

12″ FLANGE TEMPLATE 150# A.S.A. RATING



8″ FLANGE TEMPLATE 150# A.S.A. RATING

6″ FLANGE TEMPLATE 150# A.S.A. RATING

in order that they will be available when weather moderates. Company will make every effort to load vessels on arrival, or as promptly as berth is available, weather permitting. Notice of readiness will not be accepted unless vessel ready to load. Arrival time will be considered as time Mooring Master boards vessel underway or time vessel anchors, whichever occurs first.

(*b*) *Connecting-up.* Ships loaded by means of submarine pipe-lines. Weight of the 16 in. hose in No. 2 berth about 6·5 tons; weight of 12 in. hose in No. 3 berth about 5 tons; and weight of 12 in. hoses in No. 1 and No. 4 berths about 4 tons. Hoses lifted by ship's gear on port side. Detail of flange templates shown in drawings below. Ships should provide manifold fittings to allow connection of flanges shown.

Mooring Master advises ship's personnel in lifting, connecting, disconnecting and lowering of hoses. A ship's deck officer must be present, and must direct ship's crew in all hose handling. There must be sufficient crew on deck to perform this work.

(*c*) *Rates:* Loading is by gravity flow from tank farm which is approximately 360 ft. above sea level. Loading rates as follows (approximate maximum):

	Rates (BPH	
Berth	*With 1 Hose*	*With 2 Hoses*
1	17,000	29,000 (12 in. hoses)
2	40,000	70,000 (16 in. hoses)
3	27,000	43,000 (12 in. hoses)
4	25,000	37,000 (12 in. hoses)

Order save ship's time and to ballast vessel as quickly as possible, as well as to make berth available for others, it is requested that ships receive oil as fast as it can be delivered, with due regard for safety. The removal of any restrictions, such as strainers, etc., is recommended.

MEDICAL: Neither medical nor hospital facilities provided byTapline. Private doctors and hospital facilities available at Sidon and Beirut. Agents acquainted with situation and can make necessary arrangements.

If unable make radio contact, then vessels requiring emergency medical assistance should hoist International Code Flag "W" in daylight, and at night, send "W" (·—) on blinker light to attract immediate attention, the same signal "W" (.—) should be given on ship's whistle in either day or night hours. Signal should be repeated until acknowledged visually by either another ship in berth; from shore station or from Company launch. As soon as signal is received, terminal officials will advise ship's Agent as soon as possible of the emergency medical aid required.

DENSITY: Salinity of the sea is same as open Atlantic Ocean. Temperature ranges from 60°F. to 85°F. (15·6°C to 29·4°C.) depending on season.

FRESH WATER: Not available.

FUEL: Bunker fuel loaded at rate of 3,000–5,000 BPH through 8 in. deck hose. Bunker connection should be located near ship's cargo manifold. Ships calling at Sidon to load crude oil should arrange for bunker fuel nominations through one of the offtaker companies well in advance of arrival. Bunker fuel will not be delivered until Tapline has received a firm nomination. Bunker fuel will be loaded as promptly as circumstances permit, but Tapline assumes no liability for any delays incurred by a vessel in berthing or loading bunker fuel. Maritime lubricants available, through marketing representatives in Beirut by arrangement through Agents.

PRECAUTIONS: (*a*) *Valve Control.* Ship's valves must not be closed against the oil stream.

(*b*) *Emergency Signal.* When, and if normal ship-to-shore communications fail, the emergency signal to stop oil flow will be a continuous blast on ship's whistle, until oil ceases to flow. Steam or air should never be shut off from the whistle during loading. Whenever emergency whistle is used, all loading operations in all berths will be shut down until communications can be established with vessel giving the signal. For this reason, it is requested that ships in the area refrain from using their whistles for other purposes.

(*c*) *Readiness to Leave Berth.* Port is considered an "open roadstead," and under no circumstances may engine be shut down for repairs while ships moored in submarine berths. Vessels in submarine berths must be able to clear, and shall clear immediately upon advice of Mooring Master. Ship's engine and gear must therefore be ready at all times with full power for immediate use.

(*d*) *Loading and Deballasting Simultaneously.* Properly equipped vessels will be encouraged to discharge clean ballast and load oil simultaneously. This capability is especially necessary during unsettled weather order keep vessel reasonably ballasted.

REPAIRS: No facilities.

CONSULS: Two consulates at Sidon, one Italian and one Norwegian. Consular or diplomatic representatives for most nations maintain offices in Beirut.

OFFICIALS: Lebanese officials, such as Customs Director, Quarantine Officer, Immigration Officer, Captain of the Port and Police, stationed at Sidon. Should Customs guards be stationed on board while in berth, it is expected that ships will provide food for these guards and other officials.

SHORE LEAVE: Arranged between Agent and Lebanese Security Officer aboard vessel. Ship's personnel (other than emergency or medical cases) not allowed to disembark at terminal. All personnel going ashore must land at Sidon where small boats must cross a shallow and sometimes impassable bar. Delays have been caused to vessels whose personnel have been unable to rejoin their ship. Sufficient personnel must be aboard at all times for letting go lines so that vessel can clear berth whenever required.

GENERAL: (*a*) *Mooring Wires and Winches.* Use of mooring wires to powered drums for all vessels calling at Sidon is strongly recommended. Because there are no mooring tugs available, a ship's ability to moor during marginal weather conditions is dependent upon its ability to warp itself into position. Vessels with capable wire winches and deck mooring equipment that are able to place one or two mooring ropes on a windward mooring buoy, usually able to moor without difficulty. Vessels over 40,000 dwt should have mooring wires to powered drums, one on aft well deck and three on poop deck. The wires should be 200 fathoms in length and so secured as to be easily let go from ship if necessary.

(*b*) *Ropes.* Vessels should have two suitable, best quality mooring ropes of 200 fathoms each located on aft part of after well deck for use on either port or starboard side, three (minimum) suitable, best quality mooring ropes of 200 fathoms each and three additional ropes of 150 fathoms each on poop deck plus properly located warping winches and bitts. Vessels equipped with mooring wire winches on poop deck may reduce required "additional" ropes accordingly. Wires are not used on port side of aft well deck due to possible fouling of wire with hose or pipe-line underwater facilities. In this position a suitable, best quality mooring rope must be used. Two ropes of 200 fathoms each recommended, to be used on either side while mooring, and used on port side only for securing ship in berth.

(*c*) *Tides/Currents/Winds.* Tidal range between 12 and 18 in., greatest range occurring after several days of Westerly winds. Occasionally, strong Southerly sets experienced during and after Northerly winds. Wind direction and velocity subject to rapid change without warning and precautions necessary to avoid difficulties. Heaviest seas and swells from South-west through West to North-west. Winds of force 11 have been recorded.

AUTHORITY: Trans-Arabian Pipe-line Company. Company maintains offices at following addresses: (*a*) *Beirut Office:* PO Box 1348, Beirut, Lebanon. Cable Address: Tapline Beirut. (*b*) *Sidon Office:* PO Box 28, Sidon Lebanon. Cable Address: Tapline Beirut. (c) *New York office:* 505 Park Avenue, New York, New York 10022, United States of America. Cable Address: Taplineco New York.

AGENTS: Gulf Agency Co. (Lebanon) Ltd., Sidon, Lebanon. Cables: "Gacship", Sidon. Tel. 296733, 256516. Telex: 906 Beirut.

For communication and operational reasons we ask you kindly to address all your correspondence and cables concerning your vessel's calls at the Sidon Terminal to our head-office in Lebanon: Gulf Agency Co. (Lebanon) Ltd., POB 4392, Beirut, Lebanon. Telephones: 25 65 16, 29 67 33. Cables: "Gacship", Beirut. Telex: 906 (answer back: "Gacship Beryt").

TRIPOLI: 34.28 N. 35.49 E.

A. DRY-CARGO PORT.

Manifests should be visaed by Lebanese Consul at ports of shipment, or at any port *en route* where there is a Lebanese Consul. If on account of non-existence of Lebanese Consul at ports of shipment or at any of these *en route* the manifests are not visaed, then such consular visa dues are collected at Beirut.

DOCUMENTS:

1 Legalised copy of Cargo Manifests.
5 copies of Cargo Manifests.
2 Store Lists.
5 Passenger Lists.
2 Lists of Cigarettes and Tobacco (see "Customs allowances").

PILOTAGE: Agent arranges with Harbour Master, therefore keep Agent closely advised ETA. Harbour Master may also be contacted on VHF Channels 13 (frequency 156·6) and 16 (frequency 156·7).

ANCHORAGE: Good anchorage.

MAX. SIZE: Depth at entrance 22·5 ft. Max. draft alongside berth 22 ft.

HEALTH: Health authorities boarding in roads. Health form obtainable from Agent or doctor. Smallpox and yellow fever certificates for ships coming from Far East and Red Sea. Owners should check with Agents respecting any recent imposition of anti-epidemic regulations and requirements for addition injections for crew memmembers.

RADIO: Cables via Beirut Radio to and from Agent.

BERTHING: New pier about 600 metres length. Two berths. 4 shore cranes suitable for vessels up to about 7,000 tons only. Two heavy-lift cranes, capacities 25 and 50 tons. Lighters available for discharging alongside vessel. Ship's gear often used for discharging.

STEVEDORES: Ordered by Agent. No ETA to stevedores necessary. Working hours, 08.00–12.00, 13.00–16.00, otherwise overtime included on Sundays and on official holidays.

VHF: See "Pilotage".

MEDICAL: Master to advise Agent by cable prior to arrival if medical attendance required.

DENSITY: 1025.

GANGWAY/DECK WATCHMEN: Available and recommended. Costs Leb. £10. per day and Leb. £15. per night approximately.

OPENING/CLOSING HATCHES: For liners by stevedores, otherwise per agreement.

CUSTOMS ALLOWANCES: Tobacco. 40 cigarettes per crew member. Customs very strict, checking crew cabins. Regulations are as follows:

1. That the quantity of tobacco to be allowed on board vessels upon their arrival at a Lebanese port will be fixed on the basis of two packets per crew member, passenger per day, and to be calculated on a maximum period of four months, if the vessel emantes from an American, Asian or African port – not central Africa; and for two months if the vessel last port of call is in Europe, Central Africa or Mediterranean, which will be deducted from the quantity, and on the

same basis the consumption by the crew members and passengers during their trip, and this to start from the last port of call until arrival at a Lebanese port.

That the number of passengers to be taken into account on a tourist vessel will be the number of berth the vessel can accommodate and not the number of passengers on board. As to cargo vessels, the actual number to be accounted for will only be the crew members and the Master of the vessel.

2. In the event that it is the first call of the vessel, at a Lebanese port and not aware of such regulations, and it was found on board her an excess quantity to the actual one allowed, as indicated above, a Proces Verbal will be established for the excess quantity found and the cigarettes placed under seal. An undertaking is also to be obtained from either the Owners and/or her Agents to the effect that they will submit a certificate, within one month, to be issued by the relevant Customs Authorities of the next port of call of the vessel after a Lebanese port. While the seizure of the vessel will be lifted when the Bank guarantee equalling the amount of fine and dues is placed, or a Personal Guarantee from the Agent – if solvable – and in the event that the undertaking is not fulfilled, the usual penalties will be inflicted according to the law.

3. In the event the vessel is aware of such restriction, and for one reason or another she is carrying an excess quantity, this excess must be, as per official regulations, be shown on the manifest legalised and issued at the last port of call touched by the vessel prior to Beirut.

Any excess found over and above such declaration will be considered as smuggling and the law will be applied.

Wine and/or spirits: One bottle per crew member; Captain allowed 3/4 bottles.

CARGO GEAR: Ship's gear to be used.

IDENTIFICATION CARDS: Shore pass given to each crew member. Passport and seaman's book to remain in Captain's care.

CONSULS: Most countries have consulates in Beirut.

AIRPORT: Beirut.

TIME: GMT plus 2 hours all year round.

HOLIDAYS:

Holidays	*Date*	*Days*
New Year's Day	January 1st	1
Al-Adha (Karban Bairam)	Varies	2
Ashoura	,,	1
New Year (Islamic)	,,	1
Arab League Day	March 22nd	1
Good Friday	Varies	1
Easter Monday	,,	1
Good Friday (Oriental)	,,	1
Easter Monday (Oriental)	,,	1
Labour Day	May 1st	1
Martyr's Day	May 6th	1
Ascension Day	Varies	1
Mohamed's Birthday	,,	1
Assumption Day	August 15th	1
All Saints' Day	November 1st	1
Independence Day	November 22nd	1
Ramadan	Varies	2
Christmas Day	December 25th	1

AGENT: Gulf Agency Co. (Lebanon) Ltd., Customs Street, Tripoli, Lebanon. Cables: "Gacship", Tripoli/Lebanon. Telephone: 62 52 54. Telex: 906 Beirut. Head Office: Beirut (which see).

B. – OIL TERMINAL.

OPERATORS: Iraq Petroleum Company.

DOCUMENTS: See "Section A – Dry-cargo Port".

LIGHT BUOY: Position 34° 30′ 00″ N. 35° 52′ 28″ E. Character: Green flash every 4 seconds.

PILOTAGE: The company's Mooring Masters will meet tankers two miles North-east of Tripoli Breakwater Head. Tankers of 40,000 dwt and over should have rigged, when in light condition, an accommodation ladder lowered to about 12 ft. above water. This can be adjusted to suit conditions. A pilot ladder should be rigged immediately abaft the accommodation ladder, to within 2 ft. above the water. This will enable Pilot to ascend pilot ladder clear of launch and then step on to the lower platform of the accommodation ladder. United Kingdom Merchant Shipping (Pilot Ladders) Rules 1965 is relevant.

ANCHORAGE: Good anchorage immediately West North-West of No. 4 sea berth buoys.

MAX. SIZE: Least depth of water available in berth, and swinging circle, after deducting 6 ft. for the height above sea bed of the sea line and cradle is as follows: No. 1 Berth, 62 ft.; No. 2 Berth, 66 ft.; No. 3 Berth, 53 ft.; No. 4 Berth, 38 ft. The swinging circle is defined as 1½ ship's lengths from dropping position of ship's inshore anchor. The approximate draft limits quoted are based on an underkeel clearance, in the berths, of 6 ft.

HEALTH: See "Section A – Dry-cargo Port".

RADIO: The Iraq Petroleum Company Limited, must be informed 48 hours prior to arrival of a vessel's ETA, quantity of cargo required, maximum loading rate, SWL of derrick for lifting hoses and confirming that the ballast for discharge in port waters is clean. Communication with Iraq Petroleum Company, Limited, should be by cable addressed to "Petriraq, Tripoli, Lebanon", or direct to Tripoli Terminal Radio Station.

Tripoli Terminal Radio Station. Call Sign – ODC 8.

Waveband	*Hours (GMT)*	*Watch Details*
	0800–0830	ODC 8 Broadcast Traffic List and calls ships on 8514 kc/s. Listens on 8354–8374.
	1200–1230	Will transmit on 12831 kc/s. on request.
High Frequency	1600–1630 2230–2300	
	0000–2400	Monitor 500 kc/s. for calls and answers only.
	0730	Broadcast on 500 kc/s. QSW 442 kc/s.
	0732–0800	Transmit Traffic List on 442 kc/s., receives ship frequencies – 425, 454, 468, 480 and 512 kc/s.
	1130	Broadcast call on 500 kc/s., QSW 442 kc/s.
	1132–1200	Transmit Traffic List on 442 kc/s., receives on normal ship frequencies - 425,454, 468, 480 and 512 kc/s.
Medium Frequency	1530	Broadcast call on 500 kc/s., QSW 442 kc/s.
	1532–1600	Transmit Traffic List on 442 kc/s., receive on normal ship frequencies - 425, 454, 468, 480 and 512 kc/s.
	220	Broadcast call on 500 kc/s., QSW 442 kc/s.
	2202–2230	Transmit Traffic List on 442 kc/s., receive on normal ship frequencies - 425, 454, 468, 480 and 512 kc/s.
	2232	Broadcast call QSY QSX 500 kc/s.

Cables to Agents may be routed through Beirut radio.

VHF: Tripoli:

Equipment: Fixed Station sited in Terminal Building and used by Control Room.
Call sign: Tripoli Control.
Range: Approximately 15 miles.
Frequency: Transmitting on 163·6 mc/s.
Receiving on 159·1 mc/s.
Watches: Continuous.

Mobile Station

Equipment: Portable, battery operated, carried aboard vessel with Mooring Master.
Call sign: Ship's name (before mooring). or Berth No. (after mooring).
Range: Approximately 8 miles.
Frequency: Transmitting on 159·1 mc/s.
Receiving on 163·6 Mc/s.
Watches: Continuous, whilst Mooring Master on board.

Notes

1. Tripoli also keeps a continuous watch on the international calling frequency of 158·8 Mc/s. This has a range of approximately 15 miles and its call sign is "Tripoli Control".
2. The VHF System is not connected to the main telephone switchboard and only selected shore stations have access to it.

TUGS: There is no tug at Tripoli.

BERTHING: *Sea Line Berths.* Four berths numbered from North-east to South-west. Specifications as follows:

Berth No.	*Max. TPH*	*Fixed Sea Line*	*Strings of Flexible Hoses*	*Approximate Limits Draft*	*Deadweight*
1	5,000	Two 24″	Two 16″ One 12″	56′	140,000
2	6,000	One 32″	Two 16″	60′	140,000
3	4,000	One 32″	Three 12″	47′	87,000
4	1,500	Two 12″	Two 12″	32′	25,000

As loading is by gravitation, the maximum rates are dependent upon availability of suitable shore tanks and loading lines.

LOADING:

1. *Readiness to Load*, will be received by the Mooring Master, who is the Company Representative on board. The advice from the vessel which states she is ready to receive cargo is considered as final, and as indicating that every operation necessary aboard the vessel has been completed. As soon as possible after such a signal has been received, and without further advice, loading will commence. Damage to hoses can occur if ship's valves are not open at the start of loading.

2. *Derricks*

(*a*) Two hoses are connected on the port-side amidship.
(*b*) Derricks or cranes reaching over the hose connection should be capable of lifting the flexible hose from the sea-bed to a height of up to 30 ft. above the deck.
(*c*) A minimum SWL of 5 tons is required for 12 in. hoses.
(*d*) The faster loading berths equipped with 16 in. hoses are available only to vessels with derricks and tackle with a minimum "Safe Working Load of 7 tons". Such vessels will be given berthing priority when queuing occurs and these berths are free but other vessels have not the capacity to handle the larger hoses.

3. *Hose Hang-off Bitts* are required at about 10 ft. from the ship's rail at the loading manifold to secure the submarine hoses on the portside.

4. *Hose Connection/Disconnection.* Ship's crew with a responsible officer in charge to perform all operations as advised by the Mooring Master, to lift, connect, disconnect and lower hoses.

5. *Ship's Manifold* – to be prepared for the connection of 12 in. or 16 in. hoses with flanges of 150 series, dependent on berth allocation.

6. *Loading – Supervision and Commencement*

(*a*) All operations in connection with starting of loading, discharging, switching of tanks on board and topping-off must be directly and personally supervised by a responsible ship's officer.

(b) The advice from the vessel that she is ready to receive cargo is considered as final, and as indicating that every operation necessary aboard the vessel has been completed. As soon as such a signal has been received, and without further advice, loading will commence. Damage to hoses can occur if ship's valves are not open at the start of loading.

Caution: The oil loading stream to the ship is controlled on shore and it is extremely dangerous if a ship's valve is closed against the flow of oil.

To prevent excessive pressure from surge in ship and shore lines, ship's valves must not be shut-off against the stream, and when switching tanks, ship's valves must be closed slowly. Vessels will be held liable for damages resulting from any mal-operation of valves on board.

7. *Tank Dips.* During loading frequent checks should be made by the responsible ship's officer to ensure that cargo is entering the designated cargo tanks only and that there is no escape of oil into pump-rooms or through sea and overboard discharge valves. Particular care must be exercised by ship's personnel in "topping-off" tanks and towards completion of loading to ensure that the terminal is given timely advice of any decrease in loading rate required. Adequate "standby" notice must be given before the final "stop".

8. *Loading Operations*

(a) The Mooring Master will not transmit any loading instructions to the shore until the responsible ship's officer is satisfied that the hoses are connected correctly and that all valves have been set for receiving cargo.

(b) Loading rates requested by the vessel or quoted by the terminal will be the peak or maximum rate at any time during the loading period.

(c) While in berth, ships should be ready to move under their own power in the event of their breaking adrift, catching fire, fire in adjacent berths or other emergency. No repair should be carried out while in berth which would immobilize the ship or impair her fire-fighting efficiency.

Failure to vacate the berth on completion of loading may result in delays to other vessels, demurrage, and loss of throughput which shall be accountable to the vessel.

(d) The Mooring Master will advise the Master of the ship as to any signals needed for local requirements.

(e) The Mooring Master brings a portable radio on board for ship to shore communication.

DENSITY: 1025.

FRESH WATER: May be available at anchorage before berthing, but it is expensive.

FUEL: Fuel oil is available at Berths 2 and 3. The 12 in. bunker hose is raised on the port side of the vessel. Bunkering rates are 100 to 350 tph.

CUSTOMS ALLOWANCES: See "Section A – Dry-cargo Port".

GENERAL:

1. *Ballast*

(a) Vessels should arrive with sufficient clean ballast for safe handling of vessel under prevailing weather conditions.

(b) Ballast water must be clean and a declaration signed by the Master and delivered to the terminal to this effect. Vessel's scuppers must be effectively plugged and leakage or spillage of oil aboard ship must not be swept or washed overboard.

(c) *Pollution of the sea – warning.* It is an offence to discharge dirty ballast or pump out bilges. The authorities are very strict and your attention is drawn to the Lebanese Notice to Mariners No. 23/1 of 29th July 1965, and to the volume entitled "International Conference on Prevention of Pollution of the Sea by Oil", issued by IMCO London.

In the event of your vessel discharging dirty ballast or spilling oil, cost for cleaning the pollution, third party claims and port fines shall be borne by the vessel.

It is recommended that vessels carry an adequate amount of dispersants with means of application in case of oil spills.

2. *Gear to be provided by the ship*

(a) Anchor to be fitted with marker buoys and 20 fathoms line.

(b) Four good mooring lines of not less that 150 fathoms each and of suitable size for the vessel. Two additional 150 fathoms lines securely tailed to the first lines for cases where 150 fathoms may not reach to the stern buoys initially.

(c) For vessels of 50,000 dwt. and larger, powered mooring winches with 200 fathoms of wire rope.

(d) Four suitable rope stoppers to be available aft.

(e) Two good chain stoppers for use on 5½ in. circumference wires (preferably carpenter's patent stoppers).

(f) Two good 4½ in. circ. boat ropes 200 ft. long placed one on each side of the vessel.

(g) Two good ropes, 15 fathoms × 3½ in. circ. and two heaving lines for lowering hoses.

3. *Lighting.* Manifold and poop mooring areas should be adequately lit to enable night mooring and loading operations to be carried out with safety. Sea area around the ship to be illuminated.

4. *Deck Watch.* A deck watch must be maintained at all times the vessel is in berth. In addition to its normal duties, the watch must inspect the hose connections and area around the ship against oil spillage, pollution, and prevent unauthorised persons from boarding your vessel.

5. *Boarding of vessel.* The control of persons boarding your vessel is the ship's responsibility. Boarding should be restricted to Company employees on duty and to persons authorised by the Port Authorities as advised by your Agents.

6. *Stores/Provisions* or other items should not be received or discharged whilst loading is in progress. Launches other than the Company's mooring launch, should not lie alongside the vessel.

7. *Tanker Safety.* Masters are at all times responsible for the application of all safety precautions as prescribed in the International Oil Tanker and Terminal Safety Guide.

8. *IOTTSG Safety Check List.* The Tanker Safety check list must be completed after inspection of each item prior to commencement of and during loading. The Mooring Master is authorized to stop all loading operations should he consider that the safety of lives and property is endangered by the infringement of safety rules.

9. *Action in case of Emergency.* In the event of a fire, oil spillage or other emergency on the vessel,

The Emergency Signal is:—

Three or more blasts of not less than ten seconds duration each on whistle or siren supplemented by a continuous ringing of the general alarm bells.

AGENT: Gulf Agency Co. (Lebanon) Ltd., Customs Street, Tripoli, Lebanon. Cables: "Gacship", Tripoli/Lebanon. Telephon: 62 52 54. Telex: 906 Beirut. Head Office: Beirut (which see).

Leeward Islands

BASSETERRE: St. Kitts: 1618 N. 62.43 W.

DOCUMENTS:
3 copies of Crew List.
3 copies of Passenger List.
1 copy High Duty Cargo List.
1 copy Crews' Personal Effects List.
1 copy Clearance from last port.
1 copy Ship's Stores List.
7 copies Manifest.
2 copies Bills of Lading.

PILOTAGE: No pilotage required.

ANCHORAGES: Harbour at Basseterre is an open roadstead and safe anchorage will be found at a distance of ¼ to ½ mile from the shore opposite the piers in the centre of the town.

RESTRICTIONS: None.

MAX. SIZE: A vessel of any size may be admitted. Anchorage position will depend on the draught of the ship.

HEALTH: The Harbour Master boards all vessels on arrival at port and inspects the clearance from the last port. If there are no health problems the vessel is immediately granted pratique. If there is suspected disease or fever on board pre-notification is recommended. If this is done the Harbour Master will have a Medical Officer with him when he boards the ship on arrival.

RADIO: Contact is through Barbados Radio, call sign 8PO.

TUGS: Not needed.

BERTHING: Ships anchor off shore.

STEVEDORES: ETA should be advised 24 hours before arrival of vessel, also tonnage to be discharged and number of gangs required. Discharging rate: 15 tons per gang per hour on bags. 6 tons per gang per hour on general cargo.

MEDICAL: Advance notice if possible – hospital facilities available. Valid Vaccination Certificate for passengers disembarking but not for intransit or cruise ship passengers.

DENSITY: No tides. Density normal for a West Indian island.

FRESH WATER: Not available.

FUEL: No bunkering facilities.

GANGWAY/DECK WATCHMEN: Not required.

OPENING/CLOSING HATCHES: Done by stevedores.

CUSTOMS ALLOWANCES: Tobacco, 1 carton of cigarettes. Wine and/or Spirit, 1 bottle.

IDENTIFICATION CARDS: Not needed.

CONSULS: Netherlands, France, Dominican Republic.

REPAIRS: The sugar factory has well-equipped shops for machine, welding and maintenance work. They can assist with most engine repairs.

DRY DOCKS: None.

REPATRIATION: Crew changes and repatriation can be arranged.

AIRPORT: Two miles from town with regular daily connections to Antigua and Puerto Rico where onward passages to Canada, the U.S.A., Great Britain and Europe can be arranged.

TIME: GMT minus 4; no alteration.

HOLIDAYS: New Year's Day (January 1st); Statehood Day (February 27th); Good Friday; Easter Monday; Whit Monday; Queen's Birthday (date fixed by announcement annually); August Monday; Prince Charles' Birthday (November 14th); Christmas Day (December 25th); Boxing Day (December 26th).

POLICE/AMBULANCE/FIRE: Police 999; Fire 999; Ambulance (Hospital) 2551.

TELEPHONES: None available.

AGENT: S. L. Horsford & Co. Ltd., PO Box 45, Basseterre, St. Kitts, BWI. Cable address: Horsford, St. Kitts. Tel. Shipping Manager, Office 2219, Home 2101; Secretary, Office 2805, Home 2122.

ST. JOHN'S: Antigua: 17.7 N. 61.52 W.

DOCUMENTS:
4 Crew Lists.
6 Passenger Lists.
1 Customs Declaration.
1 Declaration of Health.
4 Copies of Manifest.

3 copies of B/L.
1 copy Crew Personnel Curio List.
Fumigation and Deratisation Exemption Certificate.

PILOTAGE: Compulsory. Messages should be received by Agents 48 hours in advance. Pilot boat may be identified by pilot flag. Pilot boards 1 mile North of Sandy Island.

ANCHORAGE: Open seas just outside inner harbour. Depths exceeding 50 ft.

RESTRICTIONS: No restrictions on entry, difference in tide is negligible. Channel is 8,000 ft. long and 300 ft. wide.

MAX. SIZE: At present vessels of any size can anchor in outer harbour. The New Deep Water pier is 1,200 ft. long and depth alongside is 35 ft., a turning basin of 8,000 ft. diameter is available. Oil carrier's berth at Oil Refinery Pier in 36 ft. of water or at "Sea Buoy" in calm water exceeding 50 ft. High and low tide are negligible.

HEALTH: Pratique granted at berth. Suspected disease or fever should be notified by cable in advance.

RADIO: Cable and Wireless (W.I.) Ltd. Barbados Radio 8PO.

TUGS: Two tugs of 1800 h.p. available.

BERTHING: No special requirements.

STEVEDORES: 48 hours notice required to arrange gangs.

RADAR/VHF: No port radar. Tugs fitted with VHF equipment.

MEDICAL: Required medical attention should be cabled in advance to Agents. Hospital facilities available, smallpox vaccination required.

TANKERS: At Oil Refinery Pier several product pipe-lines of 10, 8, and 4 in., one 16-in. crude line, one 3-in. fresh-water line. 36 ft. mean low water, acceptable draft 32 ft. (deeper draft subject marine terminal approval). At Seabuoy one 10 in. Bunker C line, one 16-in. crude line; five mooring dolphins secure vessel in position. Acceptable draft 45 ft. No slop residue discharge facilities available yet.

DENSITY: 1025.

FRESH WATER: Available from Oil Refinery Pier and by barge in conjunction with bunker fuel deliveries.

FUEL: All grades marine fuel available; ex wharf the at oil refinery pier, at the Sea Buoy, and by barges to vessels at St. John's Harbour and adjacent offshore bunkering area.

Bunker nominations should be placed with Independent Petroleum Supply Co., London. Cables: "Oilsuppli London EC4". Tel. 01-236 4326 and/or New York or San Francisco offices.

FIRE PRECAUTIONS: No smoking or cooking at docks.

WATCHMEN: Not necessary. Available on request.

HATCHES: No set custom for opening/closing.

CERTIFICATES: All certificates should be on board but it is required to show Deratisation Exemption Certificate, L.S.A., Load Line.

CUSTOMS ALLOWANCES: 1 carton cigarettes. 1 bottle (26 oz.).

IDENTIFICATION CARDS: Not required.

CONSULS: Norwegian, Dutch, French, Danish and Swedish Consulates.

REPAIRS: No deck or engine repairs are possible.

DRY DOCKS: None.

AIRPORT: Airport is 4 miles from docks in city and served by international airlines such as BOAC, PAA, BWIA, Air Canada, ALM, Caribair, LIAT, Air France.

TIME: Local time is GMT minus 4. No alterations made to clocks during the year.

HOLIDAYS: 1st January; Good Friday; Easter Monday; Labour Day (1st Monday in May and no work is possible); Whit Monday; August Monday; Carnival Holiday (Tuesday following August Monday); State Day (1st November); Christmas Day; Boxing Day; H.M. Queen's Official Birthday observed either first or second Saturday in June.

POLICE/AMBULANCE/FIRE: Police 45, Ambulance 251, Fire 99.

SHORE TELEPHONE CONNECTION: Not available.

AGENT: Geo. W. Bennett, Bryson & Co. Ltd., PO Box 162, St. John's, Antigua. Telegraphic address "Bennett". Tel. 21200. Estate & Shipping Agents, Liner Agents, General Commission Merchants, Insurance Agents, Travel Agents, Stevedores.

Liberia

BUCHANAN: 05.54 N. 10.04 W.

DOCUMENTS:
1 copy Clearance of last Port of Call.
1 copy Health Declaration.
6 copies Number of Passengers.
6 copies Cargo Manifest (even in ballast).
6 copies Crew List.
3 copies Store List (ship).
3 copies Personal Effects List.
1 copy Vaccination List.

PILOTAGE: The ship shall be considered to have arrived at Port of Buchanan when she cuts a circle with a three nautical miles radius from the beacon on the main breakwater head (Fl "G" 3-sec.). Lamco provides pilotage. Pilot boarding approximately 1½ miles off the main breakwater, bearing 095°/110°. Pilot ladder on port side.

ANCHORAGE: If waiting Pilot, anchor 2 miles off main breakwater.

RESTRICTIONS: Harbour traffic hours – towage and pilotage (ore ships), 0600–0100. General cargo ships (tankers), 0600–1630.

MAX. SIZE: Ore carriers up to 42 ft. draft.

RADIO: Dakar Radio, or when within 200 miles Buchanan Harbour Radio. Communications with ore ships per HF, call 2182 kc. Traffic, 2638 kc, 2738 kc. VHF, call Channel 16. Traffic, Channels 9, 11, 12 & 14.

HEALTH: Customs, health and passport inspection normally takes place at the berths. Quarantine signal must not be hauled down before "Free Pratique" is received. If diseases are suspected on board contact the Port Authorities or Agents by radio for instructions. After call at other Liberia ports where free pratique has been granted, Port Health will not board here.

TUGS: Lamco provides towage with two 1,640 h.p. tugboats. Tugs join vessel about one mile N.W. of red buoy.

STEVEDORES: As early as possible advance notice of ETA required latest by 1500 hours on day preceding arrival if a weekday. Or Saturday before noon if arrival on Sunday. Shore working hours: Ore handling: 0700–2400 with two 1-hour mealbreaks; general cargo handling, 0700–1200, 1300–1530, and overtime 1530 to 2300.

BERTHING: Port provides nylon springs for mooring at $5 per day each. Number of berths for sea going vessels, 5. Length of quays, 2,800 ft. with 50–100 tons bollards and properly fendered. Depth conditions, 42 ft. at ore-loading quay (at MLWS), 33 ft. at commercial quay (at MLWS). Ore loading capacity, 6,000 tons per hour.

MEDICAL: Hospital and medical care is provided; advance notice should be given in serious cases. Smallpox, yellow fever inoculations are required to enter the Republic. Yellow Vaccination Book is required.

TANKERS: One tanker berth for discharging only. Hose connections are: 6 in. and 10 in. Max. draft 30 ft.

DENSITY: Varying but around 1020/25.

FRESH WATER: Fresh water is available, ex-quay only, rate is 20 tons/hour – costs about $1.50 per ton. Subject to availability, max. 100 tons per ship.

FUEL: No bunker facilities available.

GANGWAY/DECK WATCHMEN: Available, cost $10 per day.

OPENING/CLOSING HATCHES: Performed by stevedores.

REPAIRS: No commercial facilities available. In cases of emergency Lamco might assist with minor repairs.

CUSTOMS ALLOWANCES: Direct sales of Liquors, cigarettes, foodstuff, etc. from ships are strictly forbidden.

IDENTIFICATION CARDS: Not required.

CONSULS: Swedish Vice-Consul only; however, most countries are represented either by Embassy or Consul at Monrovia.

REPATRIATION: Can be arranged.

AIRPORT: Roberts International Airport about 1 hour ride by car; several connections to the rest of the world.

TIME: GMT minus 45 minutes; no alterations during the year.

HOLIDAYS: January 1st; The first Monday in January after every Presidential Election; January 7th; February 11th; Second Wednesday in March; March 15th; Second Friday in April; April 15th; May 14th; July 26th; August 24th; First Thursday in November; December 1st; December 25th. Special holidays as proclaimed from time to time by the Liberian Government. No work will be performed on January 1st, July 26th and December 25th.

GENERAL: Two Customs officers stay on board the ship during ship's entire stay and they should be given meals in the Officers' Mess and if necessary night quarters.

POLICE/FIRE/AMBULANCE: No phone available; however the Lamco Plant Protection Force should be contacted; one officer is normally assigned to each quay/gate.

SHORE LEAVE: Apart from South African, Portuguese and Rhodesian Citizens, who are not allowed ashore, no restrictions.

DELAYS: Generally, no major delays have occured. For ore loaders and tankers the tide may occasionally involve 24/36 hours waiting time depending on the size of ships expected to load; general cargo ships: no delay.

AUTHORITY: Port Operators: Lamco J. V. Operating Company, Buchanan, Roberts International Airport, Liberia. Telex: 203, Lamco Monrovia, Cable: Lamco Monrovia.

AGENTS: All ore carriers must employ LJVOC as their Agent. *Other vessels;*
Scanship (Liberia) Inc., PO Box 19, Buchanan, Cable: Scanship. Telex via Monrovia 209. R/T 2182 Kcs callsign Scanship Buchanan.

MONROVIA: 06.20 N. 10.50 W.

DOCUMENTS:
5 Crew Lists.
5 Passenger Lists or 5 Statements "Nil" if none aboard.
2 Manifests for Customs. This should state S.W. Ballast if no cargo aboard.
5 Lists of Ports of call from commencement of voyage with date of calls.
1 International Health Declaration.
1 List of Crew with dates of smallpox and yellow fever vaccination.
5 Store Lists.
2 Crew Custom Declarations.
Immigration now stamp all seamen's discharge books or passports.

PILOTAGE: Order Pilot through local Agents. Monrovia Freeport Pilot station equipped with R/T and VHF radio and on continuous listening watch from 0645 GMT to 2245 GMT. R/T 2182 kc/s, range 300–500 miles VHF Channel 16 range–30 miles.

Pilot comes out from inside breakwater by launch displaying H. flag. Vessels should approach to approx. 7 cables off entrance and should anchor clear of fairway channel as very large iron-ore carriers sail on deep draft. Anchorage lies S.W. of Leading Line from 7 cables to 10 cables from Southern breakwater end.

ANCHORAGE: Good unlimited anchorage space available on roadstead S.W. of Leading Line, depth 7 to 10 fathoms. Anchorage

safe but subject to moderate South-westerly swell during rainy season, April to October.

RESTRICTIONS: Pilot service given day and night. Loaded oil tankers berth in daylight hours only. Only deep-loaded vessels restricted to tide for berthing or sailing. Dredging at present in progress to deepen the channel to 45 ft. and areas adjacent to Iron-ore Piers. Channel outside breakwater being dredged to 49 ft. MLW. New channel will be from breakwater, 500 ft. wide in direction of 300° for 4,000 ft. and then in a direction of 270° for a further 4,000 ft.

Present entry restrictions are 38 ft. HW to Crude Oil discharge Pier and Iron-ore Piers, 35 ft. HW to Bunkering Pier and 30 ft. for marginal general cargo wharf. Upon completion of dredging maximum draft for the marginal cargo wharf still to be 30 ft. and for Iron-ore Piers 45 ft. HW.

MAX. SIZE: Vessels up to 850 ft. length can be accommodated on Iron-ore Piers. Tankers discharging on Crude Oil Pier restricted to 700 ft. No restriction on beam except iron-ore carriers with beam more than 126 ft. may experience difficulty in loading with present loading gantries. Maximum draft see "Restrictions". Iron-ore vessels entering Port should retain sea ballast.

HEALTH: Vessels entering must fly International Code flag Q. Port Health Officials board upon berthing. Pratique automatic for vessels having cleared at other Liberian ports, but vessel must still clear Customs.

RADIO: ETA cables should be routed to Agents through Government radio station ELC or via land cable (French Cables) through Dakar or Abidjan. Pilot R/T station will pass on messages to Agents free of charge.

TUGS: Join vessels just inside breakwater entrance. For berthing, tug lines used; for sailing, ships' lines used. No charges for tug lines.

BERTHING: Day and night, except loaded tankers not berthed during hours of darkness. Tankers arriving must enter breakwater by 1730 hours. Fishing boats are moved to or from fishing pier situated on North Breakwater during darkness.

STEVEDORES: Engaged by Agent. Several stevedoring companies. Port Management handles all cargo on shore and accepts cargo ex-ship's hook only.

MEDICAL: Whenever possible Masters should cable Agents if require medical attention especially when arriving week-ends or during night. Hospital facilities available. Port Health require smallpox and yellow fever vaccinations for crew members.

TANKERS: One bunkering and oil-loading pier, and one crude-oil discharge pier. At Crude Oil Pier discharge by means of floating 10 in. pipe-line.

DENSITY: Density varies with the tide. Also varies during rainy season as river flow increases. Varies from 1009 to 1024 oz. per cu. ft. with average of approx. 1019 oz. per cu. ft.

FRESH WATER: Available only on marginal wharf and three Iron-ore Piers by means of hoses from shore. Average rate of delivery approx. 20 tons per hour. Cost $3.30 per 1,000 U.S. gall.

FUEL: Light diesel oil and heavy fuel oil available and these can be blended to specification by supplying oil company Diesel only available on bunkering pier. Fuel oil available by barge and on bunkering pier.

DEVELOPMENTS: Channels being dredged (see "Restrictions"). Vessels of 80,000 to 100,000 tons dwt. were expected to be able load iron-ore by end 1970.

GANGWAY/DECK WATCHMEN: Supplied by Agent, and recommended. Customs also place one gangway officer aboard and this officer is supplied with food by ship.

OPENING/CLOSING HATCHES: Normally done by stevedores.

CUSTOMS ALLOWANCES: Tobacco, reasonable quantities for consumption while in port. Wine and/or Spirit, as tobacco.

CREW IDENTIFICATION CARDS: Not required, but seamen's books are endorsed aboard by Immigration.

CONSULS: Majority of foreign countries have Consuls.

REPAIRS: Limited deck and engine repairs can be carried out by two private companies.

DRY DOCKS: One very small floating dock capable of lifting 300 tons with max. draft of 8 ft. This dock is used for small coastal craft and only accepts very limited outside work.

REPATRIATION: Repatriation of crews is possible.

AIRPORT: Roberts Field International Airport 45 miles distant. Served with daily international flights to Europe and America.

TIME: GMT minus 45 minutes.

HOLIDAYS: Many official holidays during year but cargo work carried out those days on overtime rates. Port closes three days per year: 26th July (Independence Day), Christmas Day and New Year's Day.

POLICE/AMBULANCE/FIRE: Port Management have own Security Force and Fire Service. Situated in port area.

TELEPHONES: There are no facilities for telephones on board.

GENERAL: Stevedores gangs have to be ordered the day before required, therefore essential for Agents to receive ETA messages in sufficient time.

SERVICES: Hull, deck and engine surveys can be obtained through Lloyd's, German Lloyds, B.V., Norske Veritas, America Bureau Agents.

SHORE LEAVE: No restriction on shore leave.

PORT AUTHORITY: Monrovia Port Management Co., PO Box 14, Monrovia, Liberia.

AGENT: Scanship (Liberia) Inc. PO Box 209. Tel. 21–634/35. Telex 209. Cables: Scanship Monrovia.

Libya

BENGHAZI: 32.07 N. 20.03 E.

DOCUMENTS:
4 Crew Lists.
4 Passenger Lists.
6 Manifests of Cargo for Discharge.
1 Manifest of Cargo in Transit.
Clearance from Last Port.

PILOTAGE: Harbour Pilots will not come out farther than one mile off-shore. Vessels anchored outside this limit cannot expect to receive a Pilot. International code signals used to call Pilot.

MAX. SIZE: Vessels up to 28 ft. draft.

RADIO: Messages to Agents, Receivers, etc., normally through Malta Radio. Due to difficulty of communications, Masters are advised to maintain radio watches while anchored off port.

HEALTH: International quarantine signals to be shown on arrival and until pratique granted.

TUGS: Tug assistance available if required.

BERTHING:

Old Port	Quay	No. 1	Length	400 ft.	Depth	14 ft.	6 in.
	,,	,, 2	,,	430 ,,	,,	16 ,,	6 ,,
	,,	,, 3	,,	400 ,,	,,	16 ,,	6 ,,
New Port	,,	,, 1	,,	1,020 ,,	,,	28 ,,	
	,,	,, 2	,,	940 ,,	,,	28 ,,	
	,,	,, 3	,,	400 ,,	,,	28 ,,	

TANKERS: Oil Berth – tankers up to 350 ft. length, 25 ft. draft.

FRESH WATER: Not available.

FUEL: Not available.

MEDICAL: All facilities available.

CONSULS: Following countries are represented – France, Germany, Greece, Italy, Tunisia, United Kingdom and U.S.A.

AIRPORT: Benina Airport situated 29 km. away.

AGENT: Gulf Agency Company (Libya) Limited, POB 1544, off Omar Muhtat Street, Sh. Scabbi No. 6, Benghazi, Libya. Cables: "Gacship", Benghazi. Tel. 2517.

ES SIDER: 30.38 N. 18.22 E.

DOCUMENTS: The Libyan Federal Police require a list of the crew with a declaration of their personal belongings, a list of tanker's stores and a list of passengers. Also six copies of the cargo manifest are required for discharge at Es Sider and one copy of the cargo manifest for cargo in transit.

PILOTAGE: 72 hours before the Master expects to arrive at Es Sider to receive a Mooring Master on board, he shall notify the terminal by cable addressed to Oasisoil Pipeline Tripolibya, providing the following information:

(*a*) Name of tanker.
(*b*) Precise estimated time of arrival at Es Sider.

This information is to be repeated 24, 12, and 4 hours before arrival. Coastal landmarks in the area are as follows:

(*a*) The most prominent landmark is a water tower in the terminal area which is painted white and is 180 ft. above sea level. This water tower is located at 30° 38′ 00″ North Latitude and 18° 21′ 01″ East Longitude.

(*b*) A radio antenna tower which is 624 ft. above sea level is located at 30° 35′ 48″ North Latitude and 18° 24′ 12″ East Longitude. At night the tower is lighted with five red lights, vertically arranged. The top light and the fouth from the top flash simultaneously every second. Lights two, three and five are fixed.

(*c*) A radio antenna tower which is 770 ft. above sea level is located at 30° 36′ 30·5″ North Latitude and 18° 17′ 24″ East Longitude. At night the tower is lighted with four red lights, vertically arranged. The top light and the third from the top flash alternately every second. Lights two and four are fixed.

(*d*) Marble Arch is an archway along the coastal highway. It rises approximately 100 ft. above the roadway and its highest elevation is 171 ft. above sea level. Marble Arch is located at 30° 27′ 42″ North Latitude and 18° 24′ 12″ East Longitude.

Vessels to be moored, anchored or manoeuvred at Es Sider will be boarded within the recommended anchorage area. The Mooring Master will advise the Master on approaches to berths, mooring, unmooring, connecting and disconnecting the hoses and in all operations within the anchorage or berthing area.

ANCHORAGE: Recommended anchorages at Es Sider within the seaward perimeter of a circle having a radius of 3,000 ft. centred at 30° 40′ 00″ North Latitude and 18° 24′ 00″ East Longitude. The anchorage area has a sandy bottom with a depth ranging from approximately 70 to 100 ft.

MAX. SIZE:

	Length	*Beam*	*Draft*
No. 1 Berth	900 ft.	None	52 ft.
No. 2 Berth	900 ft.	None	54 ft.
No. 3 Berth	1100 ft.	None	62 ft.

RADIO: Oasis maintains direct communication with Malta Radio, details of which are shown in publication 205 of the U.S. Hydrographic Office and are included in the Berne Lists. Oasis also maintains a VHF station at Es Sider Terminal.

Cables should be addressed to: Oasisoil Pipeline Tripolibya. Cables addressed in this manner will be received directly by the Oasis communications centre in Tripoli and relayed immediately by voice radio or teletypewriter to the terminal at Es Sider.

If the tanker is equipped with an FM radio-telephone in the 156–162 mc band, communications may be established with the Es Sider

terminal dispatcher by calling on Channel 16, 156·8 mc. This frequency is monitored continuously. The range of the terminal station is approximately 100 miles. After initial contact, further conversation should be conducted on either Channel 12, 156·6 mc, or on Channel 14, 156·7 mc.

HEALTH: Tankers shall fly "Q" on arrival by day and display a red light over a white light at night to indicate quarantine conditions.

TUGS: Not required. Oasis maintains launches to assist in berthing tankers. These are under the direct supervision and control of the Mooring Master.

BERTHING: Three open roadstead submarine sea loading berths are available for loading crude oil at flow rates up to 40,000 barrels per hour. These berths are of the seven-buoy type. The berth headings are North and ships should pick up hoses on the port side.

The central spar buoy of the Easternmost loading berth at Es Sider is located at 30° 38′ 58″ North Latitude and 18° 22′ 43″ East Longitude. The middle of the three loading berths at Es Sider is located at 30° 39′ 06″ North Latitude and 18° 22′ 06″ East Longitude. The Westernmost loading berth at Es Sider is located at 30° 39′ 35″ North Latitude and 18° 21′ 53″ East Longitude. All berths are approximately one mile from shore and in approximately 65 ft. of water.

After the tanker is securely berthed, the submarine hose shall be lifted amidships on the port side. The base lift may weigh up to five tons. Hoses shall be lifted and connected by the tanker crew. The Mooring Master shall advise the tanker's officer-in-charge concerning lifting techniques; however, the responsibility for all operations shall remain with the officer.

BALLAST: A tanker shall have sufficient ballast for safe handling. Careful watch of the weather, frequent interchange of information between the tanker and the terminal and the knowledge of the behaviour of his tanker may permit the Master to bring his tanker to the terminal with a minimum of ballast and thereby reduce the possibility of violating sea pollution requirements.

There are no facilities at the port of Es Sider for the discharge of dirty ballast, and vessels arriving with dirty ballast will not be authorised to de-ballast in the vicinity of the port. Any tanker rejected because of dirty ballast or sea pollution will automatically nullify its notice of readiness and thereby relinquish any right to priority of loading position.

MEDICAL: Medical assistance shall be on an emergency basis only.

FRESH WATER: Not available.

FUEL: Not available.

REPATRIATION: No facilities exist for crew change or repatriation.

REPAIRS: When a tanker is in or near the berth, its engines shall remain ready with full power for immediate use. Engine repairs shall not be performed near any berth.

WATCHMEN: Not less than one capable deck officer and three able seamen shall be available on the deck at all times. No person under the influence of alcohol shall be allowed on deck. The Mooring Master's opinion on the sobriety of an individual shall be final.

CUSTOMS ALLOWANCES: Cigarettes, cigars, tobacco,, spirits, wines, beers, perfume, arms, ammunition, saccharine, and certain other items shall be placed under Libyan Customs seal from the time of arrival in port until such time as the tanker has left territorial waters. Each officer and crewman is allowed the following ration for each day the tanker is in port: (*a*) 25 cigarettes per day, or 25 grammes of tobacco or 25 grammes of cigars. (*b*) One litre of beer or one-half litre of wine. (*c*) Special provisions are sometimes made for the Master.

CONSULS: Consulates are located in Tripoli, which is approximately 650 kilometres by road from Es Sider. Some countries having consulates are: Denmark, France, Germany, Greece, India, Italy, Netherlands, Norway, Russia, Spain, Turkey, United Arab Republic, United Kingdom, United States of America, and Yugoslavia.

GENERAL: When a Mooring Master and his assistants (launch crews and possibly apprentice Mooring Masters) are assigned to a tanker, the tanker shall supply them with meals at the same time and in the same manner as comparable personnel of the tanker. No special meals or special foods shall be required. The terminal will keep this item to a basic minimum. The intent is that the furnishing of meals to Oasis personnel be kept to the minimum.

SHORE LEAVE: None of the officers and none of the crew of any tanker shall be permitted shore leave at Es Sider.

AUTHORITY: The Port of Es Sider is the marine terminus of the Sidrah Pipe-line System, which is operated by Oasis Oil Company of Libya, Inc. The terminal and port facilities of the Sidrah Pipe-line System are owned by Ameradapetroleum Corporation of Libya, Continental Oil Company of Libya, Marathon Petroleum Libya, Ltd., Esso Sirte, Inc., Libyan-American Oil Company, and W. R. Grace & Company.

AGENTS: See "Benghazi".

MARSA AL HARIGA: 32.04 N. 24.00 E.

LOCATION: Marsa Al Hariga Oil Terminal is located on the South side of the harbour of Tobruk, approximately one mile Eastward of Marsa Al Hariga (see British Admiralty Chart no. 3657).

OPERATORS: Oil Terminal of the BP Exploration Co (Libya) Ltd. and Nelson Bunker Hunt.

APPROACHES: Vessels bound for the terminal should approach the harbour of Tobruk from the North-east with the lighthouse on Tobruk Point bearing 238° (true). In daylight this lighthouse should be kept in line with the conspicuous German War Memorial on the South side of the harbour. When about 4 miles from Tobruk Point course should be altered to 224½° (true) to bring the leading lights on Marsa Umm esc- Sciausc in line. This course should be maintained until the vessel is close to the outer buoy where one of the Company's Berthing Masters will board. Deep drafted vessels sailing from the terminal should avoid navigating North-westward of the leading line from Marsa Umm esc-Sciausc owing to the presence of shoal water off Tobruk Point.

	Latitude	*Longitude*	*Elevation ft.*
Ponta Tobruk Light	32° 04′ 25.4″	24° 00′ 36.1″	
Sciausc Light	32° 03′ 20.2″	24° 00′ 58.1″	38.7
Sciausc Leading Light (N.)	32° 03′ 17.3″	24° 00′ 55.0″	68.6
Sciausc Leading Light (S.)	32° 03′ 09.8″	24° 00′ 46.3″	84.6
Tobruk Light	32° 05′ 18.0″	23° 59′ 22.9″	
Light at Eastern Dolphin	32° 03′ 40.6″	24° 00′ 17.2″	
Inner and Western Buoy	32° 03′ 54.2″	24° 00′ 39.8″	
Outer and Eastern Buoy	32° 03′ 37.1″	24° 01′ 19.0″	
R1	32° 03′ 44.8″	24° 00′ 04.2″	14.1
R2	32° 03′ 42.9″	24° 00′ 10.0″	14.1

FLAG: On entering the territorial waters of the Libyan Arab Republic, which commence 6 miles from the coast of Libya, vessels should, if possible, hoist the Libyan flag, and in any event the Libyan flag must be hoisted before entering the harbour of Tobruk. Should a vessel arrive without a Libyan flag on board, one may be obtained from the Company's Berthing Master when he boards at the outer buoy.

DOCUMENTS:

A. Customs' Requirements. On the arrival of a vessel, the Tobruk Customs Authorities will require from the Master of the vessel:

4 copies of a Crew List.
2 copies of a List of Ship's Stores.
2 copies of a Declaration of the Crew's Personal Belongings, including currency, cigarettes, gifts, etc.
4 copies of a Passenger List.

B. Harbour Master's Requirements. On the arrival of a vessel, the Tobruk Harbour Master will require from the Master of the vessel:

1 copy of a Crew List.
1 copy of a Passenger List.
1 copy of the Ship's Manifest.
1 copy of a Port Declaration (form will be made available to each vessel on arrival).

PILOTAGE: Vessels coming to and departing from the terminal will be berthed and unberthed by Berthing Masters provided by the Company, subject to the understanding that in all circumstances the Master shall remain solely responsible on behalf of his Owners for the safety and proper navigation of his vessel. Berthing Masters will board vessels at the outer buoy.

ANCHORAGES: If a berth is not immediately available on a vessel's arrival off the harbour of Tobruk, the vessel will be advised by the Company where she is to anchor.

MAX. SIZE: One berth is at the end of a T-head jetty, which extends some 700 ft. from the shore. There is a minimum depth alongside of 60 ft. and approach to and departure from the berth can be made in not less than this depth of water. A buoy berth is situated some 1,200 ft. from the shore, approximately 3,300 ft. West of the jetty. There is a minimum depth in the buoy berth and its approaches of 49 ft.

DRY CARGO: Berths in Tobruk Harbour;
Quay No. 3 Length 82 ft., draft 11 ft.
Quay No. 4 Berth 1, length 560 ft., draft 20 ft.
Berth 2, length 395 ft., draft 28 ft.
Berth 3, length 410 ft., draft 30 ft.

HEALTH: Pratique. The Libyan Authorities will grant clearance by radio of a vessel coming to the terminal. Radio messages requesting clearance should be sent not earlier than 48 hours prior to a vessel's arrival off the harbour of Tobruk and should give the details required in the Maritime Declaration of Health, which must also be completed.

READINESS: The Master or his representative is required to hand to the Company a written Notice of Readiness to Load. Receipt of such Notice of Readiness does not necessarily imply acceptance.

RADIO: The Company operates a radio station for the terminal and this station only handles traffic directly connected with the Company's activities. Particulars of the services available to shipping on official business with the Company are given below:

Tobruk Radio Station. Position: 32° 02′ N, 29° 00′ E. Calling Sign: 5AL (MF & HF) BP Tobruk (VHF).

Frequencies:

420 kc/s	A1	·5KM
500 ,,	A2	·5KM
4241 ,,	A1	·5KM
8480 ,,	A1	·5KM
16963 ,,	A1	·5KM
156 ,,	F3	·5KM (Channel 12)
156 ,,	F3	·5KM (Channel 16)
161·55 kc/s	F3	·5KM (Channel 19)

Schedules: Traffic lists transmitted as follows: (*a*) On 420 kc/s, after call on 500 kc/s, at 0905, 1305, 1705 and 2105. (*b*) On 4241 kc/s at 2130. (*c*) On 8480 kc/s at 1730. (*d*) On 16,963 kc/s at 0930 and 1330.

Hours of watchkeeping: (*a*) On 500 kc/s, 0900–0930, 1300–1330, 1700–1730, 2100–2130 (watch is also kept on 425 kc/s for calls during these periods). (*b*) On 4 Mc/s calling on (4177–4187 kc/s) 2130–2200.

(*c*) On 8 Mc/s calling on (8354–8374 kc/s) 1730–1800. (*d*) On 16 Mc/s calling on (16, 708–16, 748 kc/s 0930–1000, 1330–1400. (*e*) On 156·8 Mc/s (Channel 16) continuous.

Note: This station is operated by the BP Exploration Co. (Libya) Limited and only handles traffic directly connected with the company's activities. No charges are made.

Arrival Messages: In addition to their arrival messages to the Agents, vessels must pass an arrival message to the terminal via the Company's radio station giving at least 72 hours' notice of their ETA and advising their estimates of: (*a*) the quantity of cargo (in long-tons) to be loaded at the terminal. (*b*) the quantity of ballast (in long-tons) to be discharged ashore at the terminal (see Section 5). (*c*) the ballast discharge rate (in long-tons per hour).

If, subsequent to advice of their 72 hours ETA, there is any material change, a further ETA message must be passed via the Company's radio station.

TUGS: For berthing and unberthing at the terminal vessels will be required to use the two diesel tugs, which are available at the terminal. Each of these diesel tugs has a bollard pull of approximately 25 tons.

BERTHING: (A) *Jetty.* Vessels will berth on the jetty either side alongside, depending on the prevailing weather conditions, though starboard side alongside is preferred. The jetty is of "T"-head form and is protected by four breasting dolphins. All moorings, except the back springs to the breasting dolphins, are attached to quick release hooks. In addition to the vessels' moorings, the permanent mooring wires provided by the Company must, at the Berthing Master's discretion, be utilised, and vessels must be moored to the satisfaction of the Company.

DATA SUMMARY (JETTY)

Terminal operates on 24 hour basis. Ship–shore connections: 4 flowbooms with suspended rubber hoses; diameter of hoses, 12 in. Flange size and rating: 12 in., ASA 150; diameter thickness, 19 in., $1\frac{1}{4}$ in.; bolt PCD No. and diameter, 17 in. $12 \times \frac{7}{8}$ it. Full range of standard adapters available.

Deballasting: All cargo tank ballast must be delivered ashore through one or two flowbooms. Rate, 6,000 Tons/hr. maximum; quantity, 300,000 tons maximum. Loading: Method, Gravity, maximum head 350 ft., rate regulated to requirements; rates, two lines, each 4,000 tons/hr. two 8,000 tons/hr. maximum. Shore measurement: Positive displacement metres with loading line recording thermometers. Hose draining: Drain pumps on jetty head. Loading lines remain filled. Bunkers fresh water: Not available.

DATA SUMMARY (Buoy Berth)

Buoy Berth. Vessels will berth heading East or West depending on the prevailing weather conditions though heading East is preferred. The moorings consist of four buoys, one buoy being on each bow and one buoy on each quarter. In addition to the vessel's moorings of two ropes to each buoy, the mooring wires, provided by the Company, to each buoy must be utilised and vessels moored to the satisfaction of the Company. The Company's Berthing Master will remain on board the vessel whilst the vessel is in the buoy berth to supervise and co-ordinate the ballast discharging and loading operations.

Buoy berth operates on 24 hour basis berthing and unberthing in daylight only. Ship–shore connections: 3 flexible hoses, 2 crude oil loading, 1 ballast discharge; diameter of hoses, 12 in.; Max. lift, from ships equipment, 5 tons. Flange size and rating: 12 in. ASA 150; diameter thickness, 19 in., $1\frac{1}{4}$ in.; bolt PCD No. and diameter, 17 in., $12'' \times \frac{7}{8}$ in. Full range of standard adaptors available.

Deballasting: All cargo tank ballast must be discharged ashore through ballast hose. Rate: 1,500 tons/hr. maximum; quantity, 25,000 tons maximum. Loading: Method, gravity, maximum head 350 ft., rate regulated to requirements; rate, 4,000 tph. Shore measurement: Positive displacement metres with loading line recording thermometers. Hose draining: None–loading lines remain filled. Bunkers fresh water: Not available.

(C) *Pneumatic Oil Barrier.* Although it is emphasised that all precautions must be taken by vessels to avoid any leakage or spillage of oil into the harbour, the berths are each protected by a pneumatic oil barrier to contain any oil, which may, due to unavoidable circumstances, get into the harbour waters.

A pneumatic oil barrier consists of a pipe-line, which is laid on the harbour bed around the berth. Through this pipe-line is pumped compressed air, which escapes from the pipe-line via small holes in it. As a result of this escape, the surface of the water above the pipe-line is forced upward to form a 'mound' of water, which enclose the berth and prevents any spillage from spreading.

While vessels are berthing and unberthing the barrier will be kept in operation and the disturbance on the surface of the water will indicate the position of the pipe-line. To avoid damage to the pipeline it is essential that vessels do not drop their anchors in its vicinity.

(D) *Weather and Tides.* The berths are sheltered from weather from all directions except between North and South-east. From time to time, principally in spring and in autumn, hot, dry desert winds, known as Ghiblis, occur and blow from between South and East at velocities up to 50 knots. For this reason, Masters should ensure that their vessels' moorings are well tended at all times. The tidal level is practically constant and currents within the harbour are slight.

CARGO OPERATIONS:

(A) *Deballasting.* Vessels should make every effort to arrive at the terminal with clean ballast and with the minimum quantity for safe handling under prevailing weather conditions.

All ballast must be discharged into shore tanks provided by the Company unless it is clean ballast carried in tanks, which are completely isolated from the vessel's cargo system; however, the discharge of such ballast into harbour waters must not be commenced until the ballast has been inspected by a Company official and he has certified that it is in order to commence discharge.

Ballast can be accepted into the Company's shore tanks at rates up to 6,000 tons per hour from the jetty and 1,500 tons per hour from the buoy berth. Ballast is discharged ashore over the jetty by way of the loading booms. Ballast is discharged ashore from the buoy berth through a separate 24 in. ballast discharge line connected to a 12 in. flexible hose.

(B) Loading Facilities. Cargo loading at the jetty is by means of four 16 in. flow booms, to which 12 in. flexible hoses are attached. Cargo loading at the buoy berth is by means of a 34 in. submarine line, to which two 12 in. flexible hoses are attached.

This system permits a maximum loading rate of approximately 8,000 tons per hour over the jetty and 4,000 tons per hour through the buoy berth. But the actual loading rate for a particular vessel will be determined prior to the commencement of loading by agreement between the Master and the Company.

(C) *Commencement of Deballasting and Loading.* The attention of Masters is drawn to the conditions that must be observed before the Company will permit deballasting or loading to commence. These conditions are set out in the Company's Jetty Safety Regulations

(D) *Buoy Berth Operating Signals.* The following signals will be exhibited by a vessel whilst in the buoy berth to indicate the nature of the operation taking place and to provide a second channel of communication should VHF contact be broken between ship and shore.

	Day	*Night*
De-ballasting	Code flag "N"	1 green light
Slow loading	1 red flag	1 red light
Full loading	2 red flags	2 red lights
Stop	flags lowered	lights out
Require launch	Code flag "L"	signal lamp
Fire emergency	Continuous sounding of short blasts on whistle or siren.	

These signals will also be repeated ashore from a mast situated on top of the main administration office building which is situated opposite the buoy berth.

SAFETY: A copy of the Regulations will be given to Master when Company's Berthing Master boards at outer buoy. Masters should make themselves thoroughly acquainted with these Regulations, strict observance of which is required by the Company.

In the event of any infringement of the Regulations, operations may be stopped and, if so, will not be recommenced until the Company is satisfied that appropriate action has been taken by the Master to comply with all the Regulations. The Company also reserves the right to unberth a vessel in the event of a continued or blatant disregard of any of the Regulations. Any loss or expense to the Company resulting from an infringement of the Regulations and, in particular, in the event of an infringement leading to an interruption of operations and/or unberthing of a vessel, will be for the account of the Owners.

FRESH WATER: Not available.

FUEL: Not available.

REPAIRS: No shore facilities for carrying out repairs to vessels either at the terminal or at Tobruk.

CONSULS: No Consulates at Tobruk and the nearest locations of Consular officials are as follows:

Benghazi – 445 kilometres from Tobruk: France, Germany, Greece, Italy, Saudi Arabia, Tunisia, United Arab Republic, United Kingdom of Great Britain and Northern Ireland, United States of America, U.S.S.R.

Derna – 175 kilometres from Tobruk: Turkey.

El Berda (Beida) – 260 kilometres from Tobruk: Belgium, United States of America.

CUSTOMS ALLOWANCES: Cigarettes, cigars, tobacco, matches, spirits, wines, beer, perfume, arms, ammunition and saccharine have to be locked up under Customs' seal from time of vessel's arrival in harbour of Tobruk until time of departure.

Whilst in harbour, each member of crew allowed following: 200 cigarettes (the Master will be allowed 400); $\frac{1}{2}$ bottle spirits (the Master will be allowed 1 bottle); 4 bottles of beer or wine per man per day.

No fixed allowances for cigars and tobacco.

Libyan law prohibits vessels from having on board any goods or containers of Israeli origin. Any vessel having such goods or containers on board on arrival in the harbour of Tobruk will be liable to a heavy fine and confiscation of the goods or containers. The Libyan Authorities may, moreover, refuse to clear the vessel.

REGULATIONS:

1. *Ships' Garbage.* Whilst within limits of harbour of Tobruk the throwing overside of ships' garbage is prohibited.

2. *Ships' Radio.* Once vessel berthed at Terminal the use of her radio will not be permitted.

3. *Ships' Boats.* Use of ships' boats not permitted within limits of harbour of Tobruk.

AGENTS: Gulf Agency Co. (Libya) Ltd., POB 34, Tobruk, Libya. Telephone: 2417. Cables: "Gacship", Tobruk, Libya.

Gulf Agency Co. (Libya) Ltd., POB. 1444, Benghazi, Libya. Telephone: 2517. Cables: "Gacship", Benghazi, Libya.

Kindly address all correspondence and cables concerning your vessels' calls at Marsa Al Hariga Terminal to office in Tobruk with copies to office in Benghazi. Ships mail should be sent to the Tobruk office. Spare parts to be air-freighted to Benina Airport, Benghazi, and addressed to the Benghazi office, but marked with the vessel's name and also with "Ship's Spares in Transit".

MARSA EL BREGA: 30.25 N. 19.34 E.

DOCUMENTS: Customs and Immigration officials may not always board the vessel. All relevant documents are supplied by the Mooring Master and on completion of mooring the Master will fill in, sign and stamp the papers. These will be dispatched ashore and clearance granted by the officials on sighting all documents.

A. Port Declaration, Form PC7 (2 copies).
B. Inward Report (title in Arabic), Form CL128 (3 copies).
C. Cargo Manifest Inward, Form CL1 (3 copies).
D. Report Outwards, Form CL4 (3 copies).
E. Crew Manifest Inwards, Form CL31 (2 copies).

Required when ships clear inwards, lists each member of the crew and all goods held (e.g. liquor, cigarettes, cameras, money, etc.) with crew members' signature opposite name or rank. This form is ordinarily supplied in advance so that it may be completed prior to arrival at Brega.

F. Cargo ships also required Ship's Cargo Manifest Form (3) with same information as C.

Ships' forms required by Customs

A. Crew List, ships' form (6 copies).
B. Stores List, ships, form (2 copes).
C. Clearance from Last Port, port's form (1 copy).

Forms required of cargo ships

A. Report of Cargo and Ship's Ullages (original).
B. Tanker Time and Loading Report (original).
C. Certificate of Cargo Discharge (3 copies).

Master signs and stamps one copy at bottom of form. Other two copies are completed by Master at port of discharge, stamped and signed by Customs authorities, and then are mailed to Controller of Customs, Benghazi, Libya.

Information required by Esso Standard Libya Inc. prior arrival

The Owner, Charterer or Agent should airmail or cable following to Esso Standard Libya Inc., PO Box 385 (Field), Tripoli, cable address Essoship Tripoli:

(1) Name and flag of vessel.
(2) Dimensional characteristics, e.g. overall length, beam and maximum draft.
(3) Total tonnage, number and type of products or cargo on board.
(4) Number and size cargo hose connections on either side and distance in feet of each from the bow.
(5) Safe working load of derricks in vicinity those connections.
(6) Number of shackles of chain (90 ft. shots) on each anchor.

Information concerning dimensional characteristics need not be included in letter or cable after first call.

PILOTAGE: Brega sea buoy located Lat. 30° 27·5′ N. Long 19° 35·1′ E. White flashing light on black conical buoy at 12 ft. above water. Characteristic, one flash every ten seconds. A bow mooring oil loading fixed structure located in Lat. 30° 26·0′ N. Long 19° 33·9′ E. with fixed red light 93 ft. above mean sea level. Structure also floodlit. Numerous lighted and unlighted navigational and mooring buoys located within restricted area. Vessels not to enter restricted area without Brega Pilot. The services of a Pilot/Mooring Master are provided without charge. He will normally board the vessel in the vicinity of the Brega buoy and will advise the Master on approaches to the berth, mooring and unmooring, connecting and disconnecting cargo hoses, and all other operations within the berthing area.

ANCHORAGE: Anchorages located ½ mile East or South-east of Brega buoy in 12 to 18 fathoms. *Vessels should not remain at anchor in bad weather.* Vessels not permitted to anchor within ½ mile of the channels into the bay and inner harbour.

HEALTH: Quarantine signals must be displayed upon entering Brega port limits in accordance with international practice, and shall be continuously displayed until pratique is granted.

RADIO: Vessels bound Marsa el Brega not required call Tripoli for inward or outward clearance. Radio messages should be sent through Tripoli (via Malta if beyond communication range of Tripoli) and ETAs should be sent at least 48 hours but preferably 72 hours in advance. Master should state whether ETA in GMT or local time.

As cable office closed between midnight and 0800, allowance for delays in receipt of radio messages due to this and other causes should be made when sending ETAs and other urgent traffic.

Ships can communicate direct with Brega via the tug *Cycloop* – call sign PDML – normal international watch for zone. Berthing instructions and information concerning facilities and Customs documents is available from tug *Cycloop*.

Esso Standard Libya Marine Terminal equipped with short-range Radio/VHF Telephone Port Control System. The following procedure should be adhered to: Vessels approaching Brega and equipped with VHF should call Port Captain's office on Channels 16 and 12. Channel 16 is reserved for "Calling,", "Safety", "Emergency". When contact made, vessel will be allocated one of the four working channels: Channel 13, Channel 12, Channel,9 Channel 6. Esso Libya's Pilot launch is equipped operate on these channels. Portable radio sets available for vessels not fitted with VHF.

TUGS: Esso Standard Libya Inc. maintains tugs and mooring launches to assist vessels to moor and unmoor.

BERTHING: Tankers calling at Brega to load at the crude sealine berths should be equipped with a minimum of eight 10 in. circ. fibre or synthetic mooring ropes in good condition, not less than 120 fathoms in length. Mooring wires or equivalent strength are acceptable. A fibre or synthetic mooring rope in good condition must be available for towing vessels into berths by tug.

Crude Tanker Sealine Berth No. 1

The least depth of water in this berth is 42 ft. The 30 in. crude line is approximately 6,000 ft. long and is fitted with two strings of hose each consisting of 175 ft. of 12 in. hose. The loading rate is approximately 12,000 to 30,000 barrels per hour. When berthed the vessel is heading 330° true with both anchors out forward and 6–700 ft. of chain on each anchor. The stern is secured to 5 mooring buoys fitted with quick-release hooks. The submarine hoses are picked up amidship on the port side of the tanker and the vessel's derricks should have a safe working load of 5 tons.

Crude Tanker Sea-line Berth No. 2

The least depth of water in this berth is 44 ft. The 30 in. crude line is approximately 8,000 ft. long, with two hose strings. The forward string is 200 ft. in length 6 no. 25 ft. × 16 in. and 2 no. 25 ft. × 12 in. and the after string is 175 ft. in length 5 no. 25 ft. × 16 in. and 2 no. 25 ft. × 12 in. Crude oil is loaded by gravity on pumps and rates of 15,000 bbls. per hour to 39,000 bbls. per hour can be obtained. When berthed the tanker is heading 330° true with both anchors out forward and 6–700 ft. of chain on each anchor. The stern is secured to 5 mooring buoys fitted with quick-release hooks. The submarine hoses are picked up amidships on the port side of the tanker and the vessel's derricks should have a safe working load of 5 tons.

In good weather No. 1 berth can safely accommodate a 47,000 dwt tanker (approx.) with the following principal dimensions: 47,000 dwt. overall 750 ft., beam unrestricted, draft 38 ft. 6 in., gravity of sea water 1030. In similar conditions, berth No. 2 can safely accommodate a 55,000 dwt. tanker with the following principal dimensions: 55,000 dwt., overall 800 ft., beam unrestricted, draft 40 ft., gravity of sea water about 1030.

Crude Tanker Sea-line Berth No. 3 – *bow mooring*

The bow mooring is located in approximately 95 ft. of water, and consists of a fixed pylon surmounted by a revolving boom from which hangs a submerged oil-loading pipe arm. The main structure has a diameter of 130 ft. and is 97 ft. above mean sea level at its highest point. The pylon is surrounded by a fender ring which is mounted on vertical steel piles. The revolving boom is 76 ft. in length from the centre of the pylon to the end. The loading arm hangs from a ball joint at the end of the boom and is approximately 560 ft. in length, terminating in a hose handling platform on the outer end. The hose platform is kept at the level of the ship's deck by means of a compressed air ballasting and deballasting system. Four 12 in. hoses hang from the platform. Vessels are normally berthed port side to the platform. Derricks should have a safe working load of 5 tons. A maximum loading rate of 65,000 bbls. per hour may be realised with the loading pump in operation.

Vessels are moored in position using two head ropes to the bollards on the boom and with a 6 in. nylon back spring mooring line to the hose-handling platform. In addition, a 4½ in. nylon snubber line is used to keep the platform alongside the ship. Vessels with the following principal dimensions can be accepted: 100,000 dwt., overall 1,000 ft., beam unrestricted, draft 48–49 ft., bow to manifold not to exceed 434 ft. Larger vessels may be accepted with prior approval.

Crude Tanker Sea-line Berth No. 4

The least depth of water in the berth is 72 ft. Crude is loaded through a 42 in. pipe-line approximately 8,000 ft. in length. Two strings of hoses, 225 ft. in length are used, consisting of 7–25 ft. lengths of 16 in., and 1–25 ft. length of 12 in. hose. A maximum loading rate of 60,000 bbls. per hour may be realised.

Vessels are moored on a heading of 295° true using both anchors forward with at least 800 to 900 ft. of chain out on each anchor. Vessels' sterns are secured to 7 mooring buoys equipped with quick-release hooks. The submarine hoses are picked up on the vessel's port side. Vessels with the following principal dimensions can be accepted in the berth: 100,000 dwt., overall 1,000 ft., beam unrestricted draft 55 ft. This is providing they are equipped with at least 11 shots of *useable* anchor chain.

Product and Asphalt Tanker Berth

Small tankers delivering refined petroleum products and asphalt to Marsa el Brega will be berthed at the product dock. Products will be discharged through a number of small pipe-lines approximately 2,000 ft. long. 3 in. or 6 in. hoses are provided according to the grades of oil being discharged. Asphalt will be discharged through one 10 in. pipe-line. Vessels assigned to discharge at this berth must be suitably equipped with mooring ropes and have derricks capable of lifting 2 tons.

Vessels cannot be berthed or remain alongside the breakwater except in fine weather. The breakwater is equipped with resilient fendering and ample mooring points. Tankers will be berthed by an Esso Standard Libya Pilot/Mooring Master. One tug is available, and a launch will run the mooring lines. In good weather vessel with the following principal dimensions can be accepted: Overall 500 ft., beam unrestricted, draft 26 ft. maximum.

Dry Cargo Dock

Vessels assigned to discharge dry cargo at Marsa el Brega will be berthed alongside the dry cargo dock by an Esso Standard Libya Pilot/Mooring Master. The minimum depth alongside and in the approach is 30 ft. One tug is available. A mooring launch will be available to run mooring lines. The dry cargo dock is fitted with resilient fendering and ample mooring points. During winter it may be necessary to leave the berth during bad weather, and the Master is responsible for requesting the removal of the vessel under his command. He will also be held responsible for any damage sustained by the jetty and/or his vessel. A Pilot/Mooring Master will be standing by at all times.

All mooring ropes should be in good condition and none should have more than one short splice in the useable length. Crew shall keep the moorings tendered and properly lighted day and night.

Ships shall provide their own gangways and the crew shall keep them lighted and tendered, day and night. Ships must be equipped with adequate unloading gear. All cargo will be offloaded with the

use of ship's gear. When weather permits, derricks should be topped at sea prior to arrival.

A 50-ton floating crane is available for heavy lifts by prior arrangement only. at £L300 a day or pro rata minimum charge £L200 unless otherwise agreed. The length of the dry cargo dock is 650 ft. The maximum size ship which can be accommodated is overall 500 ft., beam unrestricted, *maximum draft 26 ft.* Slightly deeper drafts may be acceptable depending on weather conditions.

MEDICAL: There are limited medical and no dental facilities at Marsa el Brega. Personnel requiring urgent medical treatment may obtain it, but this will only be undertaken in serious cases. Masters of vessels arriving at Marsa el Brega who require medical treatment should give advance notice of their requirements by radio.

FRESH WATER: No fresh water is available.

FUEL: No bunkers are available.

REPAIRS: No repairs are allowed to ship's engines while vessels are moored in the berths. Ship's engines should be ready for use on short notice in case the vessel has to vacate the berth suddenly because of bad weather. There are no repair facilities for ships available at Brega.

REPATRIATION: Crew members cannot pay off or leave the vessel at Marsa el Brega except in cases of emergency. Even in an emergency, it should be noted that seamen's Books are not valid under the Libyan law. A valid passport is required, and with adequate notice by radio it is possible to obtain an exit visa for a crew member leaving in an emergency.

GENERAL: Fly Libyan flag when inside territorial limits. Failure to fly Libyan flag may result in heavy fine. Libyan law does not permit ships using Libyan waters to retain Israeli flags or literature pertaining to Israel on board, even though these may be normally part of the vessel's navigation equipment.

Cargo Hoses

All cargo hoses used in the sea berths and at the bow mooring have 12 in. American standard flanges. Raising, connecting, disconnecting and lowering of the hoses used in the sea berths and at the bow mooring will be performed by the ship's crew as advised by the Pilot/Mooring Master, who will remain on board while the ship is in the mooring.

Ballast

Esso Standard Libya Inc. has no facilities for the discharge of *dirty ballast* in Brega. Accordingly, all ships must arrive with clean ballast. International oil pollution regulations must be strictly observed by all ships while in Libyan waters. Vessels should have sufficient ballast aboard for safe manoeuvring, but should not arrive excessively ballasted. The propeller should be submerged and the vessel trimmed not more than 8 ft. by the stern. Vessels not properly ballasted will not be berthed in order of arrival and will not have their Notice of Readiness accepted.

Caution

The shore storage tanks are situated on high ground and may gravitate into ship's tanks if allowed to do so.

Smoking

Smoking is strictly prohibited on board all tankers except in locations approved by the Masters of the vessels.

SHORE LEAVE: Passengers and crew members are not permitted to land for reasons other than emergencies.

AUTHORITY: Esso Standard Libya Inc.

AGENTS: See Benghazi.

RAS LANUF: 30.31 N. 18.35 E.

Sirtica Terminal

DOCUMENTS: Customs will require:

1 Crew List.
1 Crew Declaration of personal belongings (including cigarettes, etc.)
1 Store List.
1 Passenger List.

Crew Lists and Crew Declaration of personal belongings must be on the approved Libyan Government Documents. Vessels are advised on their initial visit to the port to obtain sufficient forms for future visits. Also required are:

6 copies of Cargo Manifest for Ras Lanuf Discharge.
1 copy of Cargo Manifest for transit cargo with a summary.
1 Copy of Passenger Manifest.

Clearance from the last port of call will be required by the Government authorities. The police will require 4 copies of a Crew List and a Passenger Manifest if any passengers on board.

PILOTAGE: It is most important that ships establish communications with the terminal not less than 72 hours prior to arrival, giving estimated time of arrival. Further ETA signals should be sent when the vessel is 24 hours, 12 hours and 4 hours distant or any time a change of one hour in original ETA occurs. These messages should state specifically whether ETA is given in GMT or local time. The 72-hour signal should include the following: ETA, last port of call, if any sickness on board and if vessel has clean bill of health. Cargo quantity and grades expected to be lifted in net long tons at 60°F. The 12-hour signal should include definite indication as to whether the vessel is ready to load or not and should also include information on the time she will require to discharge ballast after arrival. Precise time of arrival should be given when the ship is 4 hours distant from the terminal.

Vessels to be moored, anchored or manoeuvred at Ras Lanuf will be boarded by Mooring Master in the close vicinity of the suggested anchorage area mentioned below. The Mooring Master will advise the Ship's Master on approaches to berths, mooring, unmooring, connecting and disconnecting the hoses and in all operations within the anchorage or mooring area.

Terminal sea buoy, colour black, light characteristics, flash white every 5 seconds (flash 1 second eclipse 4 seconds) with radar reflector and bell is located in approximately Latitude 30° 32′ 40″ North, Longitude 18° 34′ 38″ East. Vessels in the vicinity of the port should not navigate or anchor inside of a bearing 120°–300° running through this buoy position.

ANCHORAGE: Suggested anchorage area is within a 3,000 ft. radius of position Latitude 30° 32′ 40″ North, Longitude 18° 35′ 50″ East in approximately 90 ft. of water.

MAX. SIZE: Up to 60 ft. draft, up to 130,000 dwt.

HEALTH: By day – fly flag "Q" and by night display red light over white light for Quarantine Service.

Libyan Customs, Federal Police and Immigration Officials will board the vessel as soon as possible after arrival to give inward clearance and "pratique" services. Libyan Government Regulations are strictly enforced. The vessel should have a clean Bill of Health or equivalent document from the last port of call. The vessel's Master and all members of the crew shall possess International Certificates of Health showing valid smallpox Vaccination Certificates.

RADIO: Direct communication by radio between ship and shore is available through Port Ras Lanuf Terminal shore to ship radio station (call sign 5AV) and by VHF International Maritime Mobile Radio-telephone Service to Ras Lanuf Oil Movements Control Centre. All communication between ship and terminal should be by way of these stations except that should a vessel be unable to contact them she should send messages to Mobilpro, Tripoli, Libya, via Malta Radio (call sign VPT). Ras Lanuf Oil Movements Control Centre keeps continuous watch on VHF Radio-telephone Channel 16 (156·80 mc/s), Channel 14 (156·70 mc/s) and Channel 11 (156·55 mc/s). Vessels approaching the port should make contact on Channel 16 when shore will request her to switch to Channel 14. This channel will also be used by terminal Marine Section for internal use and tanker mooring control. Channel 11 is reserved for communications between ships in mooring and Terminal Oil Movements Control Centre and should only be used for general purposes after obtaining clearance from Oil Movements Control on Channel 16. This is a safety measure since oil flow to ships is controlled through Channel 11 and therefore it must be clear at all times in case of need to stop oil flow for any cause. Channel 16 is for calling and safety use only.

TUGS: Not required. The company maintain launches to assist in mooring and unmooring vessels. These are under the direct supervision and control of the Mooring Master.

BERTHING: There are three submarine loading pipe-lines which terminate in the following approximate positions which are each marked by an unlit white spar buoy.

Berth No. 1: Latitude 30° 31′ 35″ North, Longitude 18° 34′ 37″ East, from which a submarine pipe-line runs to shore on a bearing of approximately 224°. Depth of water at spar buoy 70 ft.

Berth No. 2: Latitude 30° 31′ 55″ North, Longitude 18° 33′ 58″ East, from which a submarine pipe-line runs to shore on a bearing approximately 197°. Depth of water at spar buoy 70 ft.

Berth No. 3: Latitude 30° 32′ 18″ North, Longitude 18° 33′ 19″ East, from which a submarine pipe-line runs to shore on a bearing of approximately 198°. Depth of water at spar buoy 73 ft.

Raising, lowering, connecting and disconnecting of submarine hoses, as well as all other labours and duties on shipboard, will be performed by the ship's crew under direction of the Mooring Master.

LIFTING HOSES: After the vessel is securely moored the submarine hose will be hoisted on the port side. Berths No. 1 and 2 are each equipped with 2×12 in. loading hoses, the weight of each hose lift being approximately five long tons. Berth No. 3 is equipped with 2×12 in. loading hoses the weight of each hose lift being approximately 5.75 long tons. Therefore, all lifting equipment and tackle should have a safe working load of at least 6 long tons. Hoses are lifted by ship's gear and crew, and all connecting of hoses will be done by them. The lifting derrick, equipment, tackle, etc., should be topped off and ready on arrival.

MEDICAL: No medical services (except in case of emergency and subject to a doctor being available) or other services are to be expected at Ras Lanuf.

FRESH WATER: Not available.

FUEL: Not available.

REPAIRS: When a ship is in the moorings or vicinity, its engines must remain on standby with full power for immediate use. Deck machinery shall be kept in instant readiness. *Positively no repairs of any sort will be permitted in the moorings.*

CUSTOMS ALLOWANCES: Cigarettes, cigars, tobacco, matches, spirits, wines, beers, perfume, arms, ammunition, saccharin and possibly other items have to be locked up under Customs seal from time of arrival of ship in port until time of leaving territorial waters. Each person is allowed 25 cigarettes per day of stay or 25 grams of tobacco or cigars in lieu. Each man is allowed one litre of beer or half litre of wine per day. Special allowances are made for Master under special circumstances.

CONSULS: The only Consulates are located in Tripoli which is 670 kilometres by road from Ras Lanuf. These consist of U.S.A., British, Danish, Dutch, United Arab Republic, French, German, Greek, Indian, Italian, Norwegian, Spanish, Russian (U.S.S.R.), Turkish, Yugoslavian.

REPATRIATION: Crew members cannot pay off or leave the vessel at Ras Lanuf except in cases of extreme emergency. Even in an emergency it should be noted that Seamen's Books are not valid under the Libyan law. A valid passport is required.

BALLAST: Positively no provision is made for dirty ballast. Any ship arriving with dirty ballast will be rejected and all costs accruing

therefrom will be to the ship's account. Notice of readiness shall not be accepted until vessel returns with clean ballast and tanks fit to receive cargo. She will on second arrival tender a new notice of readiness to load.

DEVELOPMENTS: Single buoy mooring for 250,000 dwt. tankers under construction.

TIME: Libyan local time is GMT plus 2 hours.

GENERAL: No stores, foodstuffs or goods whatsoever of Israeli origin may be on board any ship calling at Ras Lanuf.

Penalties: Fine, confiscation of goods and possibly more. The Libyan Government strictly enforces this law.

Whilst arriving fly the Libyan Ensign (red side up).

Due to the existence in these waters of the fish commonly called "Weaver" fish, ship's crews are urged to exercise extreme caution in fishing whilst lying off the port area. There have been several cases of poisoning by these fish, all of which were distressingly painful, caused by contact with the fins.

When a Mooring Master and his shore crew, which includes launch crews, are assigned to a ship on business, it is expected that the ship will supply them with meals at the same time and in the same manner as comparable personnel of the ship. No special meals or special foods will be required. The terminal will keep this item to a basic minimum. The ship will also provide shelter and smoking facilities in the same manner as meals. All communications between shore personnel assigned to a ship and ship's personnel should be through the Mooring Master.

SHORE LEAVE: Not allowed.

AUTHORITY: Mobil Oil Libya Limited, Sciara Giama al Magarba, PO Box No. 690, Tripoli, Libya. Telephone: 30081. Cable address: Mobilpro, Tripoli.

AGENTS: Refer to "Tripoli, Libya".

TRIPOLI: 32.54 N. 13.13 E.

DOCUMENTS: 7 Crew Lists, Passenger Lists, Customs Documents, Health Documents, Manifests, Bills of Lading, Ship's Papers and all other Certificates required as per International Conventions.

PILOTAGE: By cable or VHF or radio, half an hour notice of ETA required. Possible to contact by international radio frequency 500 kc. Harbour Master via (VHF) Channel 16 frequency 500 kc. Pilot boat flies "H" flag. Pilot boat could be requested by three continuous long whistles. Pilot boat will meet ships outside the harbour. Ships waiting Pilot anchor outside the harbour if weather is good. In case of bad weather ships could enter harbour at their own risk and anchor inside. In case Pilot could not board, vessel should contact Harbour Master via radio station for instructions.

RESTRICTIONS: All ships can enter the harbour between sunrise and sunset, otherwise, special arrangements should be made with the Harbour Master after 2300 hrs.

HEALTH: Quarantine Flag should be hoisted until the doctor has been onboard. There is no automatic 'free pratique' for a vessel arriving from another Port of Libya.

MAX. SIZE: All types of ship of less than 27 ft. draft are safe in port. Tide does not exceed 2 ft.

RADIO: Malta Radio or Tripoli Radio, 5 AI/500 kc/s, 5 AI/476 kc/s, from 1700–1900 hrs. RT – 2182, 2662. All cables channelled through Harbour Master.

TUGS: Tugs are available immediately when the Pilot boards the ship.

BERTHING:

Main Port:

Quays no. 6 to 14; depths alongside 22 ft.

Karamanli:

Berth no. 1; max. depth alongside 27 ft. 6 in.
" no. 2 and 3; " " " 22 ft.
" no. 4; " " " 15 ft.

Buoy Berth no. 4; depth 27 ft. 6 in.

Other buoys: depth 23 ft.

MEDICAL: All facilities available. Doctors require 12 hours notice.

TANKERS: Berths at Karamanli Mole, 27 ft. draft.

FRESH WATER: Delivered on quay or by tanker barge.

FUEL: Bunkers available. 24 hours notice required.

DEVELOPMENTS: Port extension project released for tender; expected draft increase up to 35 ft. Completion around 1975.

WATCHMEN: Available on request. £L. 2/– per 24 hours.

OPENING/CLOSING HATCHES: Usually carried out by stevedores.

CONSULS:

Algeria	tel. 34631	Pakistan	tel. 40072
Belgium	" 37797	Poland	" 31768
Bulgaria	" 35733	Saudia Arabia	" 30486
China	" 32300	Spain	" 35453, 33275
Denmark	" 39413	Sudan	" 39181–39–82
France	" 33526, 33527	Sweden	" 32343
Germany	" 33827, 30554	Switzerland	" 32416
Greece	" 36978, 36689	Syria	" 31783
India	" 41835	Tunisia	" 31051/2
Iraq	" 34235	Turkey	" 37728
Italy	" 34131	U.S.S.R.	" 3054
Jordan	" 32707	United Arab Republic	" 33833, 33822
Kuwait	" 40282, 40281	U.K.	" 31191/5
Lebanon	" 33733, 32289	U.S.A.	" 34020 tp 34029
Malta	" 38081, 38082	Venezuela	" 36838
Morocco	" 34239, 40188	Yugoslavia	" 34114, 33392
Netherlands	" 41549, 41550		

AIRPORT: About 25 kms away. Regular airlines.

TIME: 2 hours ahead of GMT. No alterations.

HOLIDAYS: Revolution Day (1st September of each year); Evacuation Day (31st March of each year); Eid El-Fitr (3 days around January); Eid El-Adha (3 days around March); New Year (Heja) (1 day around April); Prophet's Birthday (1 day around June); Ashoura (½ day around April); Rajab (½ day around October); Shaban (½ day around November).

POLICE/AMBULANCE/FIRE: Main Port call telephone 31808, 39111. Karamanli Wharf call telephone 30378.

GENERAL: Radio transmitters will be sealed by Port Authority whilst vessel in harbour. The Bond seals must remain unbroken if vessel is proceeding to another Libyan Port.

SHORE LEAVE: Allowed if ship berthed alongside a quay and after clearance from police. Shore passes delivered to vessel.

AUTHORITY: Directorate General of Ports, PO Box 648, Tripoli, Libya. Cable address as above. Telephone 33100.

AGENTS: Gulf Agency Co. (Libya) Ltd., POB 2252, 10/2 Ahmed El Sherif Street, Tripoli, Libya. Cables: "Gacship", Tripoli/Libya. Telephones: 415 34, 380 77; after office hours: 354 93, 327 26.

ZUETINA: 30.51 N. 20.00 E.

DOCUMENTS:

5 Crew Lists.
5 Passenger Lists, if there are passengers on board.
Certificate of Cargo Discharge (6 copies).
Cargo Manifest for Transit Cargo (1 copy).
Clearance from last Port of Call.

PILOTAGE: Es Zueitina Terminal is situated on the Libyan coast, in the Gulf of Sirte, 72 miles distant from Benghazi. The terminal sea buoy, painted black and white vertical stripes and at night showing one flash (white) every 10 seconds, is located in position Lat. 30° 55′ 39″ N. Long 19° 58′ 00″ E. A radio tower, in position Lat. 30° 49′ 57·6″ N. Long. 20° 03′ 05·6″ E., the height of which is 451·5 ft. above sea level, is a prominent landmark. It displays at night three red lights in a vertical line, the top light flashing, the lower two fixed.

A Mooring Master will board the vessel ½ to 1 mile W.N.W. of terminal sea buoy and advise Master on all manoeuvres relative to berthing, connecting and disconnecting the hoses.

Vessels of 40,000 tons or over are requested to have a pilot ladder long enough to reach Mooring Master's launch rigged alongside the accommodation ladder, in order that the Mooring Master may transfer to it after 7 or 8 ft. Adequate lighting should be provided and vessels should make a lee.

ANCHORAGE: Vessels awaiting the Mooring Master should heave to in the close vicinity of the terminal sea buoy. If they are obliged, or instructed to anchor, they should do so in the recommended anchorage, which is within the radius of a circle centred in position Lat. 30° 55′ N., Long 20° 01′ E. Under no circumstances should they anchor South of the 30° 54′ 00″ parallel.

RADIO: 72 hours prior to arrival at Es Zueitina, vessels should advise Occidental of their estimated times of arrival by cables sent via Malta Radio (Cable address: "Oxyport", "Oxylibya" Tripolilibya). They should also confirm or amend them when they are 48 hours and again when 24 hours distant from the port.

In addition to cabling via Malta Radio, vessels may inform "Oxyport Oxylibya" of their ETA by cables. Vessels equipped with VHF radio-telephone should contact "Zueitina Marine" on Channel 16 or 13 when they are within range and request berthing instructions.

HEALTH: Normally, Government officials do not board the vessel, and pratique is not granted, the quarantine signal must be displayed throughout the vessel's stay and quarantine regulations observed. Customs, Federal Police, and Immigration Department officials may, of course, visit any ships suspected of failing to conform fully with Libyan laws and regulations.

TUGS: No tugs available to assist berthing.

BERTHING: The sea terminal consists of five berths, two of which – "Bravo" and "Delta" – are conventional buoy moorings, and the others – "Alpha" "Charlie" and "Echo" – are "single-point moorings", or "mono-buoys". Conventional buoy moorings "Bravo" and "Delta" are approximately 2½ miles off shore, with an average depth of 70 and 80 ft. respectively. 42 in. (ID) submarine lines connect the berths to the shore installations. Two 12 in. hoses connect the header at the end of the submarine line to the ship's manifold. They are taken up on the port side. The weight to be lifted on each string is approximately 6 tons.

Single-point Moorings "Alpha", "Charlie" and "Echo" are all approximately 3 miles off shore, in an average depth of 100 ft. of water. As in the conventional buoy berths, the hoses are always taken up on the port side, and the connection to the ship's manifold is by a 12 in. ASA flange. The weight of each string to be lifted is approximately 3 tons.

Single-point Moorings. The "Mono-buoy" is a large cylindrical buoy (weight 106 tons), divided by steel bulkheads into four watertight compartments, through the centre of which emerges the loading hose. The perimeter of the buoy, to which the buoy-to-ship moorings are attached, is a turntable which revolves on bogies round the centre – hose-supporting – section, in such a manner that the vessel berthed on the buoy will always lie head to wind. The minimum depth of water within the swinging radius of the largest ship envisaged at the buoy is approximately 95 ft.

The port approach rope, a 600 ft. length of 10 in. plaited polypropylene, is taken up first, and the ship is hove steadily towards the buoy. The starboard approach rope – 330 ft. of 10 in. plaited polypropylene – is also brought aboard when within range, and both

lines are hove on until the chafing chains lie across the fairleads.

Loading. Rate of loading is between 32,000 and 50,000 bph.

Conventional Buoy Moorings. In berths "Delta" and "Bravo" the ship is berthed with two anchors ahead and seven mooring lines to buoys round the stern. As the mooring buoys are at distances of from 500 to 650 ft. when the ship is in position, vessels should have ropes of 200 fathoms ready for running out on each side of the after deck to warp ship into position. Where vessels are not so equipped, two ropes (of such length as to have the eye splice inboard when in position) should be married together and flaked out on deck clear of all obstructions and ready for running. Lifting, lowering, connecting and disconnecting hoses will be performed by ship's personnel under the direction of the Mooring Master.

MEDICAL: Medical facilities are restricted to treatment of emergency cases only.

FRESH WATER: No fresh water available.

FUEL: No bunkers available.

REPAIRS: There are no engineering repair shops.

REPATRIATION: Only in an emergency can any crew member be paid off. Seamen's discharge books are not recognised in Libya. Crew members are advised to have a valid passport in their possession in case of emergency.

CUSTOMS ALLOWANCES: Each member of the crew is allowed 25 cigarettes, or 25 grammes of tobacco, one litre of beer, or half a litre of wine, for every day of the ship's stay in port. Other tobacco and cigarettes, wines, beers, and spirits, as well as matches, arms and ammunition, and saccharine, must be locked under seal from the time of arrival until the time of departure from territorial waters.

CONSULS: There are consulates in Benghazi for most of the maritime nations. Those nations not represented in Benghazi are represented in Tripoli.

BALLAST: As there are no ballast discharging facilities at Zuetina, vessels must arrive at the terminal with clean ballast ensuring that all pipelines, pumps and strainers have been flushed out prior to arriving and not within 100 miles of the Libyan coast.

GENERAL: Vessels are advised not to have on board any articles whatsoever of Israeli origin. All ships must fly the Libyan flag when inside Libyan territorial waters. Being an open roadstead, vessels must keep engines on stand-by during their stay in the moorings. No repairs to main engine may be undertaken in berth. Steam must be kept on deck in case adjustments to anchor cables or mooring lines are found necessary.

SHORE LEAVE: No shore leave is permitted.

AUTHORITY: Occidental of Libya Inc.

AGENTS: See Benghazi.

Madeira

FUNCHAL: 32.38 N. 16.55 W.

DOCUMENTS:

Maritime Declaration of Health Form.
5 Crew Lists.
15 Lists of Passengers finally landing.
5 Lists of Passengers in transit.
1 List of Stores and Provisions, including Deck and Engine Stores.
1 List of Contents of Barber's shop.
6 copies of Manifest of Cargo for discharge.
1 copy of each B/Lading of Cargo for discharge.
1 copy of Manifest of Cargo in Transit.
1 List of Passengers finally landing, visaed by Portuguese Consul at original port.

All other entry and clearance documents are arranged by the Agents.

PILOTAGE: Vessels should radio their ETA to Agents who order Pilot. 24 hours notice requested. Pilot launch blue hull with "Pilotos" painted in white on both sides, flies "H" flag during day. Exhibits bright white light over red at night. To request Pilot on approach by day fly international "G" flag, or give 2 long and 1 short blast on whistle. At night flash 2 long 1 short. For vessels berthing alongside Pilot boards in bay; for vessels anchoring Pilot does not board but pilot launch indicated where vessel should anchor. Pilot boat equipped with radio telephone on 2182 and 2341 kHz.

ANCHORAGE: Permitted anchorage within 800/900 metres East from end of breakwater or 300/350 metres South of breakwater within a limit of 400 metres from shore.

RESTRICTIONS: None.

SIZE OF VESSEL: No limit to size of vessels which can anchor, but all anchorage positions should be indicated by pilot launch. For vessels berthing alongside quay maximum permissible length 990 ft. maximum draft 36 ft. Oil carriers discharge at buoys at Praia Formosa 3 miles to West of Funchal. Maximum length of oil tankers that can berth at oil discharge buoys 665 ft. maximum draft 36 ft.

HEALTH: Free Pratique may be arranged by Master sending wireless message addressed "Port Doctor Funchal" – "Request free pratique arriving . . . from . . . sailing to . . . number passengers . . . landing . . . number passengers in transit . . . number of crew . . . all well. Master."

In event suspected disease or fever on board Master should wireless either Port Doctor direct or to ship's Agents, who will inform Port Doctor. The Master will then be instructed what further action he is to take.

When vessel other than of national flag arrives after calling at another port in same country usual procedure applies, i.e. Masters radio for free pratique or pratique granted by Doctor visiting in bay.

RADIO: Madeira Radio Station call sign CUB 500 k/cs. Same station normally used by Agent when communicating with vessel.

TUGS: Normally join vessel outside breakwater. Usually tug lines used, which are charged for at Esc. 100$00 per line for each service. 1000 and 1100 MP bollard pull 18 tons.

BERTHING:

Quay No. 1 Length 139 metres, depth 6 metres.
Length 41 metres, depth 7 metres.
Length 19 metres, depth 8·5 metres.
Quay No. 2 Length 425 metres, depth 11 metres.
Quay No. 3 Length 347 metres, depth 11 metres.

STEVEDORES: When ships require labour, Agents must be notified before 4.00 p.m. on working days and on Sundays and holidays before 11.00 a.m. after these hours labour not available for last minute engagement. On Christmas Eve work stops 3 p.m. even if ships loading or discharging. No labour available Christmas Day, New Year's Day or Easter Sunday.

MEDICAL: Advance notice is required by Agents for any medical attention required. Hospital facilities available. No inoculations required.

TANKERS: Diameter of connection of discharge lines 8 in. into pipe-lines of 12 in. diameter for black fuel and 10 in. diameter for white fuel. 1 anchorage buoy berth with maximum draft of 36 ft.

DENSITY: Mean surface density 26, 22.

FRESH WATER: Available at anchorage and ex quay.

	At Anchorage	*Alongside*
Ex steel barges	Per ton Esc. 22$50	Per ton Esc. 22$50
Ex steel barges (supplies of over 500 tons)	Per ton Esc. 20$00	Per ton Esc. 20$00
Ex quayside	—	Per ton Esc. 7$50

Four barges available, with total capacity of 580 tons. Delivery hoses ex barge or ex quay are of 2½ in. diameter, and there are nozzles of various sizes. Rate of delivery ex barge – 50 tons per hour per barge. Delivery ex quay, said to be about 60 tons per lead per hour, but this can be slow, according to the number of ships being supplied, and the amount of water in the city storage tanks and may require to be supplemented ex barge in case of big quantities or supplies required within limited time.

FUEL: Fuel oil available from 3,500 seconds Redwood 1 to 200 seconds Redwood 1. Also marine diesel and gas oil. 12 hours (minimum notice) required.

FIRE PRECAUTIONS: At discharging buoys usual non-smoking precautions.

GANGWAY/DECK WATCHMEN: Gangway watchment recommended. Esc. 120$00 per watchman per day, Esc. 200$00 per watchman per night.

OPENING/CLOSING HATCHES: Normally carried out by crew.

CERTIFICATES: Safety Equipment Certificate. Deratisation or Exemption Certificate.

CUSTOMS ALLOWANCES: Tobacco and Wine and Spirits: Moderate supplies allowed for personal use during ship's stay.

CARGO GEAR: No specific local safety regulations. Vessels discharging must provide strops, slings and nets. Lifts over five tons must be effected by ships gear.

IDENTIFICATION CARDS: Required.

CONSULS:

Austria	21057	W. Germany	20338	Peru	21375
Belgium	20255	Greece	20824	Spain	20535
Brazil	20355	Guatemala	20824	Sweden	20121
Costa Rica	24888	Holland	20317	Switzerland	22101
Denmark	22031	Italy	23890	United Kingdom	21221
Dominica	21057	Monaco	20041	United States	23309
Finland	20596	Norway	20541	Uruguay	20535
France	21445	Panama	20091	Venezuela	24050

REPAIRS: Repair yard available which can carry out most engine repairs on board except removing or replacing main engines. Hull work limited to removing riveting or replacing hull plates above water line, electric and oxy-acetylene welding. Most electrical work can be effected but notice required in regard to materials necessary. Foundry where casting can be made up to one ton weight.

DRY DOCKS: None.

REPATRIATION: Limited facilities for crew changes. Necessary repatriations can be made.

AIRPORT: At Santa Cruz, 20 kilometres East of Funchal. Service between Funchal and Lisbon operated by national airline TAP, twelve flights weekly Funchal/Lisbon/Funchal.

TIME: GMT maintained throughout year.

HOLIDAYS: New Year's Day (totally unworkable); Easter Sunday (totally unworkable); Municipal Holiday (local) (workable, 50% overtime); Camoes Day (workable, 50% overtime); Corpus Christi (workable, 50% overtime); The Assumption (workable, 50% overtime); Proclamation of the Republic (workable, 50% overtime); All Saints (workable, 50% overtime); Independence of Portugal (workable, 50% overtime); The Immaculate Conception (workable, 50% overtime); Christmas (totally unworkable).

Saturday is an ordinary working day. December 24 (workable up to 1500 hours only).

POLICE/AMBULANCE/FIRE: Police 22022; Ambulance 22122; Fire 21163.

TELEPHONES: Telephone can be placed on board when vessels alongside, the charge being Esc. 75$00 per day.

SHORE LEAVE: All crew visiting shore must be in possession of special Landing Card, plus Identity Cards, Discharge Books or Passports, which must be shown to Immigration Officer at gangway. Crew Landing Cards must be stamped by Immigration Officer before Crew can proceed ashore.

AGENT: Blandy Brothers & Co. Lda., PO Box 408, Avenida de Zarco 2, Funchal, Madeira. Telegraphic address "Blandy Funchal". Tel: 20161/9. No Telex.

Home telephone numbers for contact after office hours: R. C. Lee 20356; J. Figueira de Freitas 20579; Duarte Reis 22756; J. C. Rodrigues 24242.

Agents, Lloyd's Agents and Travel Agents.

Malagasy Republic

FORT DAUPHIN: 25.02 S. 47.02 E.

DOCUMENTS:
Manifest of Cargo for discharge.
Manifest of Cargo in transit.
Ship's Stores List.
List of Passengers Landing.
Crew List.
Franchise Certificate (for mail-carrying vessels).

PILOTAGE: The port is an open roadstead and pilotage not required.

ANCHORAGE: In depths of 8 metres. Vessels anchoring are charged with port dues.

RESTRICTIONS: Port is normally used by coastal trading vessels. In case of liners handling cargo exceeding 150 tons, special permission required which is obtained by Agent.

HEALTH: Pratique should be requested from the Health Department, tel. 36.

RADIO: Fort Dauphin Radio, call sign 5RD, between 0400 and 1630 hours GMT on following frequencies: 458, 500, 2182 and 2712 kHz.

TUGS: None available.

BERTHING: There are no berths alongside. Vessels work cargo at anchorage.

STEVEDORES: Arranged by the Fort Dauphin Lighterage Company. Advance notice of ETA required to arrange gangs. Average loading/discharging rate is 10 tons per hold per hour.

MEDICAL: 2 hospitals available in the town.

TANKERS: One buoy berth for tankers.

FRESH WATER: No water barge. Only small quantities can be supplied in emergency.

FUEL: Not available.

WATCHMEN: Not necessary.

HATCHES: Opening and closing hatches carried out by stevedores.

CUSTOMS ALLOWANCES: One carton of cigarettes per man. No alcohol.

CONSULS: No local representatives.

REPAIRS: Only facilities available for repairing lighters.

REPATRIATION: No facilities for effecting crew changes.

AIRPORT: Situated 5 kilometres from the port, 4 regular flights per week.

TIME: GMT plus 3 hours all year round.

HOLIDAYS: Days on which work is normally carried out with overtime payment: Easter; Ascension Day; Whitsun; Assumption; Christmas.

Official holidays on which work can be arranged by special permission: 1st January; 1st May; 26th June (Independence Day); 14th October; Festival of the Republic.

FIRE/POLICE/AMBULANCE: Police Tel. 49; Fire 19; Ambulance 36.

SHORE LEAVE: Not permitted.

AUTHORITY: Service des Ports Phares et Balises, Tananarive.

AGENT: Transit A. Liounis, BP. 425. Tel. 228–64. Cables "Liounistran Tananarive".

MAJUNGA: 15.44 S. 46.20 E.

DOCUMENTS:
List of Crew Members.
List of Passengers.
Customs Documents.
Health Documents.
Manifests.
Bills of Lading.
Ship's papers.

PILOTAGE: Vs. requiring Pilot must apply by cable to Majunga Harbourmaster's office at least 24 hours before arrival. Pilot embarks at Narcissus buoy.

ANCHORAGES: Indicated to ship's captain by cable from Majunga Harbourmaster's office.

RESTRICTIONS: Ships can enter day and night. Maximum draft allowed 10 metres.

MAX. SIZE: No restriction except for maximum 10 metres draft.

HEALTH: Pratique automatic when vessel comes from a Madagascar port. Pilot is health agent.

RADIO: Radio Majunga.

STEVEDORES: Vessel informs Agent by telegraph 24 hours in advance of number of gangs needed.

MEDICAL: Hospital available.

TANKERS: One berth, maximum draft 10 metres.

FRESH WATER: Unlimited drinking water.

CERTIFICATES: See "Tamatave".

CUSTOMS ALLOWANCES: See "Tamatave".

CONSULS: French and Greek consulates.

REPAIRS: Minor repairs only.

REPATRIATION: All facilities available.

AIRPORT: Served by regular airlines; 7 km. from town.

TIME: GMT plus 3 hours.

HOLIDAYS: Catholic and official holidays. Commercial transactions possible on public holidays.

POLICE/FIRE/AMBULANCE: Police 24–85; Fireman 13; Hospital 29–15.

AUTHORITY: Harbourmaster: PO Box 79, Majunga. Tel. 23–28.

AGENT: See Tamatave.

TAMATAVE: 18.08 S. 49.22 E.

DOCUMENTS:
Health International Maritime Certificate of Health.
List of Passengers disembarking.
Crew List.
Police List of Passengers disembarking.
Crew List.
Customs Ship's Register.
Three sets Cargo Manifests.
Crew List.
Two Stores Lists.
Two Lists of Crew disembarking.
Two Lists of Crew transitting.
Two Lists of Passengers disembarking.
Port Two sets Cargo Manifests.
Agents One set Cargo Manifests.
List of Passengers disembarking.
Crew List.

PILOTAGE: No telegraphic address. Ships advise Agents hour of ETA. Pilots informed by Agents. Pilotboat is launch bearing usual marks of pilot boats, and waits for ships out of harbour entrance, at about one mile on South-pass range. If no pilot boat found outside, wait about three miles off South entrance. South entrance pass usually used, but if some captains choose Eastern pass, pilot-boat will wait one mile outside this pass.

ANCHORAGES: No special anchorage. If no berth available on ship's arrival, Pilots put ships at best anchorage, according to draft and length of ship, between Reef and shore.

RESTRICTIONS: No restrictions. Ships enter and sail day and night at any time. Maximum tide only 3 ft.

MAX. SIZE: For roads, maximum length about 200 metres (concerns only passenger ships). For cargo vessels, maximum length now 180 metres and nine metres draft (590 ft., 26 ft. 6 in.). For oil carriers maximum length and maximum draft 180 metres and 9 m. 30 (590 ft. 30 ft. 6 in.).

HEALTH: Quarantine message sent to Agents who inform health service. "Q" flag must be hoisted if health satisfactory. Captain presents maritime declaration of health.

RADIO: Tamatave Radio, call sign 5RS. VHF frequency (16) 156·80 – (26) 161·90 – 168·95.

TUGS: None.

BERTHING: Three berths for deep-sea ships and two berths for coastal ships. Ships moored at berth in order of arrival and according length and draft. Mooring has to be very strong, due to swell that may sometimes enter harbour when South-east trade winds are strong, or if cyclone in vicinity. Mooring by two chains and special nylon lines furnished by harbour. Swell is so dangerous that ships have to go to anchorage or put to sea until weather improves.

STEVEDORES: ETA to Agents must give hatches, tonnages, and all information about cargo.

RADAR/VHF: No radar. VHF, see "Radio".

MEDICAL: Preferable to inform Agents in advance. All hospital facilities available – smallpox vaccinations.

TANKERS: Dimensions and draft, 590 ft., 30 ft. 6 in. Diameter of lines 12 in. No slop discharge facilities. If tanks are to be washed, slops must be discharged outside harbour. At berths (anchors and mooring aft) for tankers, draft 30 ft. 6 in. One refinery that exports fuel oil and refined oils and imports crude oil.

DENSITY: 1023·5.

FRESH WATER: Delivered by water-boats at rate of about 100 tons/hour. Cost: 2·6 French francs a ton.

FUEL: Only gas oil and diesel oil available, by fuel-boat, for quantities not exceeding 250 tons. At least 4 days advance notice required.

FIRE PRECAUTIONS: One fire-boat stationed near tankers.

GANGWAY/DECK WATCHMEN: Recommended. Very low cost.

OPENING/CLOSING HATCHES: Booms always operated by crew. If hatches are Macgregor type, by crew; otherwise by stevedores.

CERTIFICATES: Safety certificates (three), Derating or Exemption Certificate, Register, Load-line Certificate.

CUSTOMS ALLOWANCES: 200 cigarettes. Wine/Spirits. One opened bottle.

IDENTIFICATION CARDS: Only seaman's papers required.

CONSULS:

France 2721	Dutch 2632
Great Britain 2680	Swedish 2136
Norway 2549	Danish 2615

REPAIRS: Only small repairs possible.

REPATRIATION: Possible, arranged by Agents.

AIRPORT: Served by regular airlines. One flight a day by Air Madagascar to Tananarive and 4 to 6 flights a week from Tananarive to Africa and Europe.

TIME: Local time GMT plus 3 hours.

HOLIDAYS: 13 holidays per year. Cargo work cannot be arranged on holidays but can be on about every second Sunday.

TELEPHONES: Two connections at two berths used for passenger ships, but may be requested by other ships.
GENERAL: Fourteen cranes of three tons each. One floating crane for maximum 120 tons weight. Small tugs and lighers for ships operating on roads. One port launch and some private launches for crews of ships at anchor.
SHORE LEAVE: Permitted.
DELAYS: Not fixed. When all berths occupied, ships wait at anchorage.
AUTHORITY: Directeur du Port, Tamatave. Tel. 2156 Tamatave.
AGENT: Transit A. Liounis, 37 Rue du Commerce, B.P. 411. Tel. 20–48. Cables "Liounistran" Tamatave.

Malaysia

DUNGUN, Malaya: 04.47.30 N. 103.27 E.

DOCUMENTS:
Register.
Last Port Clearance.
10 copies Crew List.
6 ,, Passenger List (if any).
6 ,, Stowaway List (if any).
2 ,, Stores List (including Firearms and ammunitions).
2 ,, Dutiable Liquor and Tobacco List.
2 ,, Crews Declaration List (cameras, radios, etc.).
PILOTAGE: Compulsory to the loading berths. Extra charge for pilotage outside normal office hours and holidays.
ANCHORAGE: On arrival vessels required anchor about one mile outside berthed ships to obtain pratique. Accommodation ladder must be rigged on lee side to allow Port Authorities to board.
READINESS: Notice of readiness cannot be accepted until the vessel is in free pratique, Customs Inward Examination completed, and in all respects ready to load.
LOADING: (*a*) Ladders. Masters particularly advised to see that a sound and adequate ladder provided at each lighter to allow labourers engaged in loading to pass to and from ship with no undue risk. Regulations are provided in the Merchant Shipping Ordinance, Section 445, Sub-Section (O) which takes care of this requirement and failure to take adequate precaution in seeing regulation is observed may result in serious consequence to those responsible.
Masters requested to ensure that in addition to ladders for labourers, an extra ladder, preferably a clean pilot ladder, be made available at all times for the Agent for boarding. This ladder should be made fast on lee side, just forward of any scuppers in vicinity, and a heaving line from ship's rail made fast to bottom rung. When ladder not in use, bottom of ladder can be pulled up a few feet with heaving line to prevent labourers from using it or damage from lighters.
(*b*) Winches. All winches must be in single gear at all times.
(*c*) Stowage. Practice is to build one or two cone-shaped piles of ore in each hold so as to keep centre of gravity as high as possible, otherwise intense wracking stresses and an uncomfortable ship would be experienced in a seaway.
(*d*) Trimming. No manual trimming is undertaken.
(*e*) Damages. While every endeavour made by shippers to avoid damage, Masters requested to place dunnage in centre of each hatch to protect tanktops, tunnel, etc. from first buckets of ore.
In event of vessel sustaining damage by stevedores during loading, inform clerk and foreman on board immediately and as soon as practicable confirm same in writing to Eastern Stevedoring Co. Ltd., Dungun, with copies to Hong Kong & Eastern Shipping Co. Ltd., Hong Kong, and Malay States Shipping Ltd., Dungun. It is important that full details of damage are given, together with measurements whenever possible
Minor damage has occurred on vessels due to hatch beams not being bolted or lashed. Masters therefore requested ensure all beams adjoining working parts of hatches either bolted or lashed, otherwise stevedores will repudiate liability for any damage incurred.
OPENING/CLOSING HATCHES: Removal and replacement of hatch beams and covers must be done by ship's crew. Ship's Officers should see that any tween-deck beam removed is replaced before ore reaches that height.
CUSTOMS: Customs Office hours 0830 to 1630 (Thursday afternoons, Fridays and holidays excepted).
IDENTIFICATION CARDS: Every member of crew must produce Identity Document or Shore Leave Pass at Customs House when landing and again when returning to vessel.
GENERAL: (*a*) *Scrap Iron.* Steel mills in Japan complain from time to time of finding pieces of scrap iron in iron ore cargoes. If this scrap is not found it will cause serious damage to the plant and occasion considerable delay to production; furthermore, should scrap iron enter the machinery there is always the possibility of it endangering life, and several fatal accidents have been attributed to this cause.
The assistance of officers and crew is requested in reporting any scrap iron they see being loaded, advising shippers into which hold it went and number of lighter it came from.
(*b*) *Whistle, Radio.* Wireless Transmitters, Whistles and Sirens, etc., must not be used by vessels at anchor off Dungun.
(*c*) *Stores.* Bonded stores can be obtained from Kuala Lumpur at prices roughly same as Singapore. Essential view Customs formalities, that Masters give Malay States Shipping Ltd., Dungun, six days prior notice of requirements.
(*d*) *Ferries.* Dungun passenger ferries independently owned and run, and not controlled by Agent. Ferries run from about 0800 to 1600 hours mainly for ferrying labourers to and from ships and do not run any regular service. However, whenever ferries going around vessels in port, they will normally call at any vessel flying International Code signal flags FK (F uppermost) to pick up crew members wishing to go ashore.
The regular fare is 50 c. (approx.) per man to go ashore and 50 c. (approx.) to return to vessel. However, some irregularities exist. If there are few passengers offering at any time for a trip, especially by arrangement or on demand, the ship or any crew member thereof is liable to pay $18 (approx.) each way, which is accepted price for a special trip. This is because ferries usually only run when they have a full complement of passengers and as each boat is licensed to carry 18 persons at any one time, the normal receipts for the ferry owner for a round trip at 50 c. (approx.) per man each way is $18 (approx.).
SHORE LEAVE: No seaman may proceed more than three miles from Dungun Customs House. The Officer in Charge Customs, as acting Immigration Officer, has authority to limit or prohibit Shore Leave in all cases.
AGENT: Malay States Shipping (F. of M.) Ltd.

KOTA KINABALU, (Jesselton), Sabah: 06.00 N. 116.05 E.

DOCUMENTS:
1. To be produced on Arrival:

	Port Health	*Immigration*	*Customs*	*Harbour Master*	*Agents*
Inward cargo Manifests	—	—	2 (*b*)	—	2
Hatch Lists	—	—	—	—	2
Crew Lists	—	2	1	1	2
Stores Lists	—	—	2	—	—
Passenger Lists	—	2	1	1	1
Port clearance from previous port	—	—	—	1	—
Maritime Declaration of Health	1 (*a*)	—	—	—	—
Customs clearance if arrived from a Sabah Port	—	—	1	—	—

Notes: (*a*) = If vessel arrives from any port outside those declared infected.
(*b*) = These 2 copies (Inward Cargo Manifests) must be certified by the Master as follows: "I hereby certify that to the best of my knowledge and belief this manifest is complete and correct. . . . Master".
2. To be Supplied to Ship before Departure:
1 set Agents Outward Manifests.
2 copies Passenger Lists for Immigration.*
1 copy Passenger Lists for Customs.*
1 set Manifests for Customs.*
* To be supplied by Agent.
If vessel departs to a port outside Sabah, 2 copies outward crew list are also required for Immigration.
PILOTAGE: Pilot normally available between 6 a.m. and 6 p.m. only, Written application must be submitted 12 hrs. in advance.
ANCHORAGES (Also see "Health"):
Special Anchorages and Prohibited Areas
(1) *Prohibited anchorage:* No vessels shall anchor as to swing within 3,000 ft. of the F.R.G. light on the N.N.E. end of the Authority wharf in approximate position Latitude 05° 59′ 51″ N. Longitude 116° 04′ 30″ E. Vessels under 150 ft. in length may anchor within this area, East of a line joining the F.R.G. light and Gueritz shoal light beacon.
(2) *Prohibited Area:* Except with the previous permission in writing of the Authority, no logs or timber shall be allowed to lie afloat within the area – Eastward of a line drawn in a 172° direction from Grieve Reef Beacon.
(3) *Explosives and Dangerous Goods Anchorage:* Vessels having explosives and Dangerous Goods on board shall anchor within a line drawn from a position in Latitude 06° 01′ 21″ N. Longitude 116° 05′ 45″ E. thence in a 360° direction for 6·5 cables thence in a 270° direction for 10 cables thence in a 180° direction for 6·5 cables thence in a 090° direction for 10 cables to the starting point.
(4) *Dangerous Petroleum Anchorage:* A vessel having dangerous petroleum on board shall anchor within a line drawn from a position in Latitude 06° 00′ 42″ N., Longitude 116° 05′ 45″ E. thence in a 270° direction for 10 cables thence in a 360° direction for 6·5 cables thence in a 090° direction for 10 cables thence in a 180° direction for 6·5 cables to the starting-point.
(5) *Quarantine Anchorage:* A vessel which is required to proceed to a quarantine anchorage shall anchor within an area bounded by a radius of 3 cables from a position in Latitude 06° 01′ 34″ N. Longitude 116° 03′ 46″ E.
RESTRICTIONS:
1. Entering. Vessels with dangerous cargo such as benzene are not allowed to stay alongside wharf or to berth after 6 p.m. Vessels arriving from any port within hours of day-light not allowed to berth until they see the signals at the Customs House directing them. This applies equally to vessels arriving on schedule as well as unscheduled vessels and any infringement of these Customs regulations can have very serious consequences.
Master of ship not sailing within 48 hours after port clearance to report to Harbour Master reason for not sailing, and, if so required obtain a fresh port clearance.
2. Shifting. The Authorities must be informed prior to shifting.

3. Immigration. No person may leave ship before clearance has been given by Customs/Immigration officers.

4. Currency. There is no restriction on amount of currency which can be brought into this State but maximum amount allowed to be taken out is £25 stg. Foreign exchange must be conducted through recognised banks.

HEALTH: (Also see "Regulations"). (*a*) Sabah Government are signatories to W.H.O. convention on Quarantine regulations. Port Health Doctor will not board unless vessel comes from infected port. Instead, Maritime Declaration of Health to be filled-out and handed to Boarding Officer of Marine Department who will require one copy of crew list and one copy of passenger list. Vessels should cable Agent prior arrival advising last port of call and whether vessel is healthy. Pratique normally cabled to ship but if unreceived, vessel need not proceed to Quarantine anchorage unless coming from infected port.

(*b*) Vessels arriving from ports outside the State will anchor until boarded by Authorities unless previously instructed by telegram to come alongside.

RADIO: (Also see "Health"). Information required before ship's arrival: Manifest, stowage plan, number of gangs required, amount of water required, pilot requirements. Local radio call sign "Control K.K.".

TUGS: Tug 280 h.p. available to assist vessels berthing and unberthing without a pilot at inner berth. Ship's lines used.

BERTHING: (*a*) Facilities. Wharf 647 ft. long and 40 ft. wide, minimum depth alongside being 25 ft. There is a godown 120 ft. × 140 ft. One 10-ton mobile crane and 4 forklift trucks, all privately owned, are normally available. Heavy lifts acceptable but Agent must be notified well in advance regarding any lift over two tons and any lift over 10 tons must be confirmed by Agents. A lift of 25 tons and over must be notified to Agent one month in advance and is accepted on condition that consignees can take delivery. No facilities for handling or storing bulk cargoes in any quantity.

(*b*) Buoys. No mooring buoys in Kota Kinabalu.

STEVEDORES: Messrs. Chong Yun Nyen Contractors. The stevedores supply labour for working in ship's holds, and winchmen (if required) against additional charges. About 50 men can generally be supplied at 24 hours notice, providing no second vessel working alongside together. Ship must provide all cargo working gear. Consignees provide own labour for taking delivery ex-wharf.

Normal Working Hours/Days for Customs: Weekdays 8 a.m.–4.15 p.m. Saturdays 8 a.m.–12 noon. All formalities for working overtime (when required) will be arranged by Agent.

Loading/discharging rate (speed) per gang/hour: General cargo: Approx. 6–8 tons (dependent upon stowage and nature of cargo). Flour: 20 tons if marks not mixed. Cement: 20 tons if marks not mixed. Kerosene: 500 tins. Rice/Sugar: 250 bags.

CARGO: (Also see "Berthing").

1. Tally: The Agent can provide tally clerks at ship's expense.

2. Inward cargo: Ship's responsibility ceases as soon as consignees take delivery ex-sling.

3. Transhipment cargo: Transhipment cargo is handled via Customs sheds.

4. Outward cargo: All cargo is brought to the ship alongside wharf either by truck or hand-trolley.

5. Special cargo regulations:

(*a*) *Dangerous cargo.* Vessels carrying explosives as cargo: All vessels arriving at, or remaining within the limits of, any port with explosives on board shall fly the gunpowder flag at the fore mast.

No vessel having explosives on board shall, without the permission in writing of the Harbour Master, come or remain within 500 yards of the shore or of any other vessel:

Provided that such a vessel may, with the written permission of the Harbour Master, come and remain within such limit where:

(i) such explosives are wholly and exclusively of Class V (Fulminate) or Class VI (Ammunition) or both such classes in the second schedule; and

(ii) the total quantity of such explosives does not exceed two thousand pounds; and

(iii) such explosives are carried in a properly constructed magazine duly certified as such by a British Board of Trade Surveyor or by an officer fulfilling similar functions appointed by a Government of any British possession or the vessel has a certificate from one of Her Majesty's Inspector of Explosives or from an Officer fulfilling similar functions appointed by the Governments of Singapore, the Federation of Malaysia or Hong Kong and approved by the Governor that all the explosives on board such vessel have been properly stored and the Master of such vessel further certifies in writing that no other dangerous cargo is carried by the vessel; or where:

(iv) such explosives are wholly and exclusively explosives of one or any of Class III (Nitro-compound), Class IV (Chlorate mixture) or Class VII (Firework); and

(v) the total quantity of such explosives does not exceed three thousand pounds.

No such explosive shall be landed, shipped or transhipped between sunset and sunrise without the previous permission in writing of the Harbour Master. Any Master of a vessel offending against the provisions of this section shall be liable to a fine of one thousand dollars.

(*b*) *Livestock.* Pigs or cattle may not be loaded or discharged on any wharf without permission of the Harbour Master.

MEDICAL: Medical Officer of Health: Medical Services Department, tel. 2102. Vaccination and inoculation (incl. Yellow Fever) can be arranged via Agent at any time during working days. In case of death on board, Agent and Harbour Master as well as the Police to be informed.

FRESH WATER: Can be supplied from wharf only, vessels providing their own hose and should give 24 hours notice of requirements. Supply rate is 25 tons per hose per hour, cost $6.00 per 1,000 gallons (approx.).

FUEL: Not available.

CONSULS: Consul of Japan.

HOLIDAYS: Working on Sundays/holidays is possible against overtime payment. No work will be done on Chinese New Year's Day, Hari Raya Puasa and Christmas Day.

POLICE: OCPD (Police), tel. 2435.

GENERAL: Ship Chandlers: All kinds of stores and provisions available.

Recreation Facilities. Two cinemas in town which show English films frequently. Three tennis courts available and football matches may be arranged. Sports Club is next to town Padang, about half a mile from wharf and golf and yacht clubs situated on beach at Tanjong Aru, 4 miles from town.

Surveyor: Harrisons & Crosfield (S) Ltd. are Lloyd's Sub-Agents and can arrange a surveyor provided prior warning is given.

Fumigation. No facilities.

SHORE LEAVE: Crew members allowed ashore after inspection by Immigration Officer.

REGULATIONS: (*a*) Arrival and Departure. 1. The owner or Agent of every vessel other than a small ship intending to call at a port shall, as soon as possible, and in any case not later than thirty-six hours prior to the estimated time of arrival of the vessel, give notice in writing to the Authority of such arrival and, if so desired, the requirement for a berth at a wharf.

2. The notice under this regulation shall be in a form prescribed by the Authority and shall contain full particulars regarding the cargo to be discharged and loaded, the embarkation and disembarkation of passengers, heavy lifts, special or perishable cargo, hazardous and dangerous goods (whether to be discharged at the port or not), and any other matters of importance relating to the working or safety of the vessel in the port.

3. The Master of every vessel entering or leaving a port between sunrise and sunset shall cause to be hoisted the national colours and the signal letters, if any, of the vessel. The national colours shall be exhibited from 8.00 a.m. to sunset whilst the vessel remains in port.

4. The master of every vessel arriving from outside the State of Sabah shall exhibit the Immigration and Quarantine signals contained in the First Schedule and shall also at the request of a customs officer hoist the Customs signals. Such signals shall remain exhibited until the appropriate officer has given permission for them to be lowered.

5. No vessel shall approach within six hundred ft. of any other vessel exhibiting the Immigration, Health or Customs signals.

6. No person other than a Pilot may board or disembark from any vessel until the vessel is cleared inwards and the Immigration, Quarantine and Customs signals have been lowered.

7. Every vessel entering a port shall be anchored or efficiently secured to a wharf or buoy before commencing the loading or discharging of cargo and/or the embarkation or disembarkation of passengers.

8. No vessel shall leave any port unless in possession of a valid Port Clearance issued by or on behalf of the Director of Marine.

(*b*) Special signals

Significance	*By Day*	*By Night*
Immigration (for ships not carrying passengers)	International Code Signal "2 5"	Two green lights, six ft. apart, hoisted vertically where best seen.
Immigration (for ships carrying passengers)	International Code Signal "3 4"	Two green lights, six ft. apart, hoisted vertically where best seen.
Quarantine (vessel is Healthy request pratique)	International Code Signal "Q"	Nil
Quarantine (vessel is suspect)	International Code Signal "Q Q"	A red light over a white light and a separate hoist of red light over a green light and hoisted vertically six ft. apart where best seen.
Quarantine (vessel is infected)	International Code Signal "Q L"	
Quarantine (not received pratique)	Nil	A red light over a white light six ft. apart hoisted vertically where best seen.
Request Police Assistance	International Code Signal "S T"	A green over a white light, six ft. apart hoisted vertically where best seen.
Request Medical Assistance	International Code Signal "W"	A red light over a green light, six ft. apart, hoisted vertically where best seen.

(*c*) Priority. First come first served.

AUTHORITY: Harbour Master: Customs House, Kota Kinabalu. Tel. 2741.

AGENT: Harrisons & Crosfield (Sabah), Limited. Telegraphic address "Crosfield". Tel. Shipping Department 2458; Vessels at wharf 2300–4400.

KUCHING: Sarawak 01.34 N. 110.21 E.

DOCUMENTS:

Port Clearance to be surrendered to Customs when boarding.

Crew Lists and Passenger Lists, 2 copies for Immigration Department, 2 copies for Kuching Port Authority, 2 copies for Customs, 1 copy for Port Health Officer.

List of Ship's Stores (2 copies for Customs).

List of Ammunition (2 copies for Customs).

Health Documents (Vaccination Certificates and Cholera Inoculation Certificates to be examined by Health Inspector.
Manifests (2 sets for Customs, 3 sets for Kuching port Authority).

PILOTAGE: Pilot can be applied for through Agents or by direct cable Marine Dept. giving at least 24 hours notice of ship's arrival time at Tanjong Po. Telegraphic address, Shipping, Kuching. Location of anchorage for vessel awaiting Pilot at 045°, one mile from Tanjong Po. Pilot boat "Alor" equipped with VHF.

In rough weather it may be necessary for a ship to follow or meet the pilot launch at the junction of Embang and Senari leads. Pilots for the Batang Lupar, Triso or Lingga Anchorages are also normally embarked off Tanjong Po by arrangement.

ANCHORAGES: (*a*) Tanjong Po Anchorage: 045° one mile from Tanjong Po line. Area of safe anchorage is ¼ mile radius. Depth 6 fathoms. (*b*) Sijinkat Anchorage: For vessel up to 550 ft. long with maximum draft 25 ft. (*c*) Pending Anchorage: For vessel up to 350 ft. long with maximum draft 17 ft.

RESTRICTIONS: Tide restriction and maximum draft 17 ft. at high tide. Not advisable to enter port at Tanah Puteh at night.

MAX. SIZE: Maximum permissible length overall for vessel entering port at Tanah Puteh is 435 ft. and maximum draft 17 ft. Maximum overall length for oil carriers proceeding to oil installation at Biawak Wharf, Pending Point, is 435 ft., and maximum draft 22 ft.

RADIO: ETA cables to ship's Agents can be sent to Dept. of Telecommunications, Kuching. Code words, Kuching Radio.

TUGS: Not available.

BERTHING: Application for berth must be made by Agents at least 24 hours before berthing.

STEVEDORES: Gangs required for working vessel for weekdays must be ordered by Agents before 3.30 p.m. prior to ship's working the following day. Gangs required for working vessel on Sundays or public holidays must be ordered before 10.00 a.m. prior to ship's working on Sundays and public holiday.

VHF: Hague plan Channels 16, 20 and 26.

MEDICAL: Necessary for Agents to receive advance notice of required medical attention at least 24 hours before arrival. Hospital facilities available. Crew should possess Cholera inoculation and Vaccination Certificates.

TANKERS: Tankers berth at Biawak Wharf, Pending Points, for discharge of their oil. Diameter of pipe line 6 in. Only one tanker can berth at a time and maximum draft is 25 ft.

DENSITY: 1008 oz. per cubic ft.

FRESH WATER: Available and can be supplied to vessel alongside Authority's Wharf by hose about 25 tons per hour. Cost $1.50 per ton (approx.).

FUEL: High-speed diesel fuel oil can be supplied to vessel by making arrangement with either Shell or Esso Oil installation at Biawak.

DEVELOPMENTS: New wharf expected to be built at Pending Point for vessels with draft of 25 ft.

GANGWAY/DECK WATCHMEN: Not usually available. Ship should provide own watchmen.

OPENING/CLOSING HATCHES: Normally carried out by stevedores.

CERTIFICATES: Ships should possess all relevant certificates on board in case required for reference.

CUSTOMS ALLOWANCE: Tobacco: 1 oz. tobacco or 25 cigarettes permitted for each crew member daily. Up to three days ration in port. Wines and/or Spirits, ⅛ qt. bottle is permitted for each crew member daily. Up to three days ration in port.

CARGO GEAR: Ship provides own gear especially for handling heavy lifts, vehicles, etc. Rope slings, pallets and safety nets, etc., will be provided by the Authority at Tanah Puteh Wharf.

IDENTIFICATION CARDS: Required.

CONSULS: British, American and Norwegian.

REPAIRS: Minor repairs to vessels only.

DRY DOCKS: Not suitable for sea-going vessels. Coastal vessels up to 220 ft. long.

REPATRIATION: Facilities available.

AIRPORT: Airport about 8 miles from port at Tanah Puteh. It is served by regular airlines which operate two flights daily except on Tuesday, Thursday and Friday when one flight only.

TIME: Local time eight hours ahead of GMT.

HOLIDAYS: Port work can be arranged on all official holidays on overtime rates except Chinese New Year Day, Hari Raya Puasa Day, International Labour Day, (1st May), Dayak Festival Day (1st June), and Christmas Day, during which port at Tanah Puteh will be closed.

POLICE/AMBULANCE/FIRE: For emergency call, tel. 999 is applicable to all these three services. Individual call: Central Police Station, 21222; General Hospital, 23151; Fire Station, 21033.

TELEPHONES: Telephones can be provided free of charge on board vessel occupying Authority's berths at Tanah Puteh Wharf.

SHORE LEAVE: Crew members are allowed ashore provided permission is granted by Immigration Department.

REGULATIONS: Refer to Sarawak Merchant Shipping Ordinance and Kuching Port Authority's Ordinance and By-laws.

DELAYS: Wating for wharf berths when Port is congested, up to 3 days.

AUTHORITY: Kuching Port Authority, Tanah Puteh, Kuching, Sarawak, East Malaysia. Tel. 22291, 22292, 22293, 22294 and 22295.

KUNAK, Sabah: 04.41 N. 118.15 E.

Sabah Government Requirements

(*a*) Customs will treat port as sufferance wharf as defined in Section 2 of Customs Ordinance (Cap. 33), with control from Lahad Datu. Agent will be required to make application to Customs for sufferance facilities in respect of each vessel, on appropriate form. Officer-in-Charge of Customs, Lahad Datu will arrange to send a supervising officer with ship; this officer will attend vessel's inward and outward Customs clearance. Transport, food and shelter of Customs officer are for vessel's account, though it is envisaged that his transport can be concurrent with boarding and departure of the Pilot, i.e. per Marine Department launch.

(*b*) Immigration requires that vessel shall be cleared inwards and outwards in Lahad Datu. As Marine Department launch will be required to run mooring lines at Kunak, it will not be available to transport Immigration Officer who will *not* accompany vessel. His transport will therefore be a matter for Agent to arrange.

(*c*) Medical will grant pratique by radio by Medical Officer, Lahad Datu: whose right to carry out full inspection is not affected thereby. This will only be exercised, it is anticipated, when vessel has called at an infected port within prescribed period. Radio messages should therefore give this information, e.g. "Malay Maru Hongkong Twentieth Tokyo Thirtieth Manila Second All Well Request Pratique Master".

(*d*) Marine in the case of a vessel arriving from foreign ports will ultimately place a Pilot on board in Lahad Datu, if requested.

(i) Pilot will receive vessel's arrival report and sight her last port clearance. Pilotage will commence at any such point on route as Master may request, at rates laid down in the Merchant Shipping (Fees) Regulations, 1961. The pilot launch carrying berthing crew will arrive in advance of vessel at Kunak and assist in making fast.

(ii) As there is no accommodation available at Kunak, the Pilot it is hoped, can be accommodated on board ship during her stay.

(iii) Return to Lahad Datu will follow as in sub-para (i) with the Pilot issuing Port Clearance on completion of Immigration formalities.

(iv) Requests for Pilot should be made *at least* 24 hours in advance to Marine Sandakan via Sandakan Radio, 9WHZ1. Initially this service will be offered from Sandakan, and ships proceeding Kunak from there will retain the Pilot on board. Ships from foreign ports will be served by air; charges to their account. Eventually, the Pilot will be based Lahad Datu as Port Officer.

For information the port limits of Lahad Datu are "a line drawn from Tanjong Melandong on the South-west point of Darvel Peninsula to the most Westerly point of Sakar Island and thence to the mainland, etc." From this it can be seen that large vessels need not enter the narrow waters of the inner bay.

BERTHING: 1. Wharf consists of,

(*a*) A raised cement platform 30 ft. × 30 ft. on wooden piling.
(*b*) Three lazy piles with rubber fendering situated 20 ft. from the front edge of the platform and 125 ft. in each direction from the centre of the platform.
(*c*) Two cement mooring dolphins 20 ft. × 20 ft. situated 350 ft. each side of the platform and 50 ft. from the rear edge of the platform.
(*d*) A metal jetty approach 10 ft. wide × 350 ft. long.
(*e*) A coral bond 24 ft. wide at the base and approximately 16 ft. wide at the top.
(*f*) Mooring Buoy placed 600 ft. off head of jetty.

2. Depth of water alongside: Minimum depth of water outside the lazy piles is in excess of 35 ft. datum.

3. Bulk oil will be pumped from installation along a metal pipe via coral bond and metal jetty. At a point approximately 15 ft. before cement platform the pipe bifurcates and the two terminals are situated two-thirds the way along each side of platform. To these terminals will be attached a flexible steel hose for connection with ships. Hose will be provided by shippers, and is 400 ft. long if required.

4. Pumping capacity. Maximum overall rate of pumping palm oil will be 100 tons per hour. Palm oil pipe is of 6 in. diameter.

AGENT: Until further notice all correspondence to be addressed to Messrs. Harrisons & Crosfield (Sabah) Ltd., PO Box 131, Sandakan, Sabah, Malaysia. Telegraphic address "Crosfield Sandakan". Tel. 2141. Code Bentley's Second Phrase.

LABUAN, Sabah: 05.17 N. 115.15 E.

Island of Labuan is 12 miles long and 7 miles wide lying off North-west coast of Borneo at entrance to Brunei Bay. It is part of State of Sabah and is only 4½ miles from mainland and some 77 miles from the State Capital of Kota Kinabalu.

DOCUMENTS:

(*a*) On arrival, when vessel has arrived from ports outside Sabah, Health Officer, Boarding Officer, Customs and Immigration or their representatives will board vessel. Agent cannot board until ship has been cleared.

(*b*) Health Officer will require Maritime Declaration of Health duly completed together with one copy of passenger list and one copy of crew list whenever vessel's last port or call has been outside State of Sabah.

(*c*) Boarding Officer will require one copy of Boarding Report, one copy of passenger list and one copy of crew list. He will also inspect various Certificates such as Load-line, Life Saving Equipment, etc.

(*d*) Following is summary of documents required:

	Customs	*Immi-gration*	*Boarding Officer*	*Agent*	*M.O.*
Passenger List	2	2	1	1	1
Crew List	2	2	1	1	1
Store List	2	—	—	1	—
Maritime Declaration of Health	—	—	—	—	1

(*e*) To be supplied before Departure: Manifests as necessary.

Captain's copies of Bills of Lading.
Port Clearance.
Customs Clearance.
Certificate of (*a*) Buoys and Lights Dues and (*b*) Port and Harbour Dues.

PILOTAGE: Pilot available between 0700 and 1800 if adequate notice given, but pilotage is not compulsory. Vessels not requiring a Pilot are permitted to berth or leave wharf at any hour of day or night provided notice of such movement is received between 0800 and 1600.

ANCHORAGES: Good anchorage for large vessels in a least depth of five and three-quarters fathoms South and South-east of No. 7 Beacon.

Quarantine. Vessels arriving from an unhealthy port should proceed to quarantine anchorage for pratique. This anchorage is bounded on North by a line drawn 090° from Harbour Shoal Beacon to Eastern Harbour Limit; on South by a line drawn between South-west point of Papan Island and Enoe Beacon; on West by Eastern Boundary Limit of Explosives Anchorage (as under). If vessels arriving from healthy port and healthy themselves, they need not proceed to Quarantine Anchorage.

Explosives. No vessels having explosives on board may come or remain within 500 yards of shore or of any other vessel; such vessels shall fly Gunpowder Flag at foremast, and should anchor in Explosives Anchorage which is within a line drawn from Enoe Beacon to Harbour Shoal Beacon thence in 090° for 6 cables thence in 180 degrees direction until it joins line between South-west point of Papan Island and Enoe Beacon.

Dangerous Petroleum. A vessel having dangerous petroleum on board shall anchor within a line drawn from Harbour Shoal Light beacon in a 360° direction for 2,500 ft., thence in a 090° direction for 3,600 ft., thence in a 180° direction to join Northern boundary limit of Explosives Anchorage.

Prohibited Anchorage. No vessel shall anchor within 1,700 ft. from F.R.G. Light – Liberty Pier.

RESTRICTIONS: Tides. Subject to diurnal inequalities but usually one high water and one low water a day. Average high water is 6·5 ft. and low water 3 ft. above datum of soundings.

Clearance. Port is open from 0600 to 1800 although vessels can be cleared later than 6 p.m. on application provided they are sighted from Papan Lighthouse at 1800.

HEALTH: See "Regulations" and "Anchorages".

RADIO: Information required before ship's arrival. ETA Labuan, with as much prior notice as possible. Number of gangs required. Quantity of fresh water required. Whether Pilot required for berthing. Labuan has no radio facilities and messages are received via Jesselton, Miri, Singapore, etc.

TUGS: No tugs available.

BERTHING: 1. Wharves.

(*a*) Liberty Wharf – A wharf with wooden piles and concrete decking measuring 400 ft. with dolphins 100 ft. off each end – least depth of water is 26 ft.

(*b*) Victoria or Small Ships' Wharf (marked on Chart as H. & C.'s Wharf). A wooden structure – length 270 ft. with minimum depth of 12 ft. No longer usable except by kumpits. No vehicles allowed on wharf.

(*c*) New Shell Installation Wharf. Concrete jetty 170 ft. long with two dolphins at each end with a total length between of 700 ft., least depth of water 31 ft.

2. Buoys: No mooring buoys in Labuan.

3. Monsoons. North-east monsoon prevails from December to April and South-west monsoon from middle of May to middle of October. Harbour is well sheltered from both monsoons.

4. Flags and Berthing Signals:

(*a*) When entering port vessel should fly Signal Letters, Mail Flag if applicable, and G flag if requiring Pilot, and also Quarantine Flag.

(*b*) Berthing Signals. Following berthing signals will be used at Labuan and will be displayed from Flagstaff in Harbour Office in vicinity of Liberty Wharf, Victoria Harbour. A red and white chequered flag and International Code numbered pendant will indicate berth number allocated. Berth numbers have been allocated as follows:

(*c*) Berth and Pendant No.

1. Liberty Wharf S.E. section of seaward frontage.
2. ,, ,, N.W. ,, ,, ,,
3. ,, ,, S.E. ,, inside frontage.
4. ,, ,, N.W. ,, ,, ,,
5. Repair and Slipway Wharf. (Marine jetty.)
6. Victoria Wharf (small ships) S.E. Section.
7. Landing Craft Hard (New Beach) (300 ft. N.W. of Victoria Wharf).
8. Landing Steps Liberty Wharf.
9. Shell Installation Jetty.
10. Anchor.

On receipt of berthing signal, vessel should acknowledge in the usual manner with the answering pendant and proceed to berth.

(*d*) Tidal Signal. A tidal signal consisting of a cone and ball is hoisted in conjunction with berthing signal showing state of tide at berth indicated. A cone point down signifies flood tide (West-going), a cone point up ebb tide (East-going), a ball slack water.

(e) Facilities. Maximum single load without special precautions on Liberty Wharf is 25 tons. Any load over this figure will require to be distributed over two or more panels of 10 ft. by 10 ft., each according to weight. However, special arrangements must be made prior to discharge, and Agent should be consulted in advance.

STEVEDORES: Supplied by Contractors as arranged by Agent. Working hours 0800–noon, 1300–1700. Working outside these hours on Sundays and Public holidays is overtime.

CARGO: 1. Inward. Inward cargo is tallied out of ship on to wharf or into lighter. Damaged cargo is surveyed on the spot, otherwise no liability of the vessel is acknowledged. Discharge is carried out after permission has been obtained from Customs after manifest of inward cargo has been deposited. Cargo is delivered to consignees against production of relative Bill of Lading. Ship's responsibility to consignees ceases at ship's side but, in the case of shortlanded cargo, reasonable proof must be given to Customs that the cargo has not been landed. A shortlanded Memo certified by the Chief Officer is usually accepted as proof.

2. Transhipment. After discharge of cargo from the 1st carrier, transhipment cargo is placed under supervision of Customs, unless it is possible to arrange direct transhipment into small coastal vessel. Customs do not accept responsibility for cargo in Customs Bond.

3. Refrigerated. Only small quantities of refrigerator cargo loaded or discharged.

4. Explosives. Explosives must be discharged into lighters under police escort and transported to an approved police store. A licence for their importation must be obtained from the police prior to arrival of cargo, and harbour and police authorities must be informed of arrival of explosives in port either for discharge or as through cargo.

MEDICAL: Hospitals. Not possible for Government Medical Officer to visit ships but patients can be sent to Cottage Hospital. 4 1st class beds, 10 2nd class beds, 46 3rd class beds.

Dentist A Government Dental Clinic, located in town area. In addition, a Chinese dentist is available in town.

TANKERS: See "Berthing".

FRESH WATER: Only available in small quantities (usually 30 tons maximum) and at restricted hours.

FUEL: No coal stock available. Bulk furnace oil and high speed diesel usually available but 48 hours notice of requirements must be given.

FIRE PRECAUTIONS: In case of fire, the Harbour Master, OCPD, and Agent should be telephoned immediately. A mobile gas turbine fire pump is available.

CONSULS: None.

REPAIRS: Slipways of up to 500 tons displacement, and Marine Department can undertake minor repairs.

POLICE/AMBULANCE/FIRE: Medical Officer 224; Asst. Commissioner of Customs 201; OCPD 400; Police Station 297; Hospital 222.

GENERAL: *Surveyors.* Harrisons & Crosfield are Lloyd's Sub-Agents in Labuan and may appoint a surveyor as necessary.

Ship Chandlers. Fresh fruits, vegetables and fish available and price list can be obtained from ship chandler through Agent. Cold storage with limited supplies.

Recreation Facilities. If owners pay a monthly subscription to the Labuan Recreation Club, ships crew are automatically members. Football and cricket, etc., can usually be arranged on application to Agent. Two cinemas in town which show American, English, Chinese, Malayan and Indian films.

Good beaches all round island, however, it is strongly recommended that bathers should remain in shallow water. It is not considered safe to bathe from the ship.

Victoria Hotel situated in town. All rooms air-conditioned and have private bathrooms or showers attached. International Hotel also situated in town. All rooms air-conditioned and have twin beds, but are treated as single rooms when occupied by one person. No meals available in this hotel. Lodging house accommodation available in town for Chinese crew members.

REGULATIONS: (*a*) Arrival and departure. 1. The Owner or Agent of every vessel other than a small ship intending to call at a port shall, as soon as possible, and in any case not later than thirty-six hours prior to the estimated time of arrival of the vessel, give notice in writing to the Authority of such arrival and, if so desired, the requirement for a berth at a wharf.

2. The notice under this regulation shall be in a form prescribed by the Authority and shall contain full particulars regarding the cargo to be discharged and loaded, the embarkation and disembarkation of passengers, heavy lifts, special or perishable cargo, hazardous and dangerous goods (whether to be discharged at the port or not), and any other matters of importance relating to the working or safety of the vessel in the port.

3. The master of every vessel entering or leaving a port between sunrise and sunset shall cause to be hoisted the national colours and the signal letters, if any, of the vessel. The national colours shall be exhibited from 8.00 a.m. to sunset whilst the vessel remains in port.

4. The Master of every vessel arriving from outside the State of Sabah shall exhibit the Immigration and Quarantine signals contained in the First Schedule and shall also at the request of a customs officer hoist the Customs signals. Such signals shall remain exhibited until the appropriate officer has given permission for them to be lowered.

5. No vessel shall approach within six hundred ft. of any other vessel exhibiting the Immigration, Health or Customs signals.

6. No person other than a Pilot may board or disembark from any vessel until the vessel is cleared inwards and the Immigration, Quarantine and Customs signals have been lowered.

7. Every vessel entering a port shall be anchored or efficiently secured to a wharf or buoy before commencing the loading or discharging of cargo and/or the embarkation or disembarkation of passengers.

8. No vessels shall leave any port unless in possession of a valid Port Clearance issued by or on behalf of the Director of Marine.

(*b*) Special signals.

Significance	*By Day*	*By Night*
Immigration (for ships not carrying passengers)	International Code Signal "2 5"	Two green lights, six ft. apart, hoisted vertically where best seen.
Immigration (for ships carrying passengers)	International Code Signal "3 4"	Two green lights, six ft. apart, hoisted vertically where best seen.
Quarantine (vessel is Healthy request pratique)	International Code Signal "Q"	Nil
Quarantine (vessel is suspect)	International Code Signal "Q Q"	A red light over a white light and a separate hoist of red light over a green light and hoisted vertically six ft. apart where best seen.
Quarantine (vessel is infected)	International Code Signal "Q L"	
Quarantine (not received pratique)	Nil	A red light over a white light six ft. apart hoisted vertically where best seen.
Request Police Assistance	International Code Signal "S T"	A green over a white light, six ft. apart hoisted vertically where best seen.
Request Medical Assistance	International Code Signal "W"	A red light over a green light, six ft. apart, hoisted vertically where best seen.

AUTHORITY: Harbour Master, Tel. 251; office hours (Government) 0800–1200, 1345–1615, 0800–1200 Saturdays.

AGENT: Harrisons & Crosfield (Sabah) Limited, PO Box No. 7, Labuan, Sabah, Malaysia. Telegraphic Address "Crosfield". Tel. 218, 219.

LIMBANG, Sarawak: 04.48 N. 115.05 E.

Limbang is the principal town of the Fifth Division and is situated eight miles above the entrance of the Limbang River. There is an anchorage for ocean-going steamers, five miles below the Limbang bar buoy with a least depth of 26 ft.

Every vessel arriving in quarantine shall fly or show the appropriate International Quarantine signal; and no person other than a Pilot, Port Officer, Port Health Officer, Immigration Officer or Officer of Customs shall board the vessel; and no person shall disembark therefrom until the vessel has been cleared by the Port Health Officer.

The Master of every vessel of over 15 tons about to depart from a port for any place outside Sarawak shall cause the "Blue Peter" (International Code Flag "P") to be hoisted, during day-light hours, for at least twelve hours before the vessel is due to sail, or if the vessel is in port for less than twelve hours, for the period of her stay in the port.

(1) The Master or the Agent of every vessel about to depart from a port shall, on demand by the Port Officer, produce for inspection the port clearance.

(2) The port clearance shall be in the form of an endorsement on the form of clearance prescribed under the Customs Ordinance or in such other form as may be approved by the Director.

A vessel arriving in, leaving from or shifting berth within a port shall hoist her signal letters, if any. Whilst under way.

MALACCA, Malaya: 02.15 N. 102.15 E.

DOCUMENTS:

1. *Harbour Master's Office or Marine Department*
   (*a*) "Report of Arrival of Vessel" on prescribed Form (Marine 28) obtainable from Harbour Master's Office on arrival.
   (*b*) One copy Passenger List, specifying names and nationalities and required to report any casualties, accidents, births or deaths that have occurred during the voyage to the passengers, crew, ship or cargo.
   (*c*) Port Clearance from last port and copy of Manifest of Cargo to be discharged.
   (*d*) List of all arms and explosives on board.
   (*e*) In the case of a British or Malaysian vessel and vessels belonging to a nation not having a Consular Officer at the port produce to Port Officer the Certificate of Registry and ship's Articles.
   (*f*) All ship's certificates such as Safety Equipment Certificate, Radio Certificate, Load-line Certificate, Safety Construction Certificate, Ship's Registry, Passengers' Certificate, Deratting Certificate and all Certificates of Competency of all Officers on board.
   (*g*) Crew List.
2. *Immigration Authorities*
   (*a*) Crew List (3 copies).
   (*b*) Passenger List (3 copies).
   (*c*) Produce all passengers passports/visas.
   (*d*) Produce all seamens cards.
   (*e*) Forms A and B – "Immigrant and Emigrant" obtainable from Immigration Department on arrival.
3. *Port Health*
   (*a*) Crew List showing last date of vaccination.
   (*b*) Passenger List, showing the last date of vaccination.
   (*c*) Produce all seamen and passengers' vaccination cards.
4. *Customs Department*
   (*a*) Crew List (2 copies).
   (*b*) Passenger List (2 copies).
   (*c*) Personnel Effects List (2 copies).
   (*d*) Cargo Manifests (2 copies).
   (*e*) Last Port Clearance.
   (*f*) Bonded Stores List (2 copies).
   (*g*) Full and correct statement of dutiable goods carried as ship's stores (2 copies).
   (*h*) Customs Form CD 15 obtainable from Customs Department on arrival.

APPROACHES: No difficulty from North or South. No sand bar at river mouth. Harbour open all year round.
PILOTAGE: None.
ANCHORAGES: For ocean-going and costal vessels anchorage between 1–1½ miles off Malacca harbour. Between 3–6 fathoms depth. No specific prohibited anchorage.
TUGS: None.
BERTHING: None. Discharging into lighters at anchorage.
STEVEDORES: Discharging cargo capacity per day – 1,000 tons.
MEDICAL: Modern Government hospital. All surgical and medical facilities available.
FRESH WATER: None.
FUEL: None.
DEVELOPMENTS: Proposed provision of deepwater berths.
CUSTOMS ALLOWANCES: Tobacco, cigarettes 25 in number per man per day, or cigars, 8 in number per man per day, or Tobacco, 1 oz. per man per day, or snuff, 1 oz. per man per day.

Wine and/or Spirit, Spirit, *8* qt. per man per day, or wines, 1 qt. per man per day, or beer or stout, ⅛ qt. per man per day.

REPAIRS/DRY DOCKS: None.
HOLIDAYS: Official holidays in the state as follows: New Year's Day, 1 day; Chinese New Year's Day, 2 days; Muslim New Year's Day, 2 days; Wesak's Day, 1 day; His Majesty's Birthday, 1 day; Prophet Mohammad's Birthday, 1 day; His Excellency Governor's Birthday, 1 day; Malaysia Day, 1 day; Deepavali, 1 day; Hari Raya Huji, 2 days; Christmas Day, 1 day. No cargo is worked on any of the above gazetted public holidays – port closed.
AIRPORT: Batu Berendam, 6 miles from port – commercial airlines daily.
AUTHORITY: Marine Department, Office of the Harbour Master, Malacca and Port Dickson, Melaka, Malaya.

MIRI, Sarawak (incl. Lutong): 04.26.30 N. 113.55.30 E.

Miri Roads is an open roadstead in a shallow bay, bounded at North by Tanjong Baram and at South by Tanjong Lobang.

DOCUMENTS: (*a*) *Health*. Vessels exempted from inspection (see "Health") should deliver to Berthing Master on arrival, a Declaration of Health, Last Port Clearance and 2 Crew and Passenger Lists.

(*b*) *Inward Clearance* (also see "Anchorage"). All vessels calling Miri Roads for passengers or cargo must be cleared by Immigration and Customs and, if necessary, by Port Health.

Inward clearance effected only between 6 a.m. and 6 p.m. and following signals must be shown: if passengers carried, flags "3" and "4"; if no passengers carried, flags "2" and "5"; if free pratique requested, flag "Q".

Following papers will be required on arrival for inward clearance:
Port Health:
Declaration of Health.
1 Crew List.
1 Passenger List, inward and through.
Customs Boarding Officer:
as above, if not boarded by Health Officer, and 2 Inward Cargo Manifests.

(*c*) *Outward Clearance*. For vessels that have called to lift bunkers only at Lutong Moorings, clearance will be issued by Berthing Master.

Other vessels will be issued a Port Clearance by Customs Officer on board who will require: 1 Outward Manifest and, if any embarked, 1 Outward passenger list.

APPROACHES: The loom of gas flares on Seria Oilfields thirty miles North-eastward of Miri are a general guide at night but should not be used as a bearing because flares movable within area of oilfield and liable to be extinguished at any time. Following bearings exist. By night, three lighthouses:
(*a*) *Tanjong Baram* 04° 35′ 47″ N. 113° 58′ 25″ E. white single light 680,000 candle power, visibility 17 miles, elevation 120 ft. in grey steel lattice tower, group flash three every twenty seconds.
(*b*) *Lutong* 04° 28′ 30″ N. 113° 59′ 46″ E. white single light, 13,500 candle power, visibility 10 miles, elevation 80 ft. in grey steel lattice tower, group flash two every ten seconds.
(*c*) *Tanjong Lobang* 04° 21′ 48″ N. 113° 57′ 36″ E. white single light 20,150 candle power, visibility 18 miles, elevation 155 ft. in grey steel lattice tower, 60 ft., flash one every ten seconds.
By day, above lighthouses difficult to distinguish and following may be used for day-time bearings:
(*a*) Lutong radio mast FR 210 ft., position 04° 26′ 25″ N. 113° 59′ 54″ E.
(*b*) Tanjong Lobang radio masts as marked on chart.

PILOTAGE: No official Pilot stationed at Miri but Shell Company provide Berthing Masters to moor vessels at their Lutong Moorings (see "Tankers").

ANCHORAGE: For cargo, passengers or clearance. It is recommended that vessels anchor close inshore directly opposite Miri River Mouth, but caution must be exercised as sudden squalls and swell up to 4 ft. can occur, for which allowance should be made.

Cargo usually worked into or from wooden lighters of 30 to 35 tons capacity. Swell often restricts work to landward side only and swell or wind often make it difficult to work Hatch No 1 in some vessels. Accommodation ladder should be lowered on landward side to enable shore personnel to board.

Prohibited Anchorage and Berthing Area. From (*a*) 4° 30′ 54″ N.; 113° 56′ 19″ E. in a 090° direction to the shore; and from (*a*) to (*b*) in 4° 27′ 30″ N.; 113° 47′ 01″ E., thence in a 090° direction to the shore.

HEALTH: Every vessel arriving in quarantine shall fly or show the appropriate International Quarantine signal; and no person other than a Pilot, Port Officer, Port Health Officer, Immigration Officer or Officer of Customs shall board the vessel; and no person shall

disembark therefrom until the vessel has been cleared by the Port Health Officer.

Free pratique granted without health inspection to vessels calling to lift bunkers only at Lutong Moorings, provided ship healthy. Vessels with unclean bill of health or vessels which have not declared themselves healthy in their arrival notice telegram are subject to normal Port Health inspection procedure. Therefore of utmost importance that arrival notice is sent not less than 24 hours before arrival and contains all information requested (see "Radio") in order to prevent unnecessary delay.

RADIO: Miri Radio call sign 9 WW21, frequency 500 kc/s., operates at following hours local time: 0900–0930, 1300–1330, 1700–1730, 2100–2130. Present station has a limited range and if difficulty is experienced making contact, vessels should pass messages through other stations, such as Singapore radio, or through other ships in close vicinity of Miri.

Arrival notice must be telegraphed at least 24 hours before arrival and should contain following information:

All vessels

(*a*) expected time of arrival (local time GMT plus 8 hours);
(*b*) name of last port of call and next port of call, if not previously advised;
(*c*) whether or not ship is healthy.

For bunkers

(*d*) quantity of bunkers required, in long tons at least 48 hours notice is required;
(*e*) provisions or medical attention required, if any.

For cargo

(*f*) tonnage to discharge, if any;
(*g*) number of gangs required to load;
(*h*) number of winchmen required to load.

Passengers

(*i*) number of passengers to disembark.

BERTHING: Cargo vessels – see "Anchorage", oil carriers – see "Tankers".

MEDICAL: Treatment of urgent cases available on shore subject weather conditions. Early notice should be telegraphed of medical requirements.

TANKERS: Lutong Terminal position 04° 30′ N. 113° 57′ E. (approx.). Open sea berths lying about 3 miles offshore just Northward of Lutong River mouth. Berthing any hour day or night. Await Berthing Master in area bounded by lines joining following positions: 04° 25′ N. 113° 56¼′ E.; 04° 25′ N. 113° 55′ E.; 04° 26¼′ N. 113° 55′ E.; 04° 26¼′ N. 113° 56¼′ E.

Pilot ladder should be rigged for Berthing Master, and starboard derrick near fuelling connection should be topped-up and rigged to lift heavy equipment required for mooring and connecting pipe-lines and which has to be taken on board before proceeding to mooring berth.

Moorings are in a prohibited area which must not be entered without a Berthing Master of Sarawak Shell Oilfields Limited on board.

Berth	*Max. length*	*Max. draft*
SBM 1	600 ft.	40 ft.
SBM 2	750 ft.	40 ft.
SBM 4	820 ft.	44 ft.

No slop discharge facilities.

FRESH WATER: No fresh or boiler water available.

FUEL: No ex-barge facilities but bunkers obtainable from Lutong Terminal.

Nos. 1, 2 and 4 Sealines. Available for bunkering dry-cargo vessels. Ship's spring wire will be used to haul ends of mooring wires on board and mooring winches should be double gear and in all respects ready for use. Both ship's anchors will be used. All other gear for mooring and connecting pipes is brought on board with Berthing Master at Pilot Station. Bunkers will be supplied through 8-in. flexible hose brought up on starboard side amidships and appropriate flange on ship's connection should be removed in advance. Berthing Master will remain on board throughout bunkering operation and will leave after vessel has unberthed. Mooring and unmooring operations each require about 1½ hours and bunkering rate usually 45–75 tons per hour.

CUSTOMS ALLOWANCES: Bonded Store on vessels other than those berthing at Lutong Moorings for bunkers only and exempted from formal clearance, sealed by Customs after allowing a daily ration for duration of stay in port.

One Customs Officer will remain on board all vessels anchored in Miri Roads and accommodation, if necessary, should be arranged for them. The Agents' staff will remain on board throughout all cargo operations and it would be highly appreciated if meals could be supplied to them and to the Customs Officer in view of the long time occupied travelling by launch between ship and shore.

AIRPORT: Distant 10 miles. Daily flights.

TIME: GMT plus 8 hours. Permanent.

SHORE LEAVE: It is regretted that both passengers and crew must be dissuaded from coming ashore other than for medical attention, owing to weather, tide and immigration restrictions.

REPAIRS: No facilities for repairs.

LUBRICANTS: Generally, lubricants not available but in emergency certain grades sometimes obtainable in very limited quantities.

PROVISIONS: Limited fresh provisions and ex-bond stores available for which vessels should give 72 hours notice of requirements so that arrangements can be made to secure the required supplies.

REGULATIONS: The Master of every vessel of over 15 tons about to depart from a port for any place outside Sarawak shall cause the "Blue Peter" (International Code Flag "P") to be hoisted, during day-light hours, for at least twelve hours before the vessel is due to sail, or if the vessel is in port for less than twelve hours, for the period of her stay in the port.

(1) The Master or the Agent of every vessel about to depart from a port shall, on demand by the Port Officer, produce for inspection the port clearance.

(2) The port clearance shall be in the form of an endorsement on the form of clearance prescribed under the Customs Ordinance or in such other form as may be approved by the Director.

A vessel arriving in, leaving from or shifting berth within a port shall hoist her signal letters, if any whilst under way.

POLICE/AMBULANCE/FIRE: Tel. 999.

AUTHORITY: Marine Officer, Marine Dept., Miri.

AGENT: Lloyd's sub-agents in Miri. The Borneo Company (M) Sdn. Bhd. Postal address PO Box No. 60, Miri, Sarawak. Tel. office: 3365, 3366, 3367; out of office hours: 3261, 3344. Telegraphic address "Borneo Miri".

The Borneo Co. (M) Sdn. Bhd. operate their own launches and a representative will board vessels as soon as possible after arrival.

PENANG: Malaya 05.25 N. 100.21 E.

DOCUMENTS:

The report of arrival (provided in Marine Shipping Ordinance, 1952).
A copy of Passenger Statistics on prescribed forms.
A List of Crew Members.
A List of Passengers.
Evidence of last port clearance.
All Ship's Documents (safety equipment, deratisation, radio, load line and register).

For oil tankers, a copy of Ship's Manifest to be submitted. Ship carrying explosives, Captain required to fill prescribed form "D" stating quantity of explosive cargo ship is carrying together with copy of Ship's Manifest.

PILOTAGE: Vessel approaching port has to send telegram to Pilot Office direct (cable address "Pilots Penang") or to ship's Agent stating "ETA North Channel Light Float" or in case of South Channel "ETA Pulau Rimau". Draft of vessel to be given. Pilot Office may be contacted through Penang Telephone Exchange on VHF Channel 16 to local telephone No. 63313. At least six hours' advance notice should be given before arrival at Pilot point.

Pilot boats have a blue hull varnished upperworks with "Pilot" written in bold letters on both sides of boat.

Pilot is usually taken on board, for North Channel, in vicinity of North Channel Light Float and for South Channel, in vicinity of Rimau Wreck Buoy one mile South of Pulau Rimau Lighthouse.

Vessels awaiting tide can anchor, in case of North Channel, in area shown by picked lines marked anchorage area in Chart No. 1366. For South Channel ship can anchor in vicinity of Rimau Wreck Buoy. During bad weather, provided draft suitable, vessels sometimes requested enter and take on Pilot at Erskine Buoy.

ANCHORAGES: All foreign-going ships carrying cargo or passengers (other than those carrying dangerous cargo or quarantine ships) are to be anchored Southward of South-west corner of Man-of-War anchorage (shown on Admiralty Chart by picked lines) and to Eastward of line drawn from this point to white buoy known as Northern White Boundary Buoy and thence in direction 180° (South line) and they shall moor so as to swing clear of these lines at all states of tide.

RESTRICTIONS: No entry restrictions imposed other than those dictated by state of tide and draft of vessel.

MAX. SIZE: No limitations of size of vessel except for draft. North Channel chart datum 26 ft. South Channel chart datum 22 ft. Vessels of up to 32 ft. can use port but must wait for high water.

RADIO: Penang Radio, call sign 9–MG.

TUGS: May be required to berth vessel at Butterworth Wharves in Port Penang. Tug joins vessel when at close proximity to wharves. Usual for tug's lines to be used and charge for this is M$20/–(approx.)

BERTHING: No specific requirements are necessary to reach any berths.

STEVEDORES: Stevedores can be provided by stevedore contractors at short notices but normally a minimum of 12 hours will be required. Shipping Agents normally make these arrangements with stevedoring contractors.

RADAR/VHF: No radar service. All ships can contact shore by means of HF radio communication.

MEDICAL: Advance notice is necessary if medical attention is required so that arrangements can be made with Medical Department by Agents.

TANKERS: Two tanker berths. Esso Wharf, 28 ft. at low water. Caltex Wharf, 35 ft. at low water. Mud bar approach to Caltex Wharf is 29 ft. at low water. Tankers also occasionally call at Swettenham Pier to deliver oil to City Council Power Station.

FRESH WATER: Available at all times. Delivery can be by means of hydrants at berths or by water-boats to vessels anchored in Roads. Rate of delivery is approximately 40 tons per hour and cost of each ton is $1.20 at berths and $2.40 if supplied in Roads (approx.).

FUEL: Fuel available from private oil companies at 24 hours notice.

DEVELOPMENTS: Five new berths completed on mainland side of port. Two have facilities for container traffic. These berths provided with modern facilities for working cargo. Depth of water alongside 32 ft.

GANGWAY/DECK WATCHMEN: Services of a watchman recommended.

OPENING/CLOSING HATCHES: Normally carried out by stevedores.

IDENTIFICATION CARDS: Needed only when a crew member is discharged after hospitalisation or when he is repatriated.
REPAIRS: Minor repairs can be undertaken.
DRY DOCKS: Dry docks not available for ocean carriers. Slipways available for vessels of 700 tons NRT with dimensions of 190 ft. × 40 ft.
REPATRIATION: Facilities exist for effecting crew changes and arranging necessary repatriation.
AIRPORT: Distance from port to airport approximately 11 miles. Served by both international and local airlines.
TIME: 8 hrs. ahead of GMT. No alteration to clocks during year.
HOLIDAYS: Three port holidays a year: Hari Raya Puasa, Hari Raya Haji and Prophet Mohammed's Birthday which usually fall in first half of year.
POLICE/AMBULANCE/FIRE: Dial 999.
TELEPHONES: A telephone is placed on every ship that berths alongside. This is one of services provided under a common charge known as the wharf service charge.
SERVICES: All types of minor marine servicing is available. Provided by private firms. Some of the services are draft survey, general conditioning of ship, valuation of ship, accident survey, inspection of refrigeration, radar adjusting service, compass adjusting and tank-cleaning facilities.
SHORE LEAVE: Allowed.
REGULATIONS: Free port, and as such, when a vessel calls at port, Customs search party may go on board vessel to search for contraband goods.
DELAYS: Rain is only factor that may delay a ship's discharging or loading operations.
AUTHORITY: The Penang Port Commission, PO Box 143, Penang, Malaysia. Tel. 63571. Telegraphic Address, "Wharves, Penang".

PORT DICKSON, Malaya: 02.31 N. 101.47 E.

DOCUMENTS:
1. *Harbour Master's Office or Marine Department*
(*a*) "Report of Arrival of Vessel" on prescribed Form (Marine 28) obtainable from Harbour Master's Office on arrival.
(*b*) One copy, Passenger List, specifying names and nationalities and required to report any casualties, accidents, births or deaths that have occurred during the voyage to the passengers, crew, ship or cargo.
(*c*) Port Clearance from last port and copy of Manifest of Cargo to be discharged.
(*d*) List of all arms and explosives on board.
(*e*) In the case of a British or Malaysian vessel and vessels belonging to a nation not having a Consular Officer at the port, produce to Port Officer the Certificate of Registry and ship's Articles.
(*f*) All ship's certificates such as Safety Equipment Certificate, Radio Certificate, Load-line Certificate, Safety Construction Certificate, Ship's Registry, Passengers' Certificate, Deratting Certificate and all Certificates of Competency of all Officers on board.
(*g*) Crew List.
X. *Immigration Authorities*
(*a*) Crew List (3 copies).
(*b*) Passenger List (3 copies).
(*c*) Produce all passengers passports/visas.
(*d*) Produce all seamens' cards.
(*e*) Forms A and B – "Immigrant and Emigrant" obtainable from Immigration Department on arrival.
3. *Port Health*
(*a*) Crew List showing last date of vaccination.
(*b*) Passenger List showing the last date of vaccination.
(*c*) Produce all seamen and passengers' vaccination cards.
4. *Customs Department*
(*a*) Crew List (2 copies).
(*b*) Passenger List (2 copies).
(*c*) Personnel Effects List (2 copies).
(*d*) Cargo Manifests (2 copies).
(*e*) Last Port Clearance.
(*f*) Bonded Stores List (2 copies).
(*g*) Full and correct statement of dutiable goods carried as ship's stores (2 copies).
(*h*) Customs Form C.D.15 obtainable from Customs Department on arrival.
APPROACHES: Deep water approach channel from North-west, marked by four light buoys, presents no difficulties and is clear.
Leading lights also exhibited which when in line bearing 070°, lead up to harbour over a sand ridge in depths of about 3½ fathoms.
PILOTAGE: The Port Dickson area does not constitute a Compulsory Pilotage District under provisions of Merchant Shipping Ordinance, 1952. Private pilotage services are, however, operated by Shell and Esso for vessels making use of their respective marine installations. Mooring Master boards tankers at Banbeck Shoal Buoy.
ANCHORAGES: (*a*) Good anchorage may be obtained in depths from 15 to 20 fathoms, Westward and South-westward of Tanjong Kamunin. Small vessels may obtain anchorage in depths from 4 to 5 fathoms North-eastward of Pulau Arang Arang, but holding ground is poor.
(*b*) Quarantine Anchorage is Westward of 10 fathoms line with leading light beacons of Port Dickson in line, bearing 070°, and within 15 cables of front leading light beacon situated on Railway Jetty.
(*c*) Prohibited Anchorage Area indicated by pecked lines on chart and described under Port (Negeri Sembilan) (Amendment) Rules, 1963. This area contains a tanker mooring buoy, with extensive ground tackle and floating hose attachments, which is connected to the shore by a submarine pipe-line. Passage between the buoy and the shore is also prohibited.
TUGS: No tug-boats available.
MAX. SIZE: Up to 47 ft. draft at S.B.M. terminal.
BERTHING: Port installations at Port Dickson comprise the following:
A small boat harbour contained in the curve of the stone approach to the Railway Jetty which affords little shelter against Southerly winds and dries out at low water.
The Shell Jetty – property of the Shell Refining Co. (Malaysia) Ltd. (Private.) Reinforced concrete jetty 700 ft. with "T" head 170 ft. × 36 ft.
The Esso Jetty – property of the Esso Standard Malaya Ltd. (Private). Reinforced concrete island jetty 200 ft. × 24 ft.
The Railway Jetty – property of the Malayan Railway Administration. Stone pier 600 ft. length terminating in a crosshead 150 ft. long with steel piling and wooden deck.
The Joint Shell/Esso single-buoy Tanker Mooring and Crude Oil Discharging Terminal.
Stone ramp on foreshore usable by lighters at high water.
MEDICAL: District hospital with 150 beds.
TANKERS: Shell/Esso Single Buoy Mooring for crude discharge into submarine pipe-line. Refineries produce petroleum products for export. Deballasting facilities up to 35,000 barrels capacity.
FRESH WATER: Available at Shell and Railway jetties.
FUEL: Bunker fuel-oil available. No diesel.
DEVELOPMENTS: Proposal to enlarge facilities and to provide deep-water berths.
CUSTOMS ALLOWANCES: Tobacco, cigarettes 25 in number per man per day, or cigars 8 in number per man per day, or tobacco 1 oz. per man per day, or snuff 1 oz. per man per day. Wine and/or spirits, spirit ⅛ qt. per man per day, or wines 1 qt. per man per day, or beer or stout 1 qt. per man per day.
REPAIRS/DRY DOCKS: None.
HOLIDAYS: Official holidays in the state as follows: New Year's Day, 1 day; Chinese New Year's Day, 2 days; Muslim New Year's Day, 2 days; Wesak's Day, 1 day; His Majesty's Birthday, 1 day; Prophet Mohammad's Birthday, 1 day; His Excellency Governor's Birthday, 1 day; Malaysia Day, 1 day; Deepavali, 1 day; Hari Raya Huji, 2 days; Christmas Day, 1 day. No cargo is worked on any of the above gazetted public holidays – port closed.
AIRPORT: None.
AUTHORITY: See "Malacca".

PORT SWETTENHAM, Malaya: 03.00 N. 101.24 E.

PORT LIMITS: All the waters in the Klang Straits, Klang River, Sungei Aur, Selat Lumut, Sungei Langat and other waterways contained within the parallels 2° 58′ N. and 3° 05′ N. and the meridians 101° 20′ E. and that passing through Connaught Bridge i.e. 101° 28′ 30″ E. approximately including all piers, jetties, landing places, wharves, quays, docks and other similar works whether within or without the line of high water mark, any position on the shore or bank within 50 yards of high water mark subject to any rights of private property therein.
APPROACHES: Ships from and to Penang enter and leave the port by the North Klang Straits; and ships from and to Singapore enter and leave by the South Klang Straits. The entrance channel at the North Klang Straits has a natural depth of 32 ft. below datum. A very large deep water anchorage for ships is available at the North Klang Straits. For ships entering the Old Port, the permissible draft is 26 ft. and 22 ft. plus the height of tide through the North Klang Straits and South Klang Straits respectively.
DOCUMENTS: (*a*) *For Agent.* Vessels required to fill in arrival report which may be obtained from Agent at Singapore or Penang or Boarding Agent on arrival. This should be completed and handed to Boarding Agent together with last port clearance and one copy each of crew list and passenger lists for submission to Marine Department.
Vessels should have ready and hand to Boarding Agent on arrival the following:
Arrival Report.
Last Port Clearance.
Two copies of Crew List.
Two copies each of Disembarking and Transit Passenger Lists (if any).
List of Explosives, dangerous cargo on board.
Following documents should also be handed to Boarding Agent on arrival and will be returned to vessel after perusal by Marine Department:
Malaysian Light Dues Receipt (if any).
Ship's Register.
Radio Safety Certificate.
Safety Equipment Certificate.
Load Line Certificate.
Deratisation Certificate.
Port Health Officer now requires all vessels arriving from foreign ports to submit an "Entry Declaration" on form Health 43, on the International "Maritime Declaration of Health" form or on a similar copy, and this should be handed to Boarding Agent, together with copy of crew list, in cases where vessels are not in Quarantine, in which case doctor does not attend on board.
Note: Endorsement of Port Clearance must be obtained from Port Office at Marine Office before a fresh Port Clearance can be issued by local Customs Authorities and handed to vessel before sailing.

(*b*) *Immigration*
2 copies Crew List.
2 copies Passenger List (Disembarking and Transit).
(*c*) *Customs*
2 copies Customs List (CD.15).
1 Crew List.
1 Passenger List.

FLAGS: The Malaysian Flag. Flag Q meaning Health Clearance required. * Flag 2/5 meaning No passengers on board, or * Flag 3/4 meaning Passengers on board. Pennant Zero is not required since Boarding Officers do not board the ship on arrival. Flag H meaning Pilot on board. (* Applies only to vessels arriving from foreign ports, which now includes Singapore.)

Note: Except for vessels under way, no vessel in port may use its siren except in case of an emergency when no other means of communication is available. The Authorities strictly enforce this rule and vessels infringing it become liable to heavy fine.

PILOTAGE: Available 24 hours a day.

(*a*) Application. Piloting carried out by Selangor Pilot Association Port Swettenham. Masters to cable "Pilots Port Swettenham" giving ETA and point of arrival, i.e. Pintu Gedong, Pulau Angsa, Kapar Buoy, Tanjong Bakau, or Deep Water Point, and draft at least 6 hours before arrival, as Pilots will not leave shore until confirmation received from vessel. Both North and South Channels are well marked and Pilots consider it quite safe to arrive and depart at any hour.

Vessels approaching this port normally apply through Agent, giving ETA Pintu Gedong, Pulau Angsa or Deep Water Point, together with draft and port of departure.

(*b*) VHF. If vessels wish to communicate direct all pilot boats are fitted with VHF for use between pilot office, pilot boats, pilot boat to pilot boat and where necessary to vessels arriving at this port. Operated on Channel 12 of International Maritime VHF radio telephone bands, and of a range of 20–25 miles.

(*c*) Recognition. Pilot boats painted black with white horizontal band all round and have white superstructure.

(*d*) Boarding. Unless advised otherwise Pilots will be ordered to board vessels at Pulau Angsa (North Channel), or Pintu Gedong South of the Seaward Bar Buoy, or, Deep Water Point between Tanjong Sarang Lang and Tanjong Bakau.

Pilot ladders should be of approved Standard pattern internationally used.

(*e*) Waiting a Pilot. Location for a vessel awaiting Pilot is at Pintu Gedong 5 cables South of Seaward Bar Buoy, at Pulau Angsa 1 mile East of Pulau Angsa Island, and at Deep Water Point where anchorage is available according to number of vessels already anchored.

(*f*) Regulations. Master may bring his vessel into Deep Water Point Anchorage without a Pilot and if this is the case the Pilots are to be informed accordingly. It is compulsory to take a Pilot when berthing or unberthing at a wharf and to take a Pilot to and from the buoys. Pilotage is not compulsory to the anchorages Nos. 6 and 7, to the North Shore Anchorage or to Deep Water Point. Vessels will be berthed port side to on ebb tide and starboard on flood.

ANCHORAGES: Per latest Admiralty charts. Vessels may load timber and ore from privately owned junks at Deep Water Point Anchorage. In exceptional cases and with permission of Port Authority it is also possible to work with Authority Lighters at Deep Water Point.

RESTRICTIONS: (See "Max. Size"). Pintu Gedong, the Southern Channel Pilot Station, there is a restrictive bar of 20 ft. at Chart Datum. Otherwise draft is the only restriction, of which vessels will be advised when giving their ETA.

MAX. SIZE: Maximum length of vessels using South Port (Old Port) is: Dry Cargo Vessels 565 ft. LOA and draft 32 ft., tankers 560 ft. LOA and draft 30 ft. Breadth is not considered any problem. Tidal conditions govern movements of all vessels over 500 ft. LOA in the South Port (Old Port) but not at the North Port (New Port).

HEALTH: Port Health Officer will board vessels arriving from infected ports, or carrying deck passengers at Deep Water Point between 0700 and 1800 hours. All ships arriving from foreign ports should ensure that all on board hold valid smallpox vaccination documents.

All vessels should include in arrival cables confirmation that all well on board and also that all health papers in order. It should be understood that the health papers referred to include deratisation, or deratisation exemption Certificate.

RADIO: ETA cables normally routed via Singapore or Penang as no radio station in Port Swettenham. Such messages when received are transmitted by telephone to Agents/and or Pilots at Port Swettenham.

TUGS: Supplied by Port Authority and normally "stand by" vessels berthing at wharves as and when required. Tugs towing use ships lines, tugs pushing use their own lines. 3 tugs available to assist in berthing and unberthing and are equipped with fire-fighting appliances and radio communications system. When vessels berth or unberth at wharf tugs ordered by Agent in consulation with Pilots and once in attendance are charged for whether used or not. Tugs also used to swing vessels in stream which are stemming ebb tide on departure. In addition 3 smaller tugs used to tow lighters to and from vessels.

BERTHING: There are two ports viz: the South Port or Old Port and the North Port. Vessels berthing in the South Port (Old Port) are governed by tidal conditions which vary considerably. Vessels over 525 ft. LOA are usually berthed port side to on the ebb and then only when tides are favourable. There is usually no objection to vessels unberthing from the wharf at night although generally speaking vessels will not be berthed at night. As a general rule discharging vessels will berth at North Port (North Klang Straits) and loading vessels in the stream in the South Port (Old Port).

(*a*) South Port. Three ocean wharves of 1,490 ft. length with 30 ft., 32 ft. and 35 ft. of water alongside, two coastal shipping wharves of 950 ft. with 20 ft. of water alongside, 5 swinging buoys, and two anchorages. Three to four vessels of not more than 250 ft. in length and with drafts up to 18 ft. can be accommodated at North Shore anchorage. Also three lighterage wharves and two conveyor wharves. There is 393,912 sq. ft. of covered storage accommodation provided in the area of which approximately one-third has been leased out to private firms. All transit and storage sheds are rail and road served. There are also very extensive privately owned bulk storage and warehouses within the port premises. The South Port has 120,000 sq. ft. of open storage plinths served by 10-ton and 5-ton gantry cranes.

(*b*) North Port (North Klang Straits) Wharves. Four ocean wharves with total length 2,490 ft. Each berth 580 ft. long, width 202 ft. Concrete wharves with a safe working load of 4 cwt. per square foot and a maximum point load of 10 tons. Draft alongside all four wharves 30 ft. Rail track on wharf apron.

(*c*) General.

Facility			*Depth* (ft.)
North Klang Straits Approach			30
Pintu Gedong Bar			20
Labohan Garap Bar			25
No. 1 Wharf		400 ft. length	20
No. 2 Wharf		350 ,, ,,	20
No. 3 Wharf		480 ,, ,,	30
No. 4 Wharf		505 ,, ,,	32–35
No. 5 Wharf		505 ,, ,,	32–35
No. 6 Wharf	North	580 ,, ,,	30
No. 7 Wharf	North	580 ,, ,,	30
No. 8 Wharf	Port	580 ,, ,,	30
No. 9 Wharf	Port	580 ,, ,,	30
No. 1 Buoy	on 600 ft. swing		23
	on 500 ,, ,,		32
No. 2 Buoy	on 600 ,, ,,		23
	on 500 ,, ,,		29
No. 3 Buoy	on 600 ,, ,,		17
	on 500 ,, ,,		26
No. 4 Buoy	on 600 ,, ,,		20
	on 500 ,, ,,		25
No. 5 Buoy	on 600 ,, ,,		24
	on 500 ,, ,,		24
No. 6 Mark	on 600 ,, ,,		30
	on 500 ,, ,,		30
No. 7 Mark	on 600 ,, ,,		30
	on 500 ,, ,,		40

Distance between buoys is as follows:
Distance between No. 1 buoy and No. 2 buoy 1,200 ft.
Distance between No. 2 buoy and No. 3 buoy 1,200 ,,
Distance between No. 3 buoy and No. 4 buoy 1,200 ,,
Distance between No. 4 buoy and No. 5 buoy 1,300 ,,

The above distances allow for slackness in pendants at low water. The depths listed combined with tidal predictions for current year give actual depth of water.

STEVEDORES: Almost all timber loaded from private junks for which no lighter gangs needed. Average working rate, subject to stow, for timber in loose pieces is 4–6 tons per hour, and in bundles 6–8 tons per hour. Not more than two lighters or "tongkangs" may lie alongside any vessel abreast of each other and not more than two lights shall be moored astern of a vessel.

Rubber, latex in drums, etc., loaded by Port Authority and lighter/wharf gangs are required. Average working rate for these commodities is 8–10 tons per hour.

The average rate of discharge at North Port (North Klang Straits) wharves is 14–16 tons per hour.

On-board stevedores provided by Messrs. Seng Lee & Co., Eu-Lee & Co. or The Cargo Handling Corporation Limited who also supply all necessary stevedoring equipment. Lighter/Wharf gangs provided by Port Authority. While labour is plentiful and both stevedores and Port Authority are very helpful in obliging late ordering and cancelling of gangs, requirements for the 1st shift should be made known by 1430 hours the previous day and for 2nd shift by 1030 hours same day.

Working hours throughout port: 1st shift 0700–1500 hours (meal break 1100–1130). 2nd shift 1500–2300 hours (meal break 1900–1930). A finishing vessel may work up to 0300 hours provided all parties, i.e. labourers, tally clerks, scammell/forklift drivers, etc., agree.

RADAR/VHF: (See "Pilotage"). Ship to shore telephones available at all berths at North Klang Straits, and VHF sets available for ships in moorings. Klang Exchange keeps a 24-hour watch on Channel 16 and will connect the vessel to any telephone receiver ashore. For local calls the cost is $1.92 for 3 minutes (approx.).

No port radar service is available in the port.

MEDICAL: A number of private doctors in Port Swettenham and it is often not necessary to give any advance notice of medical attention being required. In event of vessel requiring urgent medical attention on arrival, advisable for Master to cable Agent in advance. At present 2nd class medical facilities available in Klang and 1st class facilities only available in Kuala Lumpur. As vessels arriving at Port Swettenham normally do so after calling at Penang or Singapore no inoculation, vaccination or fever certificates are required unless either Singapore or Penang is declared an infected port.

TANKERS: Tankers always berthed port side to on ebb and near

slack water. Vessels with bulk liquid cargo to load or discharge will berth at wharves 3, 4 and 5. When a number of pumping vessels in port, vessels will usually occupy these wharves only for the time it takes to complete pumping and may then have to shift to stream or another wharf. Two of the ocean wharves are provided with facilities for handling liquid cargo. Liquid cargoes now being handled are – latex, palm oil, coconut oil, petroleum products, alkane, tallow and fuel. oil. These facilities will also be extended to the third ocean wharf.

Shell Company has a private jetty on which vessels up to 420 ft. in length with drafts not exceeding 20 ft. can be berthed.

DENSITY: Varies considerably with state of tide and heavy monsoon rains.

FRESH WATER: Waterboat, capacity 200 tons, available to supply vessels in South Port (Old Port) and at Deep Water Point with fresh water. The (approx.) cost is $2.70 per ton with an additional $7, $8 per hour if used after 1600 hours on week-days, 1300 hours on Saturdays, or on holidays. As much notice as possible should be given if waterboat required. At North Port (North Klang Straits) water available from wharf at a cost of approx. $1.50 per ton. Pumping rate about 20–25 tons per hour.

FUEL: Bunkers are available.

FIRE PRECAUTIONS: In respect of tankers loading or discharging inflammable cargo, necessary to have wharf cordoned off and "No Smoking" signs exhibited prominently. Port Fire Brigade required to be on stand-by at wharf whilst operation in progress. Vessel may not disable engines whilst alongside wharf and shall have axes ready in event has to leave wharf urgently and necessary to cut ship's lines. Port Fire Service on duty 24 hours a day throughout year. Service is capable of fighting all types of fire whether on land or on sea. Fire service has following equipment: 3 fire engines, 1 Land Rover fire engine, 2 trailer pumps, 3 fire fighting tugs.

DEVELOPMENTS: North Port. Extension of 2,800 ft. of wharves and a reclamation of 40 acres of land. Project scheduled for completion at end 1972 would provide port with further alongside berthing facilities for both conventional and container ships.

OPENING/CLOSING HATCHES: Normally carried out by stevedores.

CUSTOMS/IMMIGRATION: Customs Officer will board vessel soon after arrival to seal the "Bonded stores". For vessels staying in port some time it is usual to issue 3 days supply – a further issue may be made on request after 3 days.

Immigration Officer will clear vessels arriving from foreign ports on all days between 0700 and 2100 hours. No one may board or leave or approach within one cable length of such vessel without special permission until vessel has been cleared by Immigration Officer and Immigration Signal is hauled down. No Immigration formalities required for vessels arriving from or leaving for other West Malaysian ports (Malacca and Penang).

IDENTIFICATION CARDS: Advisable that members of crew carry identification cards when leaving ship.

CONSULS: Consulates/Embassies/High Commissions in Kuala Lumpur (28 miles from Port Swettenham) and telephone numbers:

Embassy of the United States of America		27375
		26321
Australian High Commissioner's Office		80116
		80169
Belgian Embassy		28222
		87361
Consulate of Brazil		86181
		64235
British High Commission		81901
		84970
		69955
Burmese Embassy		24728
		25798
Canadian High Commission		89722
		64353
Ceylon High Commission		25138
Consulate of the Republic of China		27135
Royal Danish Embassy		25357
		25121
Consulate of Finland		82992
		22812
Embassy of France		23431
		23127
West German Embassy		88337
		28595
Indian High Commission		21728
		80429
		81034
Embassy of the Republic of Italy		26671
Embassy of Japan		22400
		21531
Embassy of the Republic of Korea		21651
		21652
Royal Embassy of Netherlands		80387
		64183
New Zealand High Commission		89113
		27905
Consulate of Norway (at Penang only)	Penang	61984
Consulate of Panama (at Penang only)	"	22745
Pakistan High Commisssion		89341
Embassy of Philippines		26331
Singapore High Commission		27482
Royal Swedish Embassy		28630

REPAIRS: Slipping facilities for repair of lighters and smaller tugs available. No facilities for major repairs to ships.

DRY DOCKS: None.

REPATRIATION: Crew changes and repatriation must be arranged by Agent. Harbour Master attends signing-on and signing-off of the crews on ship's articles.

AIRPORT: Subang International Airport approximately 20 miles from port on main trunk route to Malaysian capital of Kuala Lumpur and served by regular domestic flights and international flights.

HOLIDAYS: Port Closing Days. *Hari Raya Puasa; * Chinese New Year; Malaysia Day (31st August); * Deepavali; Christmas Day (25th December). * Dates subject to changes as festivals coincide with Mohammedan, Chinese and Hindu calendars.

TELEPHONES: At North Port (North Klang Straits) Wharves telephones installed on board if required at approx. cost of $10.00 per day. At wharves in South Port (Old Port) there is always a telephone within easy reach at Wharf Office.

GENERAL: (*a*) Ship-Shore Communication. When vessels are berthed in stream or at Deep Water Point a 24 hour launch service can be supplied. Arranged by Agent in consultation with Master to suit requirements of ship.

Vessels permitted use own boats with proper navigation lights at night.

(*b*) Seamen's Club. "Mariner's Club" for officers and seamen outside No. 3 Gate of South Port. Club has swimming pool and bar.

(*c*) Diving. Diving services available for salvaging lost cargoes, examining underside of ships, etc. Divers capable of deep-sea diving down to 120 ft.

AUTHORITY: Lembaga Pelabohan Swettenham, Port Swettenham.

ROMPIN (Kuala Rompin); PAHANG, Malaya: 02.43 N. 102.30 E.

DOCUMENTS:

Register.
Last Port Clearance.
7 copies Crew List and 4 for Agent.
5 copies Passenger List (if any).
5 copies Stowaway List (if any).
2 copies Stores List (including firearms and ammunition).
2 copies Dutiable Liquor and Tobacco List.
2 copies Crews Declaration List (cameras, radios, etc.).
1 copy Vaccination List.

Masters of vessels to fly the necessary following flags on arrival as required under Section 448 of the Merchant Shipping Ordinance and Sub-Section (9) of the Federation Port Rules, 1953.

(1) The Federation of Malaysia Flag.
(2) The Pennant "O" Flag (Request Port Officer).
(3) The "Q" Flag (Request Port Health Officer).
(4) The Pennant "2"; "5" Flags if no passengers and "3"; "4" Flags if there are passengers on board (Immigration).

PILOTAGE: Compulsory to the loading berths. Extra charge for pilotage outside normal office hours and holidays.

ANCHORAGE: On arrival, vessels required to anchor about one mile outside berthed ships to obtain pratique. An accommodation ladder must be rigged on lee side to allow Port Authorities to board.

READINESS: Notice of readiness cannot be accepted until vessel is in free pratique, Customs Inward Examination completed, and in all respects ready to load.

LOADING. (*a*) Ladders. Masters particularly advised to see that a sound and adequate ladder provided at each lighter to allow labourers engaged in loading to pass to and from ship with no undue risk. Regulations are provided in the Merchant Shipping Ordinance, Section 445, Sub-Section (O) which takes care of this requirement and failure to take adequate precaution in seeing regulation is observed may result in serious consequence to those responsible.

Masters requested to ensure that in addition to ladders for labourers, an extra ladder, preferably a clean pilot ladder, be made available at all times for the Agent for boarding. This ladder should be made fast on lee side, just forward of any scuppers in vicinity, and a heaving line from ship's rail made fast to bottom rung. When ladder not in use, bottom of ladder can be pulled up a few feet with heaving line to prevent labourers from using it or damage from lighters.

(*b*) Winches. All winches must be in single gear at all times.

(*c*) Derricks. Practice to work two sets of derricks to one lighter where practicable.

(*e*) Trimming. No manual trimming undertaken.

(*e*) Damages. In the event of your vessel sustaining damage by stevedores during loading, you are requested to inform the clerk and foreman on board immediately and as soon as practicable confirm same in writing to the Eastern Stevedoring Co. Ltd., Kuala Rompin, with copies to Hong Kong & Eastern Shipping Co. Ltd., Hong Kong, and Malay States Shipping Ltd., Kuala Rompin. It is important that full details of damage are given, together with measurements whenever possible.

Minor damage has occurred on vessels due to hatch beams not being bolted or lashed. Masters therefore requested ensure all beams adjoining working parts of hatches either bolted or lashed, otherwise stevedores will repudiate liability for any damage incurred.

OPENING/CLOSING HATCHES: Removal and replacement of hatch beams and covers must be done by ship's crew. Ship's Officers should see that any tween-deck beam removed is replaced before ore reaches that height.

CUSTOMS: Customs office hours 0830 to 1630 Monday to Friday, 0830 to 1300 Saturday.

IDENTIFICATION CARDS: Every member of crew must produce Identity Document or Shore Leave Pass at Customs House when landing and again when returning to vessel.
HOLIDAYS: New Year's Day; Hari Raya Puasa, 2nd day; Chinese New Year, 2nd day; Hari Raya Haji, 2nd day; First Day of Muharram; Vesak Day; Birthday of Sultan of Pahang; Birthday of H.M. The Yang Di-Pertuan Agong; Birthday of Prophet Muhammad; Malaysia Day; Deepavali; Christmas Day.

Note: Where a holiday falls on a Sunday, the following day will be observed as a holiday, and if such latter day is already a holiday, then the day following shall be a public holiday.
GENERAL: (*a*) *Scrap Iron.* Steel mills in Japan complain from time to time of finding pieces of scrap iron in the iron ore cargoes. If this scrap is not found it will cause serious damage to the plant and occasion considerable delay to production; furthermore, should scrap iron enter the machinery there is always the possibility of it endangering life, and several fatal accidents have been attributed to this cause.

The assistance of officers and crew is requested in reporting any scrap iron they see being loaded, advising shippers into which hold it went and number of the lighter it came from to enable us to take appropriate action.

(*b*) *Whistle, Radio.* Wireless Transmitters, Whistles and Sirens, etc., must not be used by vessels at anchor off Kuala Rompin.

(*c*) *Stores.* Bonded stores can be obtained from Kuala Lumpur and Kuantan at prices roughly same as Singapore. Essential, view Customs formalities, that Masters give Malay States Shipping Ltd., Kuala Rompin six days prior notice of requirements.
SHORE LEAVE: No seaman may proceed more than three miles from Kuala Rompin Customs House. The Officer in Charge Customs, as acting Immigrating Officer, has authority to limit or prohibit shore Leave in all cases.

AGENT: Malay States Shipping Sdn. Berhad, PO Box 2, Kuala Rompin, Pahang.

SABAH: including Kudat, Lahad Datu and Semporna.

DOCUMENTS: Eight copies all usual documents.
PILOTAGE: Applications normally made by Shipping Agents with advance notice of 24 hours prior to actual time that Pilot services required. Pilot boats between 30–40 ft. length and equipped with VHF/AM Sets – 80·4 Mc/s. frequency. Pilot station at Port Office and location for vessel awaiting Pilot is within port limit.
ANCHORAGE: All ports within bays, therefore provide safe anchorages.
RESTRICTIONS: No restrictions for vessels entering port at night.
MAX. SIZE: All ports unlimited, cargo worked at anchor.
HEALTH: To obtain pratique, arrange with Shipping Agent. Pratique for vessel entering, after calling at another port in same state, is not required. Anchor in quarantine anchorage if vessel is suspect and display following signals: *By Day:* International Code Signal "Q.Q.". *By Night:* A Red light over a White light and a separate hoist of Red light over a Green light. Hoisted vertically 6 ft. apart where best seen.
RADIO: Singapore Radio recommended.
BERTHING: Application for berthing has to be made within 24 hours notice prior to actual time that berthing is required. *Details and Requirements:* Name of vessel, gross and net tonnage, length overall, draft (fore and aft), ETA at berth, ETD from berth, nature and tonnage of cargo to be discharged/loaded. No priority for berthing ships and the turn is, first come first served.
STEVEDORES: Arrangement of stevedores should be made with 48 hours notice to Shipping Agent. Average load/discharge rate: General cargo, 15–20 tons per hatch per hour; cement 20–30 tons per hatch per hour.
MEDICAL: Arranged on arrival by Shipping Agent.
DENSITY: Average density in the ports 1020.
FRESH WATER: Available at Government General Cargo Wharves at a rate of 20 tons per hour. Cost $6.00 per 1,000 gallons (approx.).
DEVELOPMENTS: Lahad Datu, having new port installation and wharves facilities.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Normally by stevedores.
CERTIFICATES: Registry, Loadline, Radio, Safety Equipment and Deratting Exemption.
CUSTOMS ALLOWANCE: Tobacco, wine and/or spirits: no control and up to discretion of Officers of Customs and Excise.
CARGO GEAR: Ships gear used.
IDENTIFICATION CARDS: Not needed.
CONSULS:

British,	Kota Kinabalu (Jesselton),	tel. 4169
Japanese	,, ,,	,, 4698
Indonesian,	,, ,,	,, —
French,	,, ,,	,, 2008
Norwegian,	Sandakan	,, —

REPAIRS: Marine Department operates engineering workshops at Labuan and Sandakan. Some private firms also undertake small engine and deck repairs.
DRY DOCKS: No dry docks available in the State. Marine Department has three slipways in Labuan which are capable of shipping vessels of 60 tons, 200 tons and 500 tons displacements. One in Sandakan for vessel up to 120 tons.
REPATRIATION: Normally arranged by Agents.
AIRPORT: Most airports in State between 2–5 miles from the town.
TIME: Local time is 8 hours ahead of GMT. No alteration to clocks.
HOLIDAYS: Cargo work can be arranged if necessary during official holidays, but not for Hari Raya Puasa, Chinese New Year and Christmas Day.
POLICE/AMBULANCE/FIRE:

	Fire/Police	*Hospital*
Kudat	333	335
Lahad Datu	599	522
Semporna	599	

SERVICES: No services available for cleaning tanks, but compass adjusting can be arranged with officers of Marine Department, Labuan.
SHORE LEAVE: Allowed.
DELAYS: Due to weather conditions only.
AUTHORITIES:

	Telephone Numbers		
	Kudat	*L'Datu*	*Semporna*
Port Officers (Marine Dept.)	370	697	523
Customs Officers (Customs & Excise)	336	531	532
Immigration Officers (Immigration Dept.)	296	686	533
P. Health Officers (Medical Dept.)	373	693	511
O.C.P.D. Police Station)	221	527	533

SANDAKAN, Sabah: 05.50 N. 118.07 E.

FLAGS: Signal letters, Mail flag (if any mail on board for discharge); "Q" flag is essential if Sandakan is the first Sabah port at which a vessel calls. If ship carrying passengers it should fly immigration signals Nos. 3 and 4; if no passengers Nos. 2 and 5.
DOCUMENTS: (Also see "Radio").
(*a*) *To be Produced on Arrival:*

	Total
Sabah Lights and Harbour Dues form	1
Manifest in the prescribed form	2
Crew List	3
Last Port Clearance	1
Stores List	3
Passenger List	3
Arms List	2
Narcotics List	3
Parcels List	2

(*b*) *Required by Agent:*
2 sets of Inward Manifests for all inward cargo.
5 sets of Transhipment Manifests for all cargo to be transhipped at Sandakan.
2 copies of hatch list.
1 copy of Passenger List.
1 copy of Crew List.
1 copy of List of Arms and Ammunition.
1 copy Narcotics List.
1 copy Stores List.
(*c*) *To be Supplied to Ship before Departure:*
Manifests, as required by vessels.
Captain's copy of B's/Lading.
Port Clearance and Customs Clearance.
Sabah Lights and Harbour Dues form.
(*d*) *Immigration:* Immigration Officer will board vessel on arrival and clear her inwards. No restrictions on crew and/or passengers going ashore. Immigration require 2 copies of crew list and 2 copies of passenger list. Vessels cleared inward until 1800 hours only. If there are special circumstances arrangements can be made to clear vessels inward after this time.
(*e*) *Marine Department:* Shipping Arrival Report to be signed by Master of Vessel.
PILOTAGE: Pilotage not compulsory but if required the Harbour Master acts as Pilot. At least 24 hours notice should be given and position where Pilot is required to embark (i.e. the bar buoy or within harbour limits) should be included in the message. Pilot station tel. 3128.
ANCHORAGES: For loading timber: A black and white conical buoy situated 1·2 miles South-westwards from Government Wharf indicates the anchorage. It is important that vessels should anchor as close to this buoy as possible, when anchored further from shore it may take up to an hour longer for launches towing rafts of timber to reach ship and in addition there is less shelter from wind and weather and consequently raftsmen have to cease work earlier.

For discharging: Unless it is intended to come alongside the wharf, vessels discharging should anchor 4 cables due South of wharf. Wharf is 750 ft. long with dolphins placed 100 ft. from each end giving a total length of 950 ft. If discharging into lighters and loading log timber simultaneously vessels should proceed to Timber Anchorage.
RESTRICTIONS: (*a*) Shifting: Vessels may not berth alongside after dark without special permission, but they may leave the wharf, having given prior notice.

(*b*) Special Cargo Regulations: No vessel with dangerous cargo may be alongside after sunset, except at discretion of Harbour Master. No dangerous cargo may be discharged simultaneously with general cargo except with permission of the Harbour Master. Livestock: subject to approval of Veterinary Authority. Certain animals, including cattle, are prohibited imports and exports except under licence.
MAX. SIZE: Draft up to 30 ft.

HEALTH: (Also see "Radio" and "Regulations"). If Sandakan is first port of entry into Sabah a vessel must proceed to quarantine anchorage until cleared by Health and Immigration Officials.

The Sabah Government are signatories to the WHO convention on quarantine regulations. If vessel comes from outside State of Sabah then Port Health Authority will require to board in quarantine anchorage before vessel can proceed to wharf or timber anchorage. If, however, vessel is not coming from an infected port pratique may be granted providing vessel cables Agent prior arrival advising last port of call and whether vessel healthy. Pratique normally cabled to ship but if unreceived, vessel must proceed to quarantine anchorage.

Port Health Authority require completed copy of Maritime Declaration of Health, and copies of Crew, Passenger and Narcotics Lists.

RADIO: (Information required before ship's arrival). ETA; number of passengers, health situation. Manifest, stowage plan, number of gangs required, (loading and discharging gangs to be specified separately). Amount of water required. Vessels not allowed to use their radio in port.

TUGS: No tugs available.

BERTHING: (Also see "Anchorages"). (*a*) Mooring: The numbers of a vessel which is berthing alongside will be shown from signal station on Eastern end of Customs House. In addition, a cone indicating tidal stream will be hoisted, pointed end of cone down indicates flood tide and pointed end up indicates ebb tide. Linesmen are on hand to receive a vessel's lines, a mooring boat will be provided by Marine Department if it is necessary to send lines to dolphins. Government Wharf, least depth 31 ft.

(*b*) Buoys: No mooring buoys.

(*c*) Lighters: No lighter fleet. The timber companies have their own lighters and scows which can sometimes be hired if not being used by these companies.

STEVEDORES: Stevedoring in hands of contractors who supply gangs as required. Women sometimes employed in handling light general cargo.

(*a*) Working hours. 0700–1100 also 1100–1200 (overtime), 1300–1700 also 1700–2200 (overtime). Gangs ordered at least 12 hours before a vessel arrives.

(*b*) Overtime. When working in stream, overtime usually from 1100 to 1200 and 1800 to 2200. Application for permission to work overtime must be made to Customs not later than 1500 hours on the afternoon that overtime is to be worked or 1100 hours on Saturday for weekend overtime.

(*c*) Working Sundays and holidays. Work is normally carried out Sundays and it is sometimes possible to arrange for work on some public holidays, principal exception being Chinese New Year. Application must be made to Customs for permission to work Saturday afternoons, Sundays and public holidays.

(*d*) Rate. Log loading is good, comparing more than favourably with other Borneo ports. Rate of loading about 800 cu. ft. hoppus (20 B/L tons) per gang hour for logs, and 6 B/L tons per gang hour for sawn timber. Discharging general cargo about 10 tons per gang hour.

(*e*) Bohayan. Vessels proceeding from Sandakan to Bohayan may be required to carry stevedores and tally clerks and on these occasions a temporary passenger licence is obtained and each man provided with a life jacket. A Customs Officer normally proceeds from Lahad Datu and remains on board whilst vessel is loading, accommodation and food being provided by ship, which also provides food for tally clerks. Stevedores provide their own food.

CARGO: (*a*) Tally: Tally clerks supplied by Agent if required. Sawn timber tallied on to scows by timber companies' clerks and tallied into ship by ship's tally clerks. Ship responsible for total number of pieces of timber shown on Mate's receipts. Letters of Credit do not allow the clause: "A quantity said to be" to be inserted on the B/Lading. Log timber tallied into ship by checking against specifications supplied by timber companies.

(*b*) Inward Cargo: Is tallied out of ship on to wharf or into lighter. Local watchmen can be supplied by Agent if necessary but it is generally found to be more satisfactory if these duties are carried out by crew. Damaged cargo is surveyed on the spot, otherwise no liability of vessel is acknowledged. Discharge carried out after permission has been obtained from Customs after manifest of inward cargo has been deposited. Cargo is delivered to consignees against production of relative Bill of Lading. Ship's responsibility to consignees ceases at ship's side but, in the case of short-landed cargo, resaonable proof must be given to Customs that cargo has not been landed. A short-landed Memo certified by Chief Officer is usually accepted as proof.

(*c*) Heavy Lifts: Usually landed overside on flat-top scows for delivery to private jetties, where they are man-handled to required site. Occasionally consignees provide low-loaders.

(*d*) Transhipment Cargo: After discharge of cargo from first carrier, transhipment cargo placed under supervision of Customs, unless it is possible to arrange direct transhipment into small coastal vessels.

(*e*) Outward Cargo: Main export is log timber and is towed out to loading vessels in rafts, each one accompanied by two raftsmen. Loading is on a single swinging derrick with gun tackle; the other derrick being used for pulling the logs into position in the holds. Vessels should have, if possible, two snatch blocks available at each hatch where log timber being loaded. Sawn timber loaded in normal manner from scows and lighters. Documents required are shipping order issued by Agent and list of specifications supplied by timber companies. Other exports are rubber, copra, coconuts, palm oil, jungle and sea produce.

(*f*) Refrigerator Cargo: Only small quantities of refrigerator cargo loaded or discharged. No formalities or certificates being required other than compliance with normal Customs regulations. Inward fridge cargo is confined to foodstuffs, meat, etc., and outward to frozen prawns.

(*g*) Explosives: Explosives must be discharged into lighters under police escort and transported to an approved police store. A licence for their importation must be obtained from police prior to arrival of cargo, and Harbour and Police authorities must be informed of arrival of explosives in port either for discharge or as through cargo.

(*h*) Damaged Cargo: Ship's survey should be carried out at ship's side on all cargo discharged in a damaged condition and Chief Officer should note extent of damage, and sign certifying same. Cargo coming alongside in a damaged condition should be noted and M/R claused accordingly. Chief Officers are reminded that it is most unwise to load any copra which is rain or salt water damaged.

MEDICAL: (*a*) Hospitals: Duchess of Kent Hospital will receive sick seamen or officers. Three classes of wards, also isolation wing. Hospital equipped to carry out normal surgery.

(*b*) Inoculation: PHO will vaccinate or inoculate crew members at Duchess of Kent Hospital.

(*c*) Death on Board: PHO and police to be informed immediately. They will then make an investigation into cause of death. If satisfied that death was due to natural causes, a certificate will be issued, and arrangements may then be made for interning the body. Harbour Master must also be informed in the case of seamen.

TANKERS: Two bulk oil installations at Karimunting (Pavitt Point). Esso, with storage capacity of 2,080 tons and Shell, with storage capacity 15,730 tons.

Jetty extends 550 ft. from shore, is 128 ft. long with mooring dolphins 125 ft. from each end. Minimum depth alongside 24 ft.

FRESH WATER: Can normally be supplied from wharf at rate of 20 tons per hour. No water boat. Occasionally water is not available and, at such times, Agent wants Principals in advance.

FUEL: No facilities for supply of fuel oil bunkers. Limited quantities of lubricants can be obtained in drums and bulk diesoline available at Shell jetty.

FIRE PRECAUTIONS: No fire-floats and in case of a vessel alongside, fire brigade should be summoned by dialling 999. The OCPD should be informed also.

WATCHMEN: No regulations regarding use of watchmen, who, however, can be supplied if required. There have been only very isolated reports of pilferage in Sandakan.

CONSULS: None.

DRY DOCKS/REPAIRS: No dry docks and very limited repair facilities. Marine Department slipway on Berhala Island is capable of taking ships up to 300 tons and Sabah Timber Co. have a slipway for vessels of a similar size. Castings, forgings, welding, etc., can be done at this slipway. Before repairs are carried out to the main engines of a vessel which would prevent her from shifting, the Harbour Master must be informed in writing.

POLICE/AMBULANCE/FIRE: Ambulance: Duchess of Kent Hospital, tel. 2111; Police/Fire: Police Station Emergency, tel. 999.

GENERAL: (*a*) *Surveyors:* Harrisons & Crosfield (Sabah), Sdn. Bhd. are Lloyd's Agents, neither Bureau Veritas nor the American Bureau of Shipping are represented.

(*b*) *Fumigation:* No facilities.

(*c*) *Ship Chandlers:* All kinds of stores and provisions can be supplied at reasonable prices.

(*d*) *Call Signals and Call Flags:* (i) Continuous watch kept by signal station during day-light hours. In emergency such as serious injury or fire a ship should hoist appropriate International Code signal and blow whistle or siren to attract attention. Apart from these circumstances and for purposes of navigation vessels are prohibited from using sound signals for any other reason.

(ii) Signals for attracting Public Service Launch: By day: International Code Pendant No. 8. By night: three red lights vertical. Owing distance of anchorage from jetty these signals often indistinguishable by hire launches unless they are cruising in the harbour. Regular launch services can be arranged if required by Master. No restrictions against a vessel using its own launch or motor lifeboat but it must not land anywhere other than at Customs wharf.

(*e*) *Recreation Facilities:* Three cinemas in town which show English-language films. Cricket, football, and hockey matches can be arranged with local teams and several tennis courts available. Only suitable swimming beaches at Berhala Island at mouth of harbour. Yacht Club and Golf Club for members only, but several Shipping Companies pay Corporate Membership fee which enables all officers and first-class passengers to use club. Recreation Club offers facilities for large variety of sports and entertainment; visitors must be accompanied by a member. Churches in town for Anglican, Catholic and Lutheran worship.

REGULATIONS: 1. Arrival and Departure. 1. The Owner or Agent of every vessel other than a small ship intending to call at a port shall, as soon as possible, and in any case not later than thirty-six hours prior to the estimated time of arrival of the vessel, give notice in writing to the Authority of such arrival and, if so desired, the requirement for a berth at a wharf.

2. The notice under this regulation shall be in a form prescribed by the Authority and shall contain full particulars regarding the cargo to be discharged and loaded, the embarkation and disembarkation of passengers, heavy lifts, special or perishable cargo, hazardous and dangerous goods (whether to be discharged at the port or not), and any other matters of importance relating to the working or safety of the vessel in the port.

3. The Master of every vessel entering or leaving a port between sunrise and sunset shall cause to be hoisted the national colours and the signal letters, if any, of the vessel. The national colours shall be

exhibited from 8.00 a.m. to sunset whilst the vessel remains in port.

4. The Master of every vessel arriving from outside the State of Sabah shall exhibit the Immigration and Quarantine signals contained in the First Schedule and shall also at the request of a customs officer hoist the Customs signals. Such signals shall remain exhibited until the appropriate officer has given permission for them to be lowered.

5. No vessel shall approach within six hundred ft. of any other vessel exhibiting the Immigration, Health or Customs signals.

6. No person other than a Pilot may board or disembark from any vessel until the vessel is cleared inwards and the Immigration, Quarantine and Customs signals have been lowered.

7. Every vessel entering a port shall be anchored or efficiently secured to a wharf or buoy before commencing the loading or discharging of cargo and/or the embarkation or disembarkation of passengers.

8. No vessel shall leave any port unless in possession of a valid Port Clearance issued by or on behalf of the Director of Marine.

2. Special signals.

Significance	*By Day*	*By Night*
Immigration (for ships not carrying passengers)	International Code Signal "2 5"	Two green lights, six ft. apart, hoisted vertically where best seen.
Immigration (for ships carrying passengers)	International Code Signal "3 4"	Two green lights, six ft. apart, hoisted vertically where best seen.
Quarantine (vessel is Healthy request pratique)	International Code Signal "Q"	Nil
Quarantine (vessel is suspect)	International Code Signal "Q Q"	A red light over a white light and a separate hoist of red light over a green light and hoisted vertically six ft. apart where best seen.
Quarantine (vessel is infected)	International Code Signal "Q L"	
Quarantine (not received pratique)	Nil	A red light over a white light six ft. apart hoisted vertically where best seen.
Request Police Assistance	International Code Signal "S T"	A green over a white light, six ft. apart hoisted vertically where best seen.
Request Medical Assistance	International Code Signal "W"	A red light over a green light, six ft. apart, hoisted vertically where best seen.

AUTHORITIES: Harbour Master: Customs House, Sandakan. Tel. 3126, House 3018.

Immigration Officer: Wharf Office 3020. Tel. 3219. House tel. 2098.

Customs Office: Customs House, Sandakan. Tel. 2181 and 2182. House tel. 2407.

Government Office hours: 0800–1200, 1345–1615, weekdays; 0800–1200 Saturdays.

AGENT: Harrisons & Crosfield (Sabah), Sdn. Bhd. Telegraphic address "Crosfield". Tel. 2141 ext. 231–234 (Shipping Department). Code – Bentley's Second Phrase.

SARAWAK COASTAL PORTS

Coastal anchorages at Sibuti, Niah and Suai, 28, 30 and 47 miles S.W. of Miri respectively are being used increasingly for the export or round logs, good holding ground is to be found approximately 3½ miles offshore in 30 ft. of water. Caution should be observed in the event of sudden wind squalls from the West.

Vessels destined for coastal ports should report to Miri for Customs and Immigration Clearance.

Every vessel arriving in quarantine shall fly or show the appropriate International Quarantine signal; and no person other than a Pilot, Port Officer, Port Health Officer, Immigration Officer or Officer of Customs shall board the vessel; and no person shall disembark therefrom until the vessel has been cleared by the Port Health Officer.

The Master of every vessel of over 15 tons about to depart from a port for any place outside Sarawak shall cause the "Blue Peter" (International Code Flag "P") to be hoisted, during day-light hours, for at least twelve hours before the vessel is due to sail, or if the vessel is in port for less than twelve hours, for the period of her stay in the port.

(1) The Master or the Agent of every vessel about to depart from a port shall, on demand by the Port Officer, produce for inspection the port clearance.

(2) The port clearance shall be in the form of an endorsement on the form of clearance prescribed under the Customs Ordinance or in such other form as may be approved by the Director.

A vessel arriving in, leaving from or shifting berth within a port shall hoist her signal letters, if any. Whilst under way.

SEJINGKAT (Sungei Sarawak), Sarawak: 01.35.10 N. 110.26 E.

Anchorage off Kampong Sejingkat approximately 10 miles from mouth of river and three miles below Pending Point. (See "Kuching".)

Main timber loading point for the First Division of Sarawak. Loading used to be seasonal due to log rafts having to be towed from felling areas along coast. Since this is not possible during North-east monsoon season shippers now stockpile during favourable weather and loading continues throughout monsoon period.

Vessels up to 500 ft. length and 25 ft. draft regularly use anchorage. No facilities for obtaining fuel or fresh water.

Pilots may be picked up off Tanjong Po in the area marked "Pilots" on Admiralty Chart 1822 or at Pending. In rough weather it may be necessary for a ship to follow or meet the pilot launch at the junction of Embang and Senari leads. Pilots for the Batang Lupar, Triso or Lingga Anchorages are also normally embarked off Tanjong Po by arrangement. The Kuching Pilot launch "Alor" is fitted with "Hague Plan" VHF radio for ship to pilot communication.

Every vessel arriving in quarantine shall fly or show the appropriate International Quarantine signal; and no person other than a Pilot, Port Officer, Port Health Officer, Immigration Officer or Officer of Customs shall board the vessel; and no person shall disembark therefrom until the vessel has been cleared by the Port Health Officer.

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A vessel arriving in, leaving from or shifting berth within a port shall hoist her signal letters, if any, whilst under way.

SIBU, Sarawak (incl. Binatang and Sarikei): 02.24 N. 111.56 E.

Sibu is the major town in the Third Division of Sarawak. There are two inward routes (*a*) via Paloh River and (*b*) via Rejang River. Sibu is 51 miles from the sea via Paloh, and 70 miles via Rejang.

(*a*) Paloh Entrance: This route to Sibu is almost exclusively used by overseas vessels and the use of a Pilot is recommended, they having knowledge of other ship movements in the river (see "Pilotage").

The Outer Bar limits the draft to 17 ft. during the Landas (N.E. monsoon) or to 20 ft. during the summer months. The bar was resurveyed in 1967 and the Fairway and Inner Buoys were repositioned to give the deepest water over the bar. The depth on the axis of the channel is now 12 ft. chart datum. The two buoys are fitted with radar reflectors and the Fairway Buoy is visible for a distance of 10 miles. Care should be taken transiting the channel against being set to the Northward by the ebb tide as there is a 7 ft. patch in position 2° 29·2′ N. 111° 10·5′ E. The entrance to the Kuala is marked by a light beacon at Tanjong Sedi on the North bank of the river.

Strong cross currents and swell especially during the North-east monsoon period (November to March) necessitate caution when entering.

An inner bar with a least depth of 14 ft. exists where the Paloh joins the Seredeng at Tanjong Gelang. This crossing is marked by unlit transits and being sheltered no allowance is necessary for swell. The Inner Bar (at Tanjong Gelang) draft limitation is 21 ft.

Vessels can cross the Outer Bar at night then anchor off Tanjong Sedi to await day-light.

(*b*) Rejang Entrance: Draft for crossing Outer Bar is governed by state of tide with an allowance for swell together with depth of 19 ft. below ACD. Vessels drawing 29½ ft. have successfully crossed this Bar. However, this draft will only give access to the Deep Water Anchorage at Tanjong Mani and vessels proceeding further up river are restricted as follows:

(i) Deep water anchorage in Rejang River situated at Tanjong Mani. Has a capacity for about 6 large ships (500 ft.) and 4 small ships (300 ft.), it is normally used for loading logs. (See separate information for "Tanjong Mani".)

(ii) From Tanjong Mani inwards there is a Bar situated about 3 miles below Sarikei with a least depth of 13 ft. below ACD thus limiting drafts to 23 ft.

(iii) From Sarikei to Binatang, the next port, the river is winding with some shallow patches with depths of 15 to 18 ft. below ACD.

(iv) Proceeding from Binatang towards Tanjong Pendam and thence to Sibu vessels are limited to 13 ft. draft and 200 ft. length.

(v) Leba'an corner, 15 miles below Sibu is the junction of the two routes used by sea-going vessels bound for Sibu. A certain amount of shoaling has taken place here at the approach from the Rejang channel and it has been found necessary to restrict the length of vessels using this route (Rejang) to 200 ft. with a draft of 13 ft. This route is generally used by the smaller overseas vessels trading from Singapore, etc. There is an obstruction off Tanjong Ensurai approximately six and a quarter miles up river from Leba'an bend which has a least depth over it of 15 ft. Caution should also be exercised when rounding Tanjong Bindje due to three shoals across the river, one of which has a least depth over it of 11 ft.

Note: River Igan and Sungei Kut. The River Igan affords access to Sibu from the North. It is approximately 60 miles long and depth over the bar is 4 ft. with an average rise of 5 ft. Ocean-going oil tankers of up to 2,000 tons displacement entering the river from the Sibu end discharge at Sungei Meral Oil Wharf about three miles from Sibu.

The largest vessel to use this wharf was the Japanese vessel *Nisso Maru* of 1,566 gross tonnage, 264 ft. overall length with a draft of 16 ft. Larger vessels using this wharf are not envisaged due to the wharf position and structure.

PILOTAGE: (*a*) Kuala Paloh. Pilots usually embarked off Tanjong Sedi, however, if Master requires a Pilot to board at Fairway Buoy he should indicate this in his ETA telegram.

Ship Masters wishing to use Paloh channel should state this clearly in their ETA messages.

(*b*) Rejang River (Tanjong Mani, Sarikei, Binatang and Sibu). Pilots normally embarked, weather permitting in buoyed channel West of Jerijeh lighthouse but it may be necessary for a ship to follow the pilot launch to sheltered water inside turning buoy. This applies mainly to larger ocean ships calling at Tanjong Mani and smaller vessels on a first visit, but a Pilot may be picked up anywhere to suit provided clear and precise information is given in the arrival telegram. A few of the more frequently requested points are off South Jerijeh Beacon, Rejang Village and for upriver berths, Tanjong Mani itself, or even as far up as Tanjong Delima. The Rejang pilot launch Layang Laut, is fitted with "Hague Plan" VHF radio for ship to Pilot communication.

Application for Pilots should be made giving 24 hours' notice of arrival to "Shipping", Sibu or to "Shipping", Sarikei, for Sibu and Tanjong Mani ports respectively. Ships proceeding to Sibu and requiring a Pilot should indicate positively in their arrival telegram which channel they wish to use by adding "Paloh" or "Rejang" in the text, bearing in mind the maximum length via Rejang is 200 ft.

ANCHORAGES: (*s*) See "Tanjong Mani".

(*b*) Sibu Anchorage. Some foreign-going vessels load, with Customs permission, at the mid-stream anchorage when Customs wharf is congested.

(*c*) Restricted Anchorages.

(i) Abeam of Loba Selemit on the true right bank of the Rejang River in position 02° 08′ 22″ N.; 111° 16′ 35″ E. for loading and discharging dangerous goods.

(ii) The Anchorage defined by a line running 045 degrees 2·6 cables from position 02° 16·89′ N. 111° 49·28′ E. on Pulo Kerto, thence 135 degrees 8 cables to position 02° 16·5′ N. 111° 50·4′ E. thence 225 degrees 1·9 cables to shore on Pulo Kerto. For loading and discharging dangerous goods other than petroleum.

(iii) The berth alongside the Sungai Merah Wharf in position approximately two miles downstream from the junction of the Rejang/Igan River on the true right bank. For loading and discharging petroleum.

MAX. SIZE: Largest vessel to berth Sibu was 7,372 gross tons and overall length 450 ft.

Deepest drafted vessel to berth Sibu was 22 ft. 6 in.

HEALTH: Every vessel arriving in quarantine shall fly or show the appropriate International Quarantine signal; and no person other than a Pilot, Port Officer, Port Health Officer, Immigration Officer or Officer of Customs shall board the vessel; and no person shall disembark therefrom until the vessel has been cleared by the Port Health Officer.

BERTHING: (*a*) Principal wharves at Sibu

1. Main wharf 486 ft. long with minimum depth alongside 20 ft.
2. Lighterage wharf 156 ft. by 24 ft.
3. Kubu wharf 83 ft. long. Dries at 1 ft. Used mainly for small passenger craft.
4. Burong Apu wharf 250 ft. long with a least depth of 17 ft. Used for larger coastal craft.
5. Floating landing stages 576 ft. long with least depth of 4 ft. Used for smaller coastal and river craft.
6. Upstream of the public wharves several private wharves are used for timber and general cargo.
7. Sibu-Sungei Merah oil wharf is "T"-shaped with a berthing face of 64 ft. and a least depth alongside of 15 ft. This is a "common user" wharf at present used by the Shell and Esso Oil Companies. It can accommodate vessels up to 245 ft. long and 15 ft. draft.

(*b*) Sarikei. Customs wharf consiting of 2×60 ft. long floating pontoons, can accommodate vessels up to 2,000 tons deadweight up to 23 ft. draft. There is a Customs Godown on shore.

(*c*) Binatang. Customs Wharf 179 ft. long by 20 ft. wide with a least depth alongside of 15 ft.

STEVEDORES: 20 harbour contractors available with labour force of 330 union members plus 100 non-union members for moving cargo from ship to wharf and vice versa. These contractors are employed directly by the ship or Agent. The working day is 8 hours plus 2 to 4 hours overtime up to 2300 hours.

Ship's derricks used for discharging, then hand trucks are used up to a radius of ½ a mile or lorries for longer hauls. Bulk cargoes can be loaded directly into lorries on wharf.

No pallets or forklift trucks are available. Heavy lifts up to 5 tons can be handled subject to prior arrangements.

REPAIRS: 5 shipbuilding (up to 100 gross tons in size) and repairing yards near Sibu. These deal mainly with repairs to wooden or steel coastal and river craft. One yard has a slipway capable of taking vessels up to 500 gross tons.

DEVELOPMENT: Construction of a further one thousand feet of concrete jetty, in a Westerly direction, following the river bank from the existing jetty, will be commenced early 1972. Completion within two years. Also to be built are godowns and other buildings and ancillary services. All ports on the Rajang river, are now coming under the Rajang Ports Authority, as from early 1971.

GENERAL: Small quantities of diesel oil bunkers available, also provisions and fresh water. Principal exports rubber, pepper, timber and sago. Average delay time per ship varies from 10 to 25 hours.

REGULATIONS: The Master of every vessel of over 15 tons about to depart from a port for any place outside Sarawak shall cause the "Blue Peter" (International Code Flag "P") to be hoisted, during day-light hours, for at least twelve hours before the vessel is due to sail, or if the vessel is in port for less than twelve hours, for the period of her stay in the port.

(1) The Master or the Agent of every vessel about to depart from a port shall, on demand by the Port Officer, produce for inspection the port clearance.

(2) The port clearance shall be in the form of an endorsement on the form of clearance prescribed under the Customs Ordinance or in such other form as may be approved by the Director.

A vessel arriving in, leaving from or shifting berth within a port shall hoist her signal letters, if any, whilst under way.

AUTHORITY: Director of Marine.

TANJONG MANI, Sarawak: 02.09 N. 111.21 E.

Rejang River entrance. The least depth on the bar remains at 19 ft. The entrance is well lit by two lighthouses and one light beacon and the bar is marked by two light buoys.

Tanjong Mani. This is a deep water anchorage 16 miles from the river entrance, mainly used by vessels loading timber.

Size of vessels using Tanjong Mani limited only by depth on bar. Ten ships can be safely accommodated at anchorage at any time, roughly six large (500 ft. length) and four small (300–400 ft.). So far no ship has been delayed awaiting a berth though eight or nine ships anchored there at the same time is now a regular feature. Vessels up to 29½ ft. draft have crossed the bar.

Pilots are normally embarked, weather permitting in the buoyed channel West of Jerijeh lighthouse but it may be necessary for a ship to follow the pilot launch to sheltered water inside the turning buoy. This applies mainly to the larger ocean ships calling at Tanjong Mani and smaller vessels on a first visit but a Pilot may be picked up anywhere to suit provided clear and precise information is given in the arrival telegram. A few of the more frequently requested points are off South Jerijeh Beacon, Rejang Village and for upriver berths, Tanjong Mani itself, or even as far up as Tanjong Delima. The Rejang pilot launch Layang Laut, is fitted with "Hague Plan" VHF radio for ship to Pilot communicaton.

Application for Pilots should be made giving 24 hours' notice of arrival to "Shipping", Sarikei.

Anchorage. Abeam of Loba Selemit on the true right bank of the Rejang River in position 2° 08′ 22″ N. 111° 16′ 35″ E. is restricted to loading and discharging any dangerous goods.

TAWAU, Sabah: 04.15 N. 117.53 E.

DOCUMENTS:

(*a*) *To be Produced on Arrival:*

Customs	
Manifest in prescribed form	2
Crew List	2
Last Customs Clearance	1
Stores List	2
Passenger List	2
Arms List	2
Marine	
Marine Dept. Boarding Report, required to be completed	1
Last Port Clearance	1
Crew List	1
Passenger List	1
Agent	
Manifest in the prescribed form	2
Crew List	1
Passenger List	1
Immigration	
Crew List	2
Passenger List	2
Travel Control Office	
Crew Lists and Passenger Lists	2 each.

(*b*) *To be Supplied to Ship before Departure:*

Manifests, as required by vessel.
1 Port Clearance and 1 Customs Clearance.
3 copies of Passenger List.

PILOTAGE: A Pilot is available from Sandakan for berthing vessels given reasonable notice (48 hours).

ANCHORAGES: Good anchorage in 8 fathoms 1,000 yd. to 1,300 yd. W.N.W. of wharf; and 350 yd. South there is an anchorage in 8½ fathoms.

Petroleum Anchorage. An area bounded by parallels of 04° 15′ N. and 04° 16′ N. and meridians of 117° 15′ E. and 117° 52′ E. This area is to be marked "Petroleum Anchorage".

Explosives Anchorage. An area bounded by parallels of 04° 12′ N. and 04° 13′ N. and meridians of 117° 52′ E. This area is to be marked "Explosives Anchorage".

Quarantine Anchorage. An area bounded by parallels of 04° 12.5′ N. and 04° 13.5′ N. and meridians of 117° 54′ E. and 117° 55′ E. This area is to be marked "Quarantine Anchorage".

RESTRICTIONS: (*a*) Communication ship/shore when lying on roads: Regular launch services difficult to arrange if required by Master. No recognised signals for summoning a launch, as distance between small boat jetty and anchorage is too great for flag signals to be recognised. No restrictions against a vessel using its own launch or motor life-boat apart from fact that it must not land anywhere other than at Customs Wharf.

(*b*) Explosives: No vessel carrying explosives shall come within 500 yards of shore or any other vessel except with written permission of Harbour Master which will be given provided that:

(*a*) quantity does not exceed 2,000 lb. of explosives of Class V and VI and are carried in a certified magazine, and there is no other dangerous cargo on board as certified in writing by the Master.

(*b*) quantity does not exceed 3,000 lb. and are exclusively of one of the following classes III, IV or VII.

Danger flag must be flown by day and a red light by night.

HEALTH: (*a*) Quarantine. The Sabah Government are signatories to WHO convention on Quarantine regulations. Port Health Doctor will not board, unless vessel comes from an infected port. Instead Maritime Declaration of Health is to be filled out and handed to Boarding Officer of Marine Department, who will require one copy of crew list and one copy of passenger list. Vessels should cable Agent prior arrival advising last port of call and whether vessel healthy.

(*b*) Immigration. Immigration officer will board vessel on arrival and clear her inwards. No restrictions on crew and/or passengers going ashore. Immigration will require 2 copies of crew list and 2 copies of passenger list. Vessels are cleared inward until 18.00 hours only. If there are special circumstances arrangements can be made to clear vessels inward after this time.

RADIO: Information required prior arrival, ETA Tawau with as much prior notice as possible. Number of gangs required. Quantity of fresh water required.

TUGS: No tugs available.

BERTHING: (*a*) Wharf Light at Tawau in position on North-west end of wharf, 04° 14′ 32″ N. 117° 52′ 56″ E.

(*b*) Tides/Linesmen. The numbers of a vessel which is berthing alongside will be flown from signal station. In addition a cone, indicating tidal stream will be hoisted, pointed end of cone down indicates flood tide and pointed end up indicates ebb tide. Linesmen are on hand to receive a vessel's lines; a motor boat can be hired to assist in berthing if prior advice is given.

(*c*) New Wharf. Consists of a 300 ft. long approach causeway extending from a reclamation area and a 600 ft. long wharf, 50 ft. wide with a dolphin in line ±100 ft. off each end. Least depth 20 ft.

(*d*) Monsoon. During strong wind from S.E. and S.W. ships are liable to range alongside wharf, and during S.W. monsoon sea breeze may make it difficult for ships to leave wharf in the afternoon.

(*e*) Buoys: No mooring buoys in Tawau.

(*f*) Lighters: No lighters available except a few wooden and steel lighters owned by Bombay Burmah Trading Corpn. Ltd. and Borneo Abaca Limited. Hire of these lighters can be arranged when they are not being used by owners, which is seldom.

STEVEDORES: (*a*) No stevedoring company in Tawau. Work is undertaken by stevedoring contractors. Stevedores in sufficient numbers usually available.

(*b*) Working hours 0700–1100 hours, 1300–1700 hours, 1800–2200 hours.

(*c*) Overtime: Overtime working hours are from 1800 to 2200 hours. Application must be made to Customs one day in advance; double rate charged.

(*d*) Sundays and holidays: Work normally carried out on Sundays and holidays, the only exception being Chinese New Year. Application must be made to Customs for permission to work Saturday afternoons, Sundays and public holidays.

(*e*) Rates: General cargo about 8 tons per gang/hour (loading/discharging).

CARGO: (*a*) Special Cargo Regulations: No vessel with dangerous cargo may be alongside after sunset except at discretion of Harbour Master. No dangerous cargo may be discharged simultaneously with general cargo except with permission of Harbour Master.

Heavy lifts usually landed overside on to flat-top scows. Customs bonded store is available with about 4,000 sq. ft. of space including Customs Liquor and tobacco store. There are no private bonded warehouses to date. There are no facilities for handling or storing bulk cargoes in any quantity.

Livestock: subject to approval of Veterinary Authority, certain animals including cattle are prohibited imports and exports except under licence.

(*b*) Damaged. Ship's survey should be carried out on all cargo discharged in a damaged condition and Chief Officer should note extent of damage, and sign, certifying same. Cargo coming alongside in a damaged condition should be noted and M/R claused accordingly. Chief Officers are reminded that it is most unwise to load any copra which is rain or salt water damaged.

(*c*) Tally: Tally clerks can be supplied by Agent if required, on receiving advance notice.

(*d*) Inward. Inward cargo is tallied out of ship onto wharf or into lighter. Damaged cargo surveyed on the spot, otherwise no liability of the vessel is acknowledged. Discharge carried out after permission has been obtained from Customs after manifest of inward cargo has been deposited. Cargo delivered to consignees against production of relative Bill of Lading. Ship's responsibility to consignees ceases at ship's side, but, in the case of short-landed cargo, reasonable proof must be given to Customs that cargo has not been landed. A short-landed Memo certified by Chief Officer is usually accepted as proof.

(*e*) Transhipment. After discharge of cargo from first carrier, transhipment cargo is placed under the supervision of the Customs, unless it is possible to arrange direct transhipment into small coastal vessel.

(*f*) Outward. When vessels berth alongside, packages are brought by motor transport and lighters; when in roads, by lighters.

(*g*) Refrigerator. Only small quantities of refrigerator cargo loaded or discharged. No formalities or certificates being required other than compliance with normal Customs regulations. Inward refrigerator cargo is confined to foodstuffs, meat, etc., and outward to frozen fish.

(*h*) Explosives. Explosives must be discharged into lighters or immediately on arrival onto wharf under police escort and transported to an approved police store. A licence for their importation must be obtained from police prior arrival of cargo, and Harbour and Police authorities must be informed of arrival of explosives in port either for discharge, or as through cargo.

TANKERS: Shell jetty, least depth 14 ft.

MEDICAL: (*a*) Hospitals. Government Cottage Hospital is only hospital in town, and will receive any sick seamen or officers. Three classes of wards, but first class ward can only accommodate two persons. Hospital is equipped to carry out normal surgery.

(*b*) Inoculation. Port Health Officer will vaccinate or inoculate crew members at Cottage Hospital.

(*c*) Port Health Officer. Cottage Hospital, General Office 2234; Medical Officer-in-Charge 2333; M.O.'s Residence 2239.

FRESH WATER: Can only be supplied at wharf. Twenty-four hours notice should be given of a vessel's water requirements. Usual rate of supply is about 15 tons per hour. A water barge is available but no guarantee of availability.

FUEL: Not available except diesoline in drums.

FIRE PRECAUTIONS: No fire floats and in the case of a vessel alongside catching fire, the fire brigade should be summoned by dialling 2299. The OCPD should also be informed.

CONSULS: None.

REPAIRS: No facilities.

POLICE/AMBULANCE/FIRE: (*a*) Police/Fire, tel. 2999; Hospital 2234.

(*b*) Accidents: Hoist a two-flag signal and give a blast of the whistle to call attention of signal station. Police and the hospital should be informed immediately of any untoward incident.

GENERAL: (*a*) *Surveyors:* Harrisons & Crosfield (S) Ltd., as Lloyd's sub-Agents, may appoint a Surveyor if a survey is requested.

(*b*) *Fumigation:* No facilities.

(*c*) *Ship Chandlers:* Main suppliers of frozen foods are Lee Foh Co. Fresh vegetables obtainable in limited quantities early every morning from vegetable market.

(*d*) *Priority:* Vessels are berthed on a "First come first served" basis

(*e*) *Watchmen:* These can be supplied if required.

REGULATIONS: (*a*) Arrival and Departure. The Owner or Agent of every vessel other than a small ship intending to call at a port shall, as soon as possible, and in any case not later than thirty-six hours prior to the estimated time of arrival of the vessel, give notice in writing to the Authority of such arrival and, if so desired, the requirement for a berth at a wharf.

2. The notice under this regulation shall be in a form prescribed by the Authority and shall contain full particulars regarding the cargo to be discharged and loaded, the embarkation and disembarkation of passengers, heavy lifts, special or perishable cargo, hazardous and dangerous goods (whether to be discharged at the port or not), and any other matters of importance relating to the working or safety of the vessel in the port.

3. The Master of every vessel entering or leaving a port between sunrise and sunset shall cause to be hoisted the national colours and the signal letters, if any, of the vessel. The national colours shall be exhibited from 8.00 a.m. to sunset whilst the vessel remains in port.

4. The Master of every vessel arriving from outside the State of Sabah shall exhibit the Immigration and Quarantine signals contained in the First Schedule and shall also at the request of a customs officer hoist the Customs signals. Such signals shall remain exhibited until the appropriate officer has given permission for them to be lowered.

5. No vessel shall approach within six hundred ft. of any other vessel exhibiting the Immigration, Health or Customs signals.

6. No person other than a Pilot may board or disembark from any vessel until the vessel is cleared inwards and the Immigration, Quarantine and Customs signals have been lowered.

7. Every vessel entering a port shall be anchored or efficiently secured to a wharf or buoy before commencing the loading or discharging of cargo and/or the embarkation or disembarkation of passengers.

8. No vessel shall leave any port unless in possession of a valid Port Clearance issued by or on behalf of the Director of Marine.

(*b*) Special signals

Significance	*By Day*	*By Night*
Immigration (for ships not carrying passengers)	International Code Signal "2 5"	Two green lights, six ft. apart, hoisted vertically where best seen.
Immigration (for ships carrying passengers)	International Code Signal "3 4"	Two green lights, six ft. apart, hoisted vertically where best seen.
Quarantine (vessel is Healthy request pratique)	International Code Signal "Q"	Nil
Quarantine (vessel is suspect)	International Code Signal "Q Q"	A red light over a white light and a separate hoist of red light over a green light and hoisted vertically six ft. apart where best seen.
Quarantine (vessel is infected)	International Code Signal "Q L"	
Quarantine (not received pratique)	Nil	A red light over a white light six ft. apart hoisted vertically where best seen.
Request Police Assistance	International Code Signal "S T"	A green over a white light, six ft. apart hoisted vertically where best seen.
Request Medical Assistance	International Code Signal "W"	Ared light over a green light, six ft. apart, hoisted vertically where best seen.

AUTHORITY: Port Officer. The Port Officer will be found in Customs building. Tel. 2672.

Police Department. OCPD tel. 2224; Immigration tel. 2265; OCPD's residence tel. 2575.

Customs. Assistant Commissioner tel. 2342 (Office); 2256 (House). Office hours 0800 to 1200 hours, 1330 to 1600 hours, week-days; 0800 to 1200 hours, Saturdays.

AGENT: Harrisons & Crosfield (Sabah) Ltd., Dunlop Street. Telegraphic address: "Crosfield". Tel. Manager 2624; Shipping 2262; Airways 2261. PO Box No. 5. Code – Bentley's Second Phrase.

Malta

VALLETTA: 35.54 N. 14.31 E.

DOCUMENTS: Pratique deposition to be filled by Master on arrival, form supplied by the boarding Customs Officer. 3 Crew Lists. 2 Bonded Store Lists and 1 list of dutiable items belonging to crew on arrival. 3 Passenger Lists.

PILOTAGE: Compulsory. Pilot boards at Fairway Buoy weather permitting. Pilot available at all hours for small ships, daylight hours for large vessels. Sea Pilot berths vessel for civil berths. Berthing Pilot boards in Bighi Bay for Malta Dry Docks or Buoy Berths. In bad weather Pilot boards inside entrance. Vessel's ETA should be given to Agent at least 12 hours' prior arrival to order Pilot. Pilot boat located near Customs House. Pilot boat not equipped with VHF.

ANCHORAGES: Sea anchorage off Grand Harbour. To East of line, Fairway Buoy to entrance, medium to poor holding ground. To West of line, holding ground excellent.

RESTRICTIONS: Minimum depth entrance channel (over wreck) 52 ft. Harbour channels – Bighi Bay 58 ft., French Creek 43 ft., Marsa 32 ft. Nature of bottom entrance channel rock and mud. Harbour channels mud. Harbour entrance and approaches affected by current – in North-west winds there is a set of up to ½ knot from North-west to North-east. Port is subject to closure in gregale (North-east gale) conditions – winter months occasionally, not more than 4 times a year.

SIZE: Discharging Berths – New Quay.

Berths 1, 2, 3. Min. water depth alongside berth 32 ft. Max. length acceptable 350/400 ft. Max. draught acceptable 32 ft.

Berth 4. Min. water depth alongside berth 32 ft. Max. length acceptable 550 ft. Max. draught readily acceptable 32 ft.

Maximum so far handled 1,000 ft. length, with draught 35 ft.

HEALTH: Port Medical Officer grants pratique when boarding on arrival. Accelerated pratique can be granted through Pilot provided crew all in good health and ship has not called any infected port during last 15 days, and is coming from a European port.

RADIO: Radio call sign 9HD. Radio telephony working frequency 2625 KHZ. Listening watch 2182 KHZ.

TUGS: Join vessel just inside harbour entrance. Lines at discretion of ship's Master.

BERTHING: No specific requirements necessary. Can berth at any time but subject size of vessel and weather conditions.

STEVEDORES: Ordered by Agents. At least 24 hours notice required.

RADAR/VHF: No radar service available. VHF facilities available by Malta Dry Docks. Frequency 156·8/156·55/157·9 Mc/s. Call sign Malta Dry Docks. Range 10 miles. Master can call signal station on VHF channel 16 or 12.

MEDICAL: Notice must be given to Agent soon as possible to make necessary arrangements. Hospital facilities available. Crew must be in possession of inoculation/vaccination certificates, etc.

TANKERS: Vessels must be gas-free except at tank-cleaning berth, where ships with not more than 2 tanks gas free are allowed. Slop (residue) discharging facilities available. No. of tanker berths: Parlatorio Wharf (Navy) Max. draught 35 ft.; max. length 650 ft. Marsaxlokk – has Saptan Dolphin (Navy) max. draught 34 ft.; max. length 650 ft.

FRESH WATER: Unlimited amount ex barge between 20 to 80 tons per hour.

FUEL: Bunker Berth – Shell (Malta) Ltd. at new quay. Grades handled include MFO. MDO. TFO. GO. Max. draught 32 ft. 48 hours notice required. Bunkering berth also used for discharging cargo and available when not occupied by discharging vessel.

FIRE PRECAUTIONS: Precautions according to Petroleum Ships Regulations. Civil tugs partly equipped with fire fighting equipment but not well trained. Admiralty tugs and salvage tug well trained and well equipped.

DEVELOPMENTS: Improvement at Coal Wharf – Improvement in Jetties Wharf commenced 1969. Free port envisaged at Marsaxlokk Harbour.

GANGWAY/DECK WATCHMEN: Not compulsory but recommended.

OPENING/CLOSING HATCHES: Opening by stevedores. Closing of hatches by crew. Stevedores can close hatches at extra cost.

CERTIFICATES: Ship's Register; Load Line Certificate; Derat Certificate.

CUSTOMS ALLOWANCES: 200 cigarettes allowed for each crew member. Wine and/or Spirit, None to crew except Captain, at Customs' discretion.

CARGO GEAR: Factory Act Book for Cargo Gear. Cargo work cannot commence unless certificates valid.

IDENTIFICATION CARDS: Not needed.

CONSULS:

American	Tel.	36411	Netherlands	Tel.	24373
Austrian	"	26407	Norwegian	"	25488
Belgium	"	25071	Panamanian	"	24741
	"	28180	Peruvian	"	24687
Danish	"	26429	Polish	"	24306
Finnish	"	21788	Portugal	"	24400
French	"	31107	Principality of Monaco	"	25488
German Federal Republic	"	25634	Spain	"	25071
Greek	"	25192	"	"	28180
Haiti	"	24713	Swedish	"	26429
Imperial Ethiopian	"	24713	Switzerland	"	24159
Italian	"	30068	Turkish	"	24373
Liberian Republic	"	25349			

REPAIRS: All types of deck and engine repairs possible.

DRY DOCKS: Largest dock 861 ft. long. Smallest dock 472 ft. long.

REPATRIATION: Facilities exist for crew changes and repatriation by air.

AIRPORT: Four miles from port. Served by BEA/Alitalia daily to London and Rome.

TIME: GMT plus 1. No alterations made during year.

Holidays: New Year (1st January); Epiphany (6th January); St. Paul's Shipwreck (10th February); St. Joseph's Day (19th March); Good Friday (no work performed at all on this holiday and in the afternoon of Tuesday Carnival); St. Joseph the Worker (1st May); Ascension Day (date changes); St. Peter and St. Paul (29th June); Assumption of B.V. Mary (15th August); National Day (8th September); Independence Day (21st September); All Saints Day (1st November); Immaculate Conception (8th December); Christmas Day (25th December) (no work performed at all).

POLICE/AMBULANCE/FIRE: Police 26934; Ambulance 21251; Shore Fire Brigade 24001.

TELEPHONES: Can be arranged in Dry Docks berth, and on buoys. Cost approx. £1 per week.

GENERAL: Important that tankers are gas-free before entering, and that cargo vessels do not carry explosives.

AGENT: Lambert Brothers (Malta) Limited. 38 Lascaris Wharf, Valletta, Malta. Telegraphic address: "Lambert, Malta." Tel. 24360 or 20771. After office hours 32776. Telex 241. Ship agents, Insurance and Travel Agents.

Martinique

FORT DE FRANCE: 14.36 N. 61.04 W.

DOCUMENTS:

Maritime Declaration of Health.
4 Crew Lists.
2 Provisions Lists.
2 Lists of Passengers in Transit.
5 Lists of Passengers Disembarking.
2 Lists of Crew Personal Effects.
2 Vessel's Particulars Declarations.
2 Cargo Manifests.

PILOTAGE: Call Pilot by International Code flag "G" or by sounding "G" on whistle. Pilot launches are painted black. The Pilot joins vessel on arrival at Pointe des Negres. If Pilot not available, vessel must anchor in the Baie des Flamands East of Point des Negres to await Pilot.

ANCHORAGE: In Baie des Flamands in front of the town. Depths of 10–40 metres.

MAX. SIZE: Length 190 metres. Draft 10 metres. Tankers: See below.

HEALTH: Request free pratique by radio or can be obtained on arrival when Master completes Health Declaration and presents Health Certificates.

RADIO: Fort de France Radio, call sign FFP. ETA message to Agent required 24 hours before arrival on working days or 48 hours on holidays. Message to include number of crew on board.

TUGS: None available.

BERTHING: Alongside quay. Minimum depth 10 metres.

MEDICAL: Doctor and hospital facilities available.

TANKERS: Maximum draft 32 ft. Discharge hoses 6 in. and 8 in. New berth in depth of 17 metres commencing operation in 1970.

DENSITY: About 1028.

FRESH WATER: Available from quay in unlimited quantity. Rate 50–80 tons per hour. Cost 1.00 franc per ton.

FUEL: All grades available subject tp 12 hours advance notice.

GANGWAY/DECK WATCHMEN: Recommended. Performed by crew members.

OPENING/CLOSING HATCHES: Can be performed by crew.

CUSTOMS ALLOWANCES: 200 cigarettes per man. All alcohol to be declared.

IDENTIFICATION CARDS: Not necessary.

CONSULS:

Belgium	tel.	61–75	Norway	tel.	37–55
Denmark	,,	61–04	Panama	,,	20–62
Germany	,,	46–30	Portugal	,,	20–80
Great Britain	,,	38–13	Sweden	,,	54–54
Haiti	,,	20–59	U.S.A.	,,	30–01
Italy	,,	20–07	Venezuela	,,	34–16

REPAIRS: Minor repairs possible.

DRY DOCK: One, 200 m. length, 21 m. wide. Equipment restricted.

REPATRIATION: Facilities for crew change and repatriation.

AIRPORT: 7 miles from the port, served by regular airlines.

HOLIDAYS: 1st January, Shrove Tuesday, Ash Wednesday,

Easter Monday, 1st May, Ascension Day, Whit Monday, 14th July, 15th August, 1st November, 25th December.
POLICE/FIRE/AMBULANCE: Police, tel.: 17 and 43–06; Fire/Ambulance, tel. 18 and 22–64.
AUTHORITY: Capitainerie du Port, tel. 20–73.

Mauritania

NOUADHIBOU (Port Etienne): 20.54 N. 17.03 W.

PILOTAGE: Pilotage is compulsory only for vesels berthing. Pilots normally board vessel at No. 2 Channel Buoys. Pilots may be ordered by VHF before arrival through Agent.
ANCHORAGE: Ships waiting for a berth should anchor about ¾ mile to the South-east of wharf. North-east of wharf is a turning area in which ships are forbidden to anchor.
RESTRICTIONS: Controlling depth in channel and alongside berth is 45 ft. Water density is 1025. Vessels may load to 45 ft. Salt-water draft if loading is completed during flood tide and the vessel sails at high water. Dredging operations continuing to allow deeper drafts.
HEALTH: Free pratique is given only after vessel has berthed.
TUGS: None available.
BERTHING: The ore-loading terminal of Société des Mines de Fer de Mauretanie (MIFERMA) is located in position 20° 49′ N., 17° 02′ W. The terminal comprises a single pier on steel piles, the northern part of which is the ore-carrier berth. Vessels moor port side to pier. The starboard anchor may be required to assist in berthing. Ships are requested to berth with a quantity of ballast equal to half of their cargo capacity. Vessels are loaded by travelling conveyor belt. The loading rate is up to 3,700 tons per hour.
FRESH WATER: Not available.
FUEL: Not available.
MEDICAL: There are hospital and medical facilities at the port. All officers and crew require valid smallpox and yellow fever inoculations.
CUSTOMS ALLOWANCES: All Bonded stores must be carefully declared. The vessel is liable to be fined if quantities are found to be more or less than those declared.
AUTHORITY: Société des Mines de Fer de Mauritanie.

AGENT: SOCOPAO – R.I.M., B.P. 7, Nouadhibou. Tel. 23. Cables "FREIGHT".

Mauritius

PORT LOUIS: 20.09 S. 57.30 E.

PILOTAGE: Compulsory. Vessels are brought in or taken out of the harbour at any time before or after official hours by special arrangement with the Director of Marine.
ANCHORAGE: Open roadstead with anchorages for vessels of any draft.
MAX. SIZE: Harbour entrance depths from 42 ft. to 119 ft. Channel – dredged to 32 ft.
RADIO: Port Authorities require to be notified of the date of the vessel's arrival by radio as soon as it is possible for Master to communicate with Harbour either:
1. By CW transmission through the Government Radio Station (VRS) at Vacoas on 500 kc/s.
2. By R/T transmission through Port Louis Harbour Radio Station (VRS 3) on 2182 kc/s.

TUGS: One 2,300 h.p. deep-sea and salvage tug *Le Corsaire*. Two 720 h.p. diesel-engine tugs, *Betty* and *Winnie*. These tugs are available for deep-sea towage and salvage and are fitted with fire-fighting equipment, R/T, W/T and VHF. Three smaller tugs: *Princess of Wales* and two 180 h.p. diesel-engine tugs *Paul* and *Virginie* for harbour work.
BERTHING: Quay "D" is the only deep-water quay in Port Louis. Length 485 ft. depth 31 ft. 6 in. (9 m. 63) alongside. Can take 1 vessel up to 580 ft., overall draft 30 ft. 6 in. Quay "C", length 396 ft., depth 18 ft. (5 m. 48), alongside for a length of 310 ft. Can take 1 vessel up to 300 ft., overall draft 17 ft.
Bulk Cargo: Cement Discharging facilities. Rate of discharge 500 tons per hour. Maximum draft 20 ft., minimum 18 ft.; capacity of Silo: 7,400.
Buoys: 6 berths capable of taking ships up to 31 ft. maximum draft; 3 berths capable of taking ships up to 29 ft. 6 in. maximum draft; 1 berth capable of taking ships up to 25 ft. maximum draft; 3 berths capable of taking ships up to 20 ft. maximum draft, maximum length 350 ft.; 2 berths capable of taking ships up to 16 ft. maximum draft; maximum length 225 ft. Vessels of 31 ft. are berthed in Quarantine Berth in No. 5E, No. 4E, No. 2E, No. 2W, and No. 5W. Distance between buoys at entrance 1½ cables.
STEVEDORING: Undertaken by private contractors. Approximate rate of loading per day of eight hours: Sugar in bags, 200–250 t. per gang per day; sugar in bulk, 200–250 t. per gang per day; general cargo, 60 t. per gang per day; rum in drums, 100 t. per gang per day; bales hemp, 100 t. per gang per day.
Working hours: Mondays to Fridays from 7 a.m. to 4 p.m. Saturdays from 7 a.m. to 1 p.m. Overtime can be carried out on weekdays up to midnight and up to 1600 hours on Sundays and public holidays.
MEDICAL: Arrangements for medical attendance should be made through ship's Agent. Private clinics available.
FRESH WATER: Fresh water supplied by barges at any berth between 7 a.m. and 4 p.m. Arrangements can be made for supply before 7 a.m. and after 4 p.m. on payment of overtime. The rate is about 25 to 30 tons per hour. Four barges of 50, 75, 85 and 110 tons respectively are available.
FUEL: Gas oil, marine diesel and furnace oil obtainable. (Arrangements must be made in advance between Owners and the Shell Co., BP, or the Anglo-Iranian Oil Co.) The pumping capacity of the installations at Port Louis for furnace oil is between 150 and 200 tons per hour, and for marine diesel oil and gas oil 50 tons per hour. Marine diesel oil and furnace oil (35 secs. to 1,000 secs.) is supplied at Quay "D". Furnace oil 1,000 seconds only is supplied on No. 5 West berth.
REPAIRS: Almost any type of repair can be undertaken in Mauritius.
DRY DOCK: Stevenson dry dock. Largest vessel that can be docked: 326 ft.×48 ft., with a maximum draft of 16 ft.; vessels of up to 358·5 ft.×50 ft. can also be docked, but at least 15 days notice should be given.
CONSULS: *Consulates:* Belgian, Danish, Dutch, Finnish, German (Federal Republic), Norwegian, Portuguese, Spanish and Swedish. *Embassies:* French, Malagasy, American, Russian and Pakistan. *High Commission:* British and Indian.
HOLIDAYS: 1st January (New Year's Day), port closed; 22nd January (Cavadee); 6th February (Chinese Spring Festival); 18th February (Id-El-Adha); 6th March (Maha Shivaratree); 12th March (Independence Day); 1st May (Labour Day); 29th October (Divali); 1st November (All Saints' Day); 1st December (Id-El-Fitr); 25th December (Christmas Day).
POLICE/FIRE: Police, tel. 999; Fire, tel. 999.
AUTHORITY: Mauritius Marine Services Dept.

Mexico

ACAPULCO: 16.50 N. 100.00 W.

DOCUMENTS:
Health Clearance from previous port.
Health Pratique.
4 Stores Lists.
4 Lists of Crew's Personal Effects.
12 Crew Lists.*
2 Passenger Lists.*
12 Manifests of cargo for the port.*
* One copy to be visaed by Mexican consul.

PILOTAGE: Pilot is ordered by Agent on the basis of Master's ETA, which should be given accurately at least 24 hours before arrival. Pilot boards at the port limits, approximately one mile from the entrance.
ANCHORAGE: Vessels may anchor in the middle of the bay as indicated by the Pilot. Depths up to 150 ft.
RESTRICTIONS: The Bay of Acapulco is a natural harbour surrounded by mountains, approximately 4 miles across at its widest part and 2½ miles across at its narrowest. There are two entrances, one called Boca Grande and the other called Boca Chica.
Boca Grande is between Punta Siclata on Isla de la Roqueta and Punta Bruja. The channel is 3,000 m. wide with a depth of 31 fathoms in mid-channel.
Boca Chica channel, between Isla de la Roqueta and the Peninsula of Las Playas is 300 m. wide with a depth of 14 fathoms in mid-channel.
MAX. SIZE: For berthing alongside maximum draft 28 ft. 6 in.
HEALTH: When vessel arrives at the port the following Authorities will board: Port Health Authority, Customs and Immigration, accompanied by the ship's Agent.
RADIO: Coastal station of Acapulco receiving on 8374 kHz in day-time and on 4180 kHz at night. Transmitting on 8514 kHz in day-time and 4250 kHz at night. Radiotelephone receiving and transmitting on 2715 kHz during the day and on 2182 kHz from 2000–0600 hours local time. VHF service available from 0630 to 2300.
TUGS: One tug is required for berthing. Tug's line used.
MEDICAL: Agent should be advised by radio in advance if any medical assistance required. Hospital facilities available.
TANKERS: Tanker moorings operated by Petroleos Mexicanos situated on the Eastern side of the bay. It is strictly prohibited to discharge oily residues in the bay or within 40 miles of the port.
FRESH WATER: Can be supplied by hoses from the quays, rate about 15 tons per hour. Cost 4 pesos per ton.
OPENING/CLOSING HATCHES: Is performed by stevedores.
CUSTOMS ALLOWANCES: Crew members are only allowed to retain cigarettes, tobacco and liquor sufficient for their own consumption while vessel is in port.
IDENTIFICATION CARDS: Crew members should carry a passport.
CONSULS:

Denmark	Tel. 2.11.11	Italy	Tel. 2.25.10
France	,, 2.43.83	Norway	, 2.19.56
Great Britain	,, 2.29.21		

REPAIRS: Minor engine repairs can be effected. No dry docks, only a slipway for vessels up to 100 tons.

REPATRIATION: Can be arranged.
AIRPORT: International Airport situated 22 km. from the port, daily flights to all parts of the world.
TIME: GMT minus 6 hours all through the year.
HOLIDAYS: The following holidays can only be worked in case of emergency: 1st January; 5th February; 21st March; 1st May; 5th May; 16th September; 12th October; 25th December; and in addition 23rd May, Anniversary of the Stevedores' Union.
POLICE/FIRE/AMBULANCE: Police tel. 2.00.40; Fire 2.00.42; Ambulance (Red Cross) 2.02.41. and/or 2.00.88.
TELEPHONES: Cannot be connected on board the ship but Master may make calls from the quay.
SHORE LEAVE: Allowed.
AUTHORITY: Capitania de Puerto, Av., Miguel Aleman, Palacio Federal – 2nd floor. Tel. 2.20.67.

AGENT: Representaciones Maritimas, S.A. c/o. Ricardo Careaga E Hijos, S. De R. L., C.M. Aleman No. 187–31 3er Piso, P.O. Box 256. Acapulco, Gro. Mexico. Tel.: 2 23 35. Telex 017 516 Cables: "Maritimex".

COATZACOALCOS: 18.08 N. 94.25 W.

DOCUMENTS:
2 Crew Lists visaed by Mexican Consul, and 6 simple copies of Crew List, not visaed.
2 Visaed Cargo Manifests from each loading port.
10 Cargo Manifests not visaed, *if in ballast.*
2 Manifests not visaed.
1 Clearance from Last Port of call.
1 Vaccination List (smallpox).
2 Passenger Lists from each loading port visaed by Mex. Consul.
6 Passenger Lists not visaed.
8 Passenger Lists in transit, not visaed.
Fumigation Certificate has to be shown.

Passports or Seaman's Books to be kept handy as Authorities will take them ashore, but being returned shortly before sailing. Above documents are required when vessels dock at piers located in the Free Port Area called "Puerto Libre de Coatzacoalcos" being free of Customs intervention. When vessels dock at fiscal berths, or at "Pajaritos FFM private berth" or proceed to Nanchital Pemex Terminal or to Fiscal Port at Minatitlan in addition to above documents has to present to Customs Authorities the following:
3 Ship's Store Lists.
3 Personal Effects Lists.
3 Dangerous Cargo Lists, if any.

PILOTAGE: Compulsory. No means available for Master to communicate with Pilots. Pilot meets off the jetties. Master shall give Agent information not less than 24 hours prior arrival.
ANCHORAGE: Only in the roads, about two miles off Coatzacoalcoalcos.
RESTRICTIONS: Vessels may enter harbour only with daylight. Harbour remains closed to navigation from 1800 to 0600 hours.
MAX. SIZE: Maximum LOA at Pajaritos (New Port) where FFM private owned berth of 610 ft. Maximum LOA at Free Port Area of 600 ft. No breadth restriction at both. Maximum draft permitted 31 ft. in fresh water.
HEALTH: Pratique never given by radio. Vessels granted free pratique when berthed alongside if no contagious illnesses aboard. See "Documents."
RADIO: No port radio. Vessels give ETA to Agent through Veracruz Radio, Merida Radio or Galveston Radio.
TUGS: Tugs join vessels in the river when entering. Tug's lines used. Towage is compulsory for docking, undocking and shifting berth in the harbour. For vessels up to 4,000 GRT one tug, over 4,000 GRT two tugs.
BERTHING: Normally vessels docked starboard side alongside. When current and circumstances permit vessel docked port side alongside. When vessels berthing must prepare accommodation ladder to be boarded by Port Authorities. There are seven docks in the Free Port area numbered 2, 3, 4, 5, 6, 7 and 8. Nos. 2, 3 and 4 exclusively for general cargo. Depths alongside: No. 2, 25 ft.; No. 3, 27 ft.; No. 4, 30 ft. Nos. 5, 6 and 8 exclusively for loading sulphur in bulk (dry and liquid). Depths alongside these 3 berths of 32 ft. No. 7 for discharging bulk harmless fertilisers. Depth 28 ft. There is one berth at Pajarito FFM private berth where bulk harmless fertiliser loaded or discharged. Depth of 33 ft. There are two small berths at Coatzacoalcos Fiscal Port used only for fishing-boats and tugs. No loading or discharging performed at these berths. Depths alongside of 18 ft.
STEVEDORES: No ETA advice necessary. Free Port: Straight working hours: from 0800 to 1200 and from 1400 to 1800 hours Overtime 100% overcharged according Tariffs. Latest times to order gangs: 0730, 1330 and 1730 hours. Straight time above hours Monday through Saturday. Sunday and holidays allowed to work except "Legal Holidays". Loading and discharging rates: 25 tons gang/hour using ship's derricks. No shore cranes available. Loading sulphur by conveyor belts at 500 tons per hour, working around the clock.

Private FFM Berth: Loading or discharging operations performed by their own personnel working 24 hours per day. Rate of loading by conveyor belt: 500 tons per hour. Rate of discharging 1,100 tons per day with ships gear.
MEDICAL: Hospital facilities available. No advance notice required.
DENSITY: Averages 1012.
FRESH WATER: Available at berths in Free Port area, delivered by 2 in. hose. Loading rate about 4 tons per hour. Cost Mex. Ps. 5.00 per ton (approx.)
FUEL: Fuel can be supplied at Coatzacoalcos port by tank-trucks when vessels need small quantities. Petroleos Mexicanos (PEMEX) has at Nanchital a loading terminal which is about 3 miles up-river from Coatzacoalcos (max. draft 27 ft. 06 in.) where Bunker C fuel available.
DEVELOPMENTS: Presently Pemex is constructing new berth at Pajaritos Lagoon where their vessels will load crude oil.
CUSTOMS ALLOWANCES: No restriction for free use on board.
CONSULS: Norwegian and Swedish only.
REPAIRS: Minor repairs may be effected. No dry dock available.
AIRPORT: At Minatitlan, about 40 minutes car drive away. 2 regular flights to Mexico City.
TIME: 6 hours behind GMT.
TELEPHONES: No facilities for placing telephones on ships.
POLICE/AMBULANCE/HOSPITAL: Police tel. 2 01 22, Red Cross 2 02 83; Hospital 2 00 30.

AGENT: Representaciones Maritimas, S.A. Calle Juarez 320 Altos Coatzacoalcos, Ver. Tel. 2 01 71. Telex 078 822. Cable: "Maritimex", Coatzacoalcos.

MANZANILLO: 19.03 N. 104.20 W.

DOCUMENTS:
14 Crew Lists.
20 Passenger Lists.
Derat Certificate.
Vaccination Certificate for each crew member.
Cargo Manifest and one copy to be visaed.
8 additional copies of Cargo Manifest, unvisaed.
10 Bills of Lading, one copy to be attached to each cargo manifest.

PILOTAGE: Pilot station cannot be contacted by radio, and Pilots are ordered by Agents basis Master's ETA.

Pilot boat is black with white wheel-house on which is painted letter "H". International Code signals used. Pilot normally boards vessel about one or two miles from breakwater but if requested in advance the pilot boat will come out to five or six miles. Pilot cannot board in rough weather. Vessels waiting for Pilot may anchor about two or three miles N.W. of breakwater in depths of 12–15 fathoms.
ANCHORAGE: Vessels may anchor in the whole North part of the Bay where depths are 12–15 fathoms at a distance of one to two miles from the coast.
RESTRICTIONS: Vessels may enter at any time day or night.
MAX. SIZE: No limitation for anchoring in the bay. For mooring alongside, maximum length 200 metres, maximum draft 32 ft. Tankers can be accepted up to 36 ft. draft.
RADIO: Coastal station Manzanillo Radio, call sign XFM, operating 0600–1800 local time.
TUGS: One tug available, compulsory to use tug when mooring alongside. Tug will join vessel as ordered by the Pilot.
BERTHING: Vessels may berth at both sides of the pier or at the North end of the pier.
STEVEDORES: Advise Agent in advance number of gangs required. Discharge rate approximately 20–25 tons per hour per gang.
MEDICAL: Agent should be advised in advance if medical attendance required on board. Hospital facilities available.
TANKERS: One berth available for tankers up to 36 ft. draft.
FRESH WATER: Should be ordered in advance. Supplied from the quay, cost about 0.50 pesos per ton.
FUEL: Should be ordered in advance: All grades available. May be expensive due customs fees.
DEVELOPMENTS: Improvements are in progress to accommodate vessels up to 30,000 tons with a draft of 40 ft.
GANGWAY/DECK WATCHMEN: No shore service available.
OPENING/CLOSING HATCHES: Normally performed by crew members.
CUSTOMS ALLOWANCES: Each crew member may retain one carton of cigarettes, and one bottle wine/spirits for his own use. No alcohol may be taken ashore.
IDENTIFICATION CARDS: Identification cards or shore passes are necessary for crew going ashore.
CONSULS: Nearest are at Colima and Guadalajara.
REPAIRS: Only repairs to auxiliary machinery can be effected. At Guadalajara hull repairs may be effected provided dry dock not required.
REPATRIATION: Can be arranged.
AIRPORT: Local airport only for internal traffic.
TIME: GMT minus 6 hours all the year round.
HOLIDAYS: The following holidays can only be worked in case of emergency: 1st January; 5th February; 21st March; 1st May; 5th May; 16th September; 12th October; 25th December; and in addition 23rd May, Anniversary of the Stevedores' Union.
POLICE/FIRE/AMBULANCE: Police tel. 4; Fire 23; Ambulance 96.
TELEPHONES: Cannot be connected on board ships.
SHORE LEAVE: Permitted except for crews of Russian, Cuban and Communist Chinese vessels.
AUTHORITY: Capitania de Puerto Edificio Federal, Morelos y 5 de Mayo. Tel. 34.

MINATITLAN: 17.54 N. 94.35 W.

DOCUMENTS: See "Coatzacoalcos."
PILOTAGE: See "Coatzacoalcos Pilotage." Port about 17½ miles up-river from Coatzacoalcos. Vessels are piloted either up-river or down-river to and from Minatitlan.
MAX. SIZE: Maximum LOA at Pemex berths: 475 ft. Maximum LOA at Fiscal berth: 440 ft. No breadth restrictions at both. Maximum draft permitted: 21 ft. in fresh water.

BERTHING: Normally vessels dock starboard side to. Petroleos Mexicanos (Pemex) has 8 berths for tankers, where they can load crude, fuel oil, gasoline benzene, xylene, metaparaxylene, toluene and other petroleum derivates. Fiscal berth has a length of 80 metres Depth alongside of 22 ft. Actually only used to discharge bulk harmless fertilisers Discharge performed by elevator at a rate of 800 tons per 24 hours Also by ship's gear using buckets at a rate of 200 tons per day per hatch.
STEVEDORES: No ETA advice necessary. Agent or Receivers of cargo order gangs to discharge. Straight working hours from 0700 to 1500 Mondays through Saturdays. Latest time to order gangs 0645 and 1445 hours.
DENSITY: Averages 1006.
MEDICAL: Hospital facilities available.
FRESH WATER: Available at all berths, but is not recommended
FUEL: Marine diesel oil and Bunker C obtainable.
DEVELOPMENTS: Constant programmes for more berths, sheds, dredging and equipment are under way, but rather slow.
REPAIRS: No dry docks available, but small repairs can be done in shore repair shops.
AIRPORT: About 15 minutes car drive away. Regular flights to Mexico City.
TIME: 6 hours behind GMT.
TELEPHONES: No facilities for placing telephones on ships.
AGENTS: See "Coatzacoalcos".

NANCHITAL: 18.00 N. 94.27 W.

DOCUMENTS: See "Coatzacoalcos."
PILOTAGE: See "Coatzacoalcos Pilotage." Port about 3 miles up-river from Coatzacoalcos.
ANCHORAGE: See "Coatzacoalcos Anchorage."
RESTRICTIONS: Vessels may enter Coatzacoalcos only with daylight. Navigation from Coatzacoalcos to Nanchital remains closed from 1630 to 0700 hours.
MAXIMUM SIZE: Maximum LOA 580 ft. No breadth restrictions. Maximum draft permitted 27 ft. 06 in.
HEALTH: See "Coatzacoalcos."
TUGS: When vessels proceed to Nanchital, 1 tug accompanies to pass the Coatzacoalcos bridge, according to Port Regulations. Tugs again join vessels when arriving at Nanchital berths. Tug's lines used. For vessels over 4,000 GRT two tugs used.
BERTHING: Normally vessels dock port side alongside. When current and circumstances permit vessel is turned around and docked starboard side to. There are two docks at Nanchital, called Old Pier and New Pier. Both to load crude oil, No. 6 fuel oil by pipe line of 6 in. and up to 10 in. Mooring, unmooring, connecting and disconnecting hoses performed by Pemex own labourers.
MEDICAL: Hospital facilities available only at Coatzacoalcos.
BALLAST: Special regulation for tankers that no ballast water to be discharged in the river. Deballasting performed by two pipe-lines of 6 in. diameter to shore tanks.
SALINITY: Average 1006.
FRESH WATER: Available at both berths but is not recommended for drinking.
FUEL: Available only at the Pemex Oil Terminal at any time.
DEVELOPMENTS: Constant programmes for more berths, sheds, dredging and equipment are under way, but rather slow.
CUSTOMS ALLOWANCES: No restrictions. Free use on board. Two Customs guards stay on board. Vessel to provide them boarding and lodging.
CONSULS: None.
REPAIRS/DRY DOCKS: No dry docks available, but small repairs can be done in shore repair shops.
AIRPORT: At Minatitlan, about 1 hour car drive away. 2 regular flights to Mexico City.
TIME: 6 hours behind GMT.
TELEPHONES: No facilities for placing telephones on ships.
AGENTS: See "Coatzacoalcos".

TAMPICO: 22.15 N. 96.51 W.

DOCUMENTS:
1 Crew List visaed by Mexican Consul.
9 simple copies of Crew List.
1 Visaed Cargo Manifest from each loading port.
4 simple copies of Cargo Manifest.
1 Visaed Passenger List or visaed Statement to the effect of no passengers, and 5 simple copies.
2 copies of Store List.
2 copies of Personal Effects List.
Rat Exemption Certificate.
Valid Smallpox Vaccination Certificates for all crew and passengers.
Passports or Seaman's Books of all crew.
Clearance from Last Port of Call.
PILOTAGE: Compulsory. No means available for Master to communicate with Pilots. Pilot boards vessel about 2 miles North-east of breakwater.
ANCHORAGE: About 2 miles East of breakwater in 40–60 fathoms of water.
RESTRICTIONS: Vessels with maximum draft, 29 ft. 06 in., are only allowed to enter or sail with high tide. No night restrictions.
MAX. SIZE: Maximum length 580 ft. overall, no breadth restrictions, Maximum draft for tankers 29 ft. 06 in. For general cargo vessels, 25 ft. and for mineral bulk cargoes 26 ft.
HEALTH: Smallpox vaccination Certificate for all crew and passengers, valid Rat Exemption Certificate.
No Radio pratique prior to arrival obtainable.
TUGS: Two Tugs, "Panuco" and "Tamesi," available, of about 350 h.p. each. They join vessel just before docking at respective berth and supply lines.
BERTHING: 5 berths available for tankers at Petroleos Mexicanos Oil Terminal, each with 29 ft. 06 in. depth. 2 berths available at Metals Pier with 26 ft. depth alongside. 7 berths available at the Fiscal Wharf, with a length of 130 metres each, and all with 25 ft. depth.
STEVEDORES: No ETA advice necessary of Stowage Plans received in advance by Agent, otherwise ETA advice for gangs appreciated 48 hours prior to arrival. Stevedores general cargo discharging and loading rate about 10 tons per gang/hour. Mineral loading at Metals Pier about 125 tons per belt/hour (2 conveyor belts available to service both berths.
MEDICAL: Hospital facilities available. No advance notice required.
TANKERS: 5 berths with 29 ft. 06 in. at Petroleos Mexicanos Oil Terminal available. Diameter of lines unknown, but so far never had any difficulties at all, i.e. Petroleos Mexicanos able to adapt to any size. Loading and discharging rate about 600 to 800 tons per hour. Tank washings are received ashore.
SALINITY: Average 1006.
FRESH WATER: Available at written request from Agent. Loaded by gravity at about 3 tons per hour and costs U.S.$ 0.40 per ton. The fresh water is not recommended.
FUEL: Available only at the Petroleos Mexicanos Oil Terminal, i.e., vessels have to shift there. Available only by notice through usual contract suppliers at least one week ahead of arrival.
DEVELOPMENTS: Constant programmes for more berths, sheds, dredging and equipment are under way, but rather slow.
CUSTOMS ALLOWANCES: No allowances to be taken ashore, but reasonable amounts of tobacco and spirits are allowed to be taken out of bond, but to be kept on board for use of crew and passengers only.
CONSULS: U.S.A., Great Britain, Peru, Germany, Holland, Norway, Sweden, Italy, Uruguay and Lebanon.
REPAIRS/DRY DOCKS: No dry docks available, but small repairs can be done in shore repair shops.
AIRPORT: About 20 minutes car drive away. Regular flights to Mexico City with consequent connections in any direction. Regular direct flights to Texas.
TIME: 6 hours behind GMT.
HOLIDAYS: January 1st; February 5th; March 21st; May 1st; September 16th; November 20th; December 25th; December 1st every 6 years.
FIRE/AMBULANCE/POLICE: Fire Department 2 12 22; Red Cross 2 13 33; Police 2 11 57; Police (Jail) 2 10 32.
AGENTS: Representaciones Maritimas, S.A., Edificio Luz – Piso 5 Despacho 523, Tampico, Tamps. Mexico. Tel. 2 34 77 and 2 46 62. Telex 01430. Cable: "Maritimex, Tampico."

Morocco

AGADIR: 30.25 N. 09.38 W.

DOCUMENTS:
Health Declaration.
4 Cargo Manifests.
6 Stores Lists.
6 Crew Lists.
6 Passenger Lists.
PILOTAGE: Compulsory. Pilot boards at port entrance. International code signals used.
ANCHORAGE: Good anchorage in open roadstead.
MAX. SIZE: Up to 29 ft. draft.
HEALTH: Pratique given immediately after berthing when port doctor boards.
TUGS: Two tugs available, one of 350 h.p., one of 1,275 h.p.
RADIO: Agadir Radio operates 24 hours a day.
BERTHING: Alongside pier: berth 475 metres long, 9 metres depth; berth 380 metres long, 6 metres depth.
MEDICAL: Doctors and hospital facilities available.
FRESH WATER: Available from pipe-line at berths.
FUEL: Fuel and gas oil available from pipe-lines at berths.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
STEVEDORES: ETA required 24 hours in advance to arrange gangs.
OPENING/CLOSING HATCHES: Performed by stevedores.
CUSTOMS ALLOWANCES: Crew allowed normal daily consumption of tobacco, wine and spirits.
IDENTIFICATION CARDS: Required.
CONSULS: France, Spain, Belgium and Portugal represented locally.
REPAIRS: Small machinery and electronic repairs can be effected.
TIME: GMT plus one hour permanently.
POLICE/FIRE/AMBULANCE: Police, tel. 23–49; Fire, tel. 22–43; Ambulance, tel. 19.
HOLIDAYS: 1st January, 6th January, 19th March, Maundy Thursday, Good Friday, 1st May, Ascension Day, Corpus Christi, 29th June, 18th July, 25th July, 5th August, 15th August, 12th October, 1st November, 8th December, Christmas Day. Work may be arranged on all holidays except Good Friday.

SHORE LEAVE: Allowed.
AUTHORITY: Director del Puerto.

AGENT: Ernest Corcos, PO Box 54, Agadir. Tel. 24–55 and 33–31. Telex 810–18. Cables: Ercos Agadir.

CASABLANCA: 33.36 N. 07.37 W.

DOCUMENTS: Ship's papers required:
Certificate of Registration.
Cargo Manifests.
Crew Lists.
Passenger Lists.
Customs Declaration.
Bill of Health.
Ship's Entry Declaration.

PILOTAGE: Compulsory for all merchant vessels of 100 tons and over, in the area between the meridians 7° 37′ 10″ W. (the root of jetée Moulay Youssef) and 7° 33′ 50″ W. (Table d'Oukacha) and South of the parallel 33° 37′ 40″ N. Pilotage is available day and night. The Pilot meets vessel at the CA5 buoy.

A red flag displayed at the signal station by day indicates that the Pilot cannot come out, on account of the sea, but vessels may enter the port at their own risk, and the Pilot will await them under the shelter of jetée Moulay Youssef. Should bad weather prevent the Pilot from coming out, a vessel should not attempt to enter the harbour at night. The Master may contact the pilot station for port radar service. by VHF (Channel 12).

ANCHORAGE: The anchorage outside Casablanca harbour is partially protected from winds between S. and W. but a Westerly swell finds its way into the bay. With a heavy Westerly or North-westerly swell the anchorage becomes dangerous.

The holding ground in most places outside the harbour is poor, but a berth with good holding ground may be obtained in a depth of 13 fathoms N. of jetée Moulay Youssef. There are numerous anchorage berths in the harbour, some at mooring buoys, in depths up to 12 m. 8 (42 ft.).

MAX. SIZE: Maximum length permissible, about 884 ft.; maximum breadth permissible, about 105 ft.; maximum draft permissible, about 32 ft., but normally 30 ft. for berthing alongside. Tankers: up to 33 ft. draft.

HEALTH: Masters must fill in the declaration of health and display the "Q" flag, to obtain pratique. In the event of any suspected disease or fever on board, Masters have to warn their Agent before the ship's arrival.

RADIO: The name of radio station for ETA cables to Agents, receivers, etc., is Casa Radio.

TUGS: There are 6 tugs of 800 to 1,500 h.p.; 3 of them are sea-going tugs fitted with modern salvage apparatus. Normally tugs join the vessel at the entrance. To call them, four long blasts and one short for one tug, four long blasts and one short for two tugs, etc. Ship's lines are mostly used.

BERTHING: To arrange berth, ETA message should be given 24 hours before the ship's arrival.

Mooring. When making fast to the jetty by the stern, the anchor should be let go at a sufficient distance from the jetty to allow for a good scope of hawsers.

Vessels are recommended to secure with special 10-in. coir hawser tailed with wire. It is recommended to moor head to the swell, but in bad weather a vessel should be ready to leave at short notice.

STEVEDORES: There are 13 stevedoring companies. Normal working days are in two shifts (from 0700 to 1500 and from 1500 to 2300). Ship's Agents arrange gangs in connection with stevedores. Two daily orders (at 1100 and 1600) are made to fix the number of gangs.

MEDICAL: It is necessary for Agent to receive advance notice of required medical attention. Hospital facilities available. Only small-pox vaccination certificates are required.

TANKERS: There are four tanker berths, (*a*) one for Import and Export of white products (the maximum permitted draft is 33 ft.).

(*b*) Three for Import and Export of black products (these berths are situated inside the harbour; vessels should therefore be gas free and their drafts should not exceed 30 ft.).

FIRE PRECAUTIONS: Two firemen remain on board while vessel berthed alongside.

FRESH WATER: Numerous feeders along berths. Also delivery by barges is possible.

FUEL: All grades available. Ex-wharf or by barge.

DEVELOPMENT: New installations: a new pier for phosphates (export is expected in near future).

GANGWAY/DECK WATCHMEN: It is necessary to have watchmen on board. They are hired by the ship's Agent.

OPENING/CLOSING HATCHES: This work is normally carried out by stevedores.

CUSTOMS ALLOWANCES: 200 cigarettes are permitted for each crew member to be held out of bond.

IDENTIFICATION CARDS: Needed.

CONSULS:

Austria, 18 Rue Pégoud	Tel. 796–15
Spain, angle rue d'Alger and Abderrahmane	,, 207–52
Italy, Av. Hassan Souktani	,, 775–58
Haiti, 71 Av. Hassan II	,, 627–61
Finland, 50 Rue de Loubens	,, 400–19
Great Britain, 60 Bd d'Anfa	,, 614–41
Greece, 48 Bd Rachidi	,, 724–12 771–42
Germany (Federal Rep.), 42 Av. de l'Armée Royale	,, 648–73
Monaco, 7 Av. Hassan II	,, 742–25
Norway, 273 Bd Mohamed V	,, 612–61
Sweden, 3 Rue Lt. Sylvestre	,, 446–48
Yugoslavia, 67 Rue de Foucauld	,, 632–11
Brazil, 132 Av. Hassan	,, 600–97 725–45
Netherlands, 7 Rue Aristide Briand	,, 787–89
Algeria, 159 Bd Moulay Idriss Ier	,, 644–35 644–36
Argentina, 24 Bd El Hansali	,, 794–86
Belgium, 276 Bd Zektouni	,, 641–22 205–83
Denmark, 14 Rue Mustapha El Maani	,, 622–01
France, Av. du Prince Moulay Abdallah	,, 799–81
Poland, 10 Av. de l'Armée Royale	,, 791–38 791–39
Panama, Rue Galilée no 4 Villa Mireille	,, 725–01
U.S.A., 1 place de la Fraternité	,, 605–21
Portugal, 104 Bd de Paris	,, 202–14

REPAIRS: Only small repairs and dry docking works are carried out.

DRY DOCKS: One large dry dock, 152 metres long and 22 metres wide (lifting power 10,000 tons). Three slips for ships up to 700 tons.

REPATRIATION: Facilities exist for effecting crew change and arranging any necessary repatriations.

AIRPORT: Distance from airport, 3 miles. International connections.

TIME: Local time, GMT. No alterations made to clocks during the year.

POLICE/AMBULANCE/FIRE: Police, 210–74 or 19; Ambulance, 15; Fire, 15.

TELEPHONES: Only arrangements for placing telephones on board passenger ships are possible.

SHORE LEAVE: Crew members are allowed ashore.

AUTHORITY: Monsieur le Directeur du Port, Place Zallaga, Casablanca, Morocco. Tel. 759–81.

AGENT: Lasry Maroc, 61, Avenue de l'Armée Royale, Casablanca. Telex: 21949 – 21092. Tel.: 688–75 – 669–46. Cables: "Jolasry".

CEUTA: 32.54 N. 05.17 W. (Spanish)

DOCUMENTS:
Health Declaration.
2 Cargo Manifests.
2 Stores Lists.
4 Crew Lists.
5 Passenger Lists.

PILOTAGE: Radio Agent advising ETA 24 hours in advance. International code signals used to call Pilot, or give three long blasts. Sound signal used day and night. Pilot boards within one mile of the breakwater. Pilotage compulsory.

ANCHORAGE: N. W. of the harbour in depths from 10 to 12 fathoms, at about $2\frac{1}{4}$ cables off breakwater but vessels should leave this anchorage with strong winds from E. or W. The bottom off the N. W. side of Muelle de Poniente is mostly rocky. The existence of submarine cables is marked by a hemispherical buoy painted in white, moored at about $3\frac{1}{4}$ cables bearing 74° from the red light at the head of Muelle de Levante. No light is exhibited. For this reason, anchorage is prohibited to the North of a line extending from the root of Muelle de Levante bearing 298° to position of the buoy already mentioned.

MAX. SIZE: Length, 220 metres. Maximum draft, 33 ft. 6 in.

HEALTH: Pratique obtained immediately after berthing when vessel boarded by health officials.

RADIO: Tangier, or Cadiz Radio.

TUGS: Usually two available of 1,200 h.p. Tugs use ship's lines.

BERTHING: West Mole five berths for vessels up to 33 ft. 6 in. draft. East Mole: two berths for vessels up to 31 ft. draft. Dato wharf, 2 berths, up to 20 ft. draft.

STEVEDORES: Accurate advance notice of ETA necessary to order gangs required. Gangs are ordered at 0730, and 1630 hours. For Sundays and holidays, gangs ordered before 1730 previous day. Average cargo handling rates: General cargo, 7 tons pre gang/hour; bagged cargo, 10 tons per gang/hour; drums, 13 tons per gang/hour. Overtime from 2000 hours, Sundays and holidays, 40% surcharge.

MEDICAL: Advance notice by radio preferred. Hospital facilities available.

DENSITY: About 3·64%.

FRESH WATER: Available, but may be some restriction in summer months.

FUEL: All grades available, to be ordered in advance.

GANGWAY/DECK WATCHMEN: Available but not essential.

OPENING/CLOSING HATCHES: Performed by stevedores.

CUSTOMS ALLOWANCES: Maximum 3 kilos tobacco for each crew member. Normal daily consumption of wine and spirits allowed.

IDENTIFICATION CARDS: Not required.

CONSULS:

Great Britain,	Tel. 512522	Denmark,	Tel. 512254
France	,, 512521	Italy	,, 511053
Belgium	,, 512521	Panama	,, 513431
Sweden	,, 511801	Portugal	,, 512990
Norway	,, 511700	Netherlands,	,, 511408

REPAIRS: Only minor repairs can be effected. Slipways for vessels up to 500 tons.

REPATRIATION: All facilities available.

AIRPORT: Nearest international airports at Tangier, 100 km. away, and at Malaga, 137 km. away.
TIME: GMT plus one hour permanent.
HOLIDAYS: New Year's Day, 6th January, 19th March, Holy Thursday (afternoon), Good Friday, 1st May, Ascension Day, Corpus Christi, 29th June, 18th July, 25th July, 5th August, 15th August, 12th October, 1st November, 8th December, Christmas Day. All holidays may be worked by voluntary labour.
POLICE/FIRE/AMBULANCE: Police, tel. 513324; Fire, tel. 513333; Ambulance, tel. 514509.
TELEPHONES: No arrangements for placing telephones on board.
AUTHORITY: Harbour Master, tel. 512900.

AGENT: Ybarrola, Depositos de Aceite Combustible, S.A. Avenida de Espana, 11. PO Box 46, Ceuta. Tel. 511800. Cables, Ybarrola Ceuta.

EL JADIDA (Mazagan): 33.15 N. 08.31 W.

DOCUMENTS: As for "Casablanca".
PILOTAGE: Arranged by Agent, basis vessels ETA given in advance. Pilot boards about 2 miles from the port entrance.
ANCHORAGE: About half a mile from head of North jetty in depths of 13 to 14 metres. Hard rock bottom covered in sand. Holding ground is fair only.
RESTRICTIONS: The port comprises an entrance channel 50 metres wide and an outer harbour area 7 hectares, partially dredged to 3 metres depth to make a waiting basin. In the Southern part of the outer harbour is a quay, called the barge quay. 120 metres long, dredged to 6 metres depth.
MAX. SIZE: No limitations for vessels anchoring. For entering harbour, maximum length 96 metres, draft 5 metres, entering at high water.
RADIO: No local radio station. Use Casa Radio for messages to Agent.
TUGS: Available. Normally join vessel 2 miles from port entrance.
MEDICAL: Hospital facilities available. Vaccinations can be arranged.
FRESH WATER: Available at the quay.
FUEL: Can be supplied subject to 24 hours notice.
WATCHMEN: Recommended to employ watchmen, cost 15.00 dirhams per day.
OPENING/CLOSING HATCHES: Work performed by ship's crew.
CONSUL: France. Tel. 21.41.
REPATRIATION: Can be arranged via Casablanca.
REPAIRS: Small repairs can be done on board, or parts sent to Casablanca. One small dry dock reserved for port authority vessels and fishing boats.
AIRPORT: Situated 1 km. from the port. Used only for tourist flights.
TIME: GMT, no alterations during the year.
HOLIDAYS: Sundays and holidays, except for National holidays, can be worked on payment of overtime.
POLICE/AMBULANCE/FIRE: Police, tel. 19; Ambulance, tel. 15; Fire, tel. 15.
TELEPHONES: Cannot be connected to vessel, but telephone situated on the quay.
AUTHORITY: Ingenieur des Travaux Publics, Avenue Fquih M'Hamed Errafi. Tel. 23–11.

KENITRA: 34.17 N. 06.30 W.

Situated on the left bank of the Oued Sebou, 17 km. from the Atlantic.
PILOTAGE: Pilotage is compulsory for entering and leaving port. Vessels must wait outside the port entrance for the tide. It is possible to enter from two hours before until one hour after high water during the night, and from three hours before until two hours after high water during the day. The Pilot boards vessels at river mouth.
RESTRICTIONS: From the mouth of the river up to the port is a dredged channel. Depths are 4·20 m. during neap tides and 5·40 m. during spring tides. Height of tide during neap tide is 2·60 metres. Height of tide during spring tide is 3·80 metres. The constant is 1·60 metres.

During the winter it is recommended to stay outside the port in strong squalls. Ships are advised by Kenitra port radio of the possibilities for entering port. The Pilot will be on station two hours before high water.

Between November and April there is a total of 6 or 7 individual days when the port is closed to navigation, due to weather conditions.
RADIO: Messages to ship's Agent should be sent through Casablanca radio. In the ETA message to Agent, also advise vessels draft. There is a radio station at Kenitra for port use only. Watch-keeping hours are only during high water, on 2182 kHz.
TUGS: One tug of 500 h.p., one tug of 414 h.p., one tug of 225 h.p., 2 tugs of 180 h.p., and 3 launches, available to assist berthing.
BERTHING: The outer port used only by trawlers, and a mooring quay of 360 m. length belonging to the Royal Moroccan Navy. The length of main quay is 870 metres and includes 10 berths. In addition to the above there is a jetty for wine vessels, and a jetty for oil tankers.
FRESH WATER: Supplied alongside the quays.
FUEL: There are supplies of diesel oil, gas oil and petrol in the port. These products supplied by tanker lorry along the quay.
REPAIRS: There are workshops for small running repairs in the port. There is a slipway for ships up to 400 tons.
CONSULS: The Consular representatives at Kenitra are those of Belgium, Denmark, France, Portugal, Sweden and Switzerland.
AIRPORT: The nearest commercial airport is that of Rabat-Sale and there is a small airfield at Kenitra.
AUTHORITY: Directeur du Port, Boite Postale 23, Kenitra. Tel. 20–58; 20–59 and 31–31.

MELILLA: 35.18 N. 02.57 W.

DOCUMENTS:
Health Declaration.
4 Cargo Manifests.
2 Stores Lists.
5 Crew Lists.
5 Passenger Lists.
PILOTAGE: Compulsory for vessels over 500 tons. ETA to Agent required at least 10 hours before arrival to arrange Pilot. Pilot boards at anchorage near port entrance. International code signals used.
ANCHORAGE: Half a mile East of port entrance, in depths of 14 to 20 metres.
RESTRICTIONS: Entrance normally in day-light only. In case of emergency vessel may enter at night.
MAX. SIZE: Up to 32 ft. draft.
HEALTH: Pratique obtained immediately after berthing when vessel boarded by health officials.
TUGS: None available.
MEDICAL: Doctors and hospital facilities available. Vaccinations can be arranged.
TANKERS: One oil berth for tankers up to 32 ft. draft.
FRESH WATER: Available at all quays.
FUEL: Available subject to advance notice.
GANGWAY/DECK WATCHMEN: Available. Consignee Agents have their own watchmen for goods on the quay.
OPENING/CLOSING HATCHES: This work is carried out by stevedores.
CUSTOMS ALLOWANCES: Crew allowed normal daily consumption of tobacco, wine and spirits.
IDENTIFICATION CARDS: Required.
CONSULS: France, Israel, and Italy are represented locally.
REPAIRS: All types of engine and hull repairs can be effected for smaller vessels.
DRY DOCKS: One dock for vessels up to 2,000 tons.
REPATRIATION: All facilities available.
AIRPORT: Situated 1 km. from the city. Two daily flights to Malaga, except Sundays.
TIME: GMT plus one hour, permanently.
HOLIDAYS: 1st January, 6th January, 19th March, Maundy Thursday, Good Friday, 1st May, Ascension Day, Corpus Christi, 29th June, 17th July, 18th July, 25th July, 15th August, 12th October, 1st November, 8th December, Christmas Day. Work may be arranged on all holidays except Good Friday.
POLICE/FIRE/AMBULANCE: Police, tel. 1741 or 1744; Fire, tel. 1693; Ambulance, tel. 1441.
TELEPHONES: It is possible to arrange for a telephone to be placed on board.
SHORE LEAVE: Allowed.
AUTHORITY: Ingenier Director del Puerto, Calle General Garcia Valino, 2. Tel. 2396.

MOHAMMEDIA: 33.45 N. 07.22 W.

DOCUMENTS:
Bill of Health.
3 Crew Lists.
3 Passenger Lists.
Manifests and Ship's Papers for Agent.
PILOTAGE: Compulsory for vessels entering or leaving the harbour or shifting berth. Pilot available for vessels arriving during night and wishing enter the basin when conditions are possible.
ANCHORAGE: Three good anchorages in depths of 11 to 6½ fathoms about a mile N.E. of the entrance, and N.W. and S.E. of the pipe-line area.
RESTRICTIONS: Ships with a draft above 15 ft. are obliged to wait for tide.
MAX. SIZE: (*a*) For the basin: maximum permissible length is 150 metres and 25 ft. draft. (*b*) For the sea-line installation outside the port: tankers of 45,000 dwt.
HEALTH: Port sanitary control officer boards immediately after arrival for pratique delivery. In the event of any suspected disease or fever on board, it is necessary to advise by radio to Agent 24 hours before arrival. Pratique is automatic after calling at another port of Morocco.
RADIO: Casablanca radio station.
TUGS: There are no tugs but three pilot boats of 150 h.p. will assist vessels if necessary, or tugs can be ordered from Casablanca.
BERTHING: Vessels up to 150 metres in length and drawing up to 7·6 m. (25 ft.) can enter the harbour.

Quay No. 1 has a length of 70 metres with a depth of 8·50 m. (28 ft. alongside).

Quay No. 2 has a length of 170 metres with a depth of 5·50 m. (18 ft. alongside).

Quay No. 6 has a length of 60 metres with a depth of 6·00 m. (19 ft. 8 in. alongside).

STEVEDORES: The loading and discharging capacity of general cargo or timber is 400 tons per day. Gangs are arranged by the stevedore according to the cargo plan given by the consignee to the harbour authorities.
MEDICAL: There is the hospital in Mohammedia, and other hospitals and clinics in Casablanca (16 miles away).
TANKERS: Berth at the sea-line terminal, or at harbour quay no. 1. At the sea-line berth the diameter of discharge lines is 14 in. It is necessary to fit reducing pieces before arrival. It is impossible to discharge slops. For the sea-line berth the maximum draft is 50 ft.
DENSITY: 1025.
FRESH WATER: Water can be supplied at any time alongside the quays at the rate of 15 tons/hour.
FUEL: Fuel and diesel oil can be supplied alongside the quays by tanker truck.
FIRE PRECAUTIONS: All tankers are confined by gates and watched over by special firemen.
PORT DEVELOPMENTS: New sea-lines for tankers of 100,000 dwt. expected in April 1971.
GANGWAY/DECK WATCHMEN: Services of watchmen are recommended and their cost is 10.00 dirhams ($2) by day and 15.00 dirhams ($3) by night.
OPENING/CLOSING HATCHES: This work is normally carried out by crew. When carried out by stevedores the cost is 28.00 dirhams by day and 56.00 dirhams by night.
IDENTIFICATION CARDS: Passport required and police permit for leaving the harbour.
CONSULS: There is no consul in Mohammedia. All are in Casablanca.
AIRPORT: The nearest airport is in Casablanca, about 18 miles away, and served by regular airlines.
TIME: Local time, GMT, and usually no alterations are made to clocks during the year.
HOLIDAYS: 1st January, 1st May, 3rd March, 18th November, and any other religious holidays which are not at regular dates. Only on two days (1st January and 1st May) no cargo work can be arranged.
POLICE/AMBULANCE/FIRE: Police, 21.51; Ambulance/Fire, 15.
SHORE LEAVE: Allowed.
AUTHORITY: RAPC, Port de Mohammedia, Maroc. Tel. 23.32 at Mohammedia.

SAFI: 32.19 N. 09.12 W.

DOCUMENTS: Clearance procedure is very simple. 3 Crew Lists, 3 Passenger Lists and 1 Stores List only are required. Other documents are presented on berthing.
PILOTAGE: Arranged by vessel's Agent, to whom a correct ETA should be given. There is no radio contact with the pilot station nor Harbour Master's office, except through Safi Radio Station. The pilot boat is located inside the harbour and the Pilot boards in the anchorage. Pilot ladder only is required.
ANCHORAGE: Safe holding ground in anchorage for 25,000 dwt. vessels; vessels should keep clear of port entrance.
RESTRICTIONS: There is no night entry, except in emergency.
MAX. SIZE: Vessels with a draft of more than 26 ft. enter and sail at high water.
HEALTH: Health Officer boards shortly after berthing but Agent must be advised before arrival if suspected disease or fever on board. Health clearance in one Moroccan port holds good for the next.
RADIO: Casablanca Radio for normal traffic or Safi Radio for local R/T traffic.
TUGS: Tugs stand by vessel inside breakwater and, usually, ship's lines are used.
BERTHING: Vessels berth in order of arrival.
STEVEDORES: Gangs are arranged by vessel's Agent. Night work is possible from 18.00 to 22.00 hrs. and, very exceptionally, until 24.00 hrs.
MEDICAL: Advanced notice of required medical attendance is advisable but not essential. Modern hospital and clinic are available. Smallpox vaccination only is necessary except when vessels have called at cholera and yellow fever ports.
TANKERS: Only small tankers use this port. White products and gas oil imported; no export. Ammoniac tanker berth maximum draft high water 30 ft.
DENSITY: Density varies between 1.024 and 1.026.
FRESH WATER: Availability not limited, by hoses from quay; cost 3s. 4d. per ton.
FUEL: Limited supplies gas oil; diesel available but must be stemmed. Fuel oil and large quantities diesel, gas oil can be delivered by tanking lorry from Casablanca; extra cost about £4 per ton.
DEVELOPMENTS: New port under construction; date of completion not known.
GANGWAY/DECK WATCHMEN: Watchmen necessary. One watchman day and night costs about £4.
OPENING/CLOSING HATCHES: Normally done by crew but can be arranged by stevedores with advanced notice.
CUSTOMS ALLOWANCES: No limit to the amount held out of bond. Bond is not sealed but heavy fines imposed by Customs for smuggling and trafficking.
IDENTIFICATION CARDS: These are needed.
CONSULS:

Denmark,	Tel. 30.39	Portugal,	Tel. 23.58
Finland	,, 31.40	San Salvador,	,, 28.76
France,	,, 27.97	Sweden,	,, 29.06

REPAIRS: Major repairs not possible; small workshops only for repairing fishing boats.
REPATRIATION: Repatriation by air or sea through Casablanca, 150 miles away.
AIRPORT: Nearest at Casablanca, served by principal European airlines.
TIME: Local time is GMT.
HOLIDAYS: On the following holidays no work is possible: 1st January (New Year's Day); 3rd March (Coronation Day); 1st May (Labour Day); 18th November (Independence Day). Other Moslem and Christian holidays are subject to last minute decisions as far as tariff is concerned, but work can be arranged.
TELEPHONES: No telephones can be placed on board. Public telephone available on the quay during working hours only.
GENERAL: Masters are strongly advised to take local currency from their Agent. Landing of foreign currency encourages black market transactions and incurs confiscation and heavy fines as well as delays by the Customs authorities.
SHORE LEAVE: Police permits are required by Liberty men and are delivered by Immigration Authorities.
AUTHORITY: Capitainerie du Port, Safi. Tel. 21–50, ext. 31. No Telex.

TANGIER: 35.47 N. 05.48 W.

DOCUMENTS: Required on arrival:
Health Declaration.
2 Crew Lists.
7 Cargo Manifests.
5 Lists of Passengers Disembarking.
4 Lists of Passengers in Transit.
Required on departure:
5 Cargo Manifests.
5 Manifests of Passengers Embarking.
PILOTAGE: Pilotage is compulsory for ships of more than 50 GRT for entering, leaving and shifting in harbour. Vessels arriving during the night must anchor outside the port, and are boarded by the Pilot after 0600 hours the following morning.
ANCHORAGE: There are good anchorages to the East and South-east of the breakwater head in depths of 10–16 m.
RESTRICTIONS: The harbour area between the breakwater and the extremity of the main pier has a depth of 9 m. minimum. Maximum height of tide is 2·40 m., minimum height is 0·10 m. West to South-west winds from October to May. North-east to Easterly winds from May to October, often very strong (the Levante).
TUGS: The port owns three tugs, 500, 375 and 250 h.p. respectively. Two of these tugs are equipped with fire-fighting equipment.
BERTHING: The port is protected by a breakwater 1,300 m. long on which is a tanker terminal dredged to 9 m. depth, 290 m. of quay dredged to 9 m., 160 m. of quay dredged to 8·50 m. and 100 m. of quay dredged to 5 m. These last two berths, which are reserved for the Gibraltar and Algeciras ferries, are equipped with special ramps for disembarking vehicles.

In the South of the dock enclosed by the breakwater is a pier at which are two berths, one of 330 m. length dredged to 9 m. over 130 m. length and with 6 m. depth over 200 m. length. The other berth is dredged to 4 m. depth over 100 m. length and to 3·50 m. depth over 100 m. length.

In the Western part of the harbour there is a jetty of 100 m. length with berths on both sides each having depths of 6·50 m. This jetty is used by passenger ferries and is equipped to serve vessels discharging vehicles at the stern.

The port also includes a small jetty called the Yacht Jetty with depths varying from 2 m. at its foot to 3·50 m. at the jetty head. The small harbour inside the jetty includes the quays of the fishing port, the Yacht Club and barge berths.
FRESH WATER: Replenishment of fresh water can be made at all times alongside the quays at a rate of 30 tons per hour. There are also two water barges each of 50 tons capacity.
FUEL: There are no refuelling installations at the quays. Only very small quantities can be supplied by tanker lorries belonging to the oil companies.
STEVEDORES: Normal working hours are from 0800–1200 and from 1400–1800 hours. Ships may be loaded and discharged outside these hours on payment of overtime. Usual loading and discharging rates are as follows: 15–18 tons per hour goods in sacks; 12–15 tons per hour for bales; 10 tons per hour for general cargo; 7–8 tons per hour for cork.
REPAIRS: There are no facilities for repairs in the port.
AUTHORITY: Société du Port de Tanger.
AGENT: Lasry Maroc (Tangier), 4, rue de la Mediterrannée, Tangier. Telex: 33064. Tel.: 335–75 – 325–76. Cables: "Jolasry".

Mozambique

BEIRA: 19.46 S. 34.50 E.

DOCUMENTS:
Customs Clearance from last port and Port Clearance if last port was Portuguese.
Health Certificate.
6 Crew Lists.
6 Lists Passengers in Transit.
7 Lists Passengers Disembarking.
2 Stores Lists.

2 Lists Deck Stores.
2 Lists Cargo in Transit (main items of cargo only).
6 copies of Manifest of Beira Cargo.

PILOTAGE: Is compulsory for all ships other than naval vessels and Portuguese coasters. Ship's name, ETA and draft should be radioed via Beira Radio, call sign CRS, 24 hours in advance to Port Captain Beira and owner's Agent.

The pilot boat – black hull, grey upperworks, black funnel with white "P" – is stationed 19° 52′ 47″ S., 34° 57′ 21″ E. Pilot boat call sign CRL H – W/T: listens on 500 kc/s., replies on 480 kc/s. – R/T: listens on 2,182 kc/s., replies on 2,341 kc/s. – VHF: frequency 156·6 Mc/s. (Channel 12).

Unless instructed to the contrary by the pilot boat, vessels with a draft under 25 ft. anchor by "P" buoy, 19° 52′ 47·3″ S., 34° 57′ 21·1″ E., and vessels with draft over 25 ft. anchor between "P" and "A" buoys, 19° 56′ 20·1″ S., 35° 02′ 44″ E.

In bad weather pilot boat may leave above position and enter port. In such cases vessels should anchor as indicated above, weather permitting.

ANCHORAGES: At bar, "P" and "A" buoys as indicated above. There is anchorage for 4–6 ships, depending on size, in inner harbour off Cabedelo sand-pit.

RESTRICTIONS: Ships with draft 18 ft. and under can enter at any time. Ships with draft over 18 ft. generally enter two hours either side of high water.

MAX. SIZE: Maximum permissible length about 800 ft. Maximum permissible drafts between 35–37 ft. at springs, about 30 ft. at neap tides.

HEALTH: Vessel to radio "Sanidade Maritima", Beira, their ETA and "All Well" (or otherwise) even when coming from another Portuguese port. If "All Well", Health Certificate given by Pilot.

RADIO: Vessels to route messages through Beira Radio – call sign CRS. Agents radio ships through same station. Naval Radio Station – call sign CRX 3 – available for distress signals.

TUGS: Join incoming vessels at inner anchorage, about 1 mile distant from quays. Ship's lines used.

BERTHING: No night berthing done unless with prior consent of Chief Pilot, otherwise no specific requirements.

STEVEDORES: Ordered by Agent. Vessels should advise Agent their ETA at least 12 hours in advance (weekdays), 24 hours in advance (week-ends).

MEDICAL: No advance notice required for medical attention, unless urgent assistance necessary. Hospital facilities available. Crew members and passengers should be in possession of valid smallpox and yellow fever certificates (cholera certificate too if from cholera area) on international forms. Vaccination/fever inoculations and certificates may be obtained ashore if required.

TANKERS: Discharge lines white and black oils, 2×10-in. lines feeding into 12 and 14-in. lines leading to storage tanks. Also a 22-in. discharge line for crude oil. No slop discharge facilities. Two tanker berths, maximum permitted drafts about 32 ft.

DENSITY: In harbour area allow 3 to 4 in.

FRESH WATER: Available at all berths, Esc.8.00 per ton, pumping rate about 50 tons per hour. Also available from water barge, Esc.32.00 per ton.

FUEL: Fuel oil 1,000′ viscosity, marine diesel 43·1′, diesel 34·1′. 3–4 days advance notice required. Bunkers delivered when alongside, no bunkering barge available.

GANGWAY/DECK WATCHMEN: Recommended to employ watchmen to prevent pilferage, but not compulsory.

OPENING/CLOSING HATCHES: Can be done by either crew or stevedores. Often done by crew.

SHIP CERTIFICATES: Tonnage Certificate to be produced to Pilot, as certain port dues are based on vessel's registered tonnage.

CARGO GEAR: All gear supplied by stevedores except rope slings, rain tents, and spreaders for heavy lifts.

IDENTIFICATION CARDS: Required. Passport if possible, otherwise Seamen's Book.

CONSULS: British (Tel. 22032), Belgium (23284), France (24074), Greece (23898), Holland (23174), Italy (22197), Malawi (24312), Norway and Denmark (22091), Panama (271519), Rhodesia (24227), Swiss (23137), South Africa (271251).

REPAIRS: Most types of deck and engine repairs are possible, but major repair jobs are not undertaken.

DRY DOCKS: One dry dock 115×17×8·5 metres, suitable for ships up to 5,000 tons.

REPATRIATION: Facilities exist for nationals of those countries maintaining diplomatic relations with Portugal. A valid passport is necessary as immigration authorities do not recognise a Seamen's Book as being a valid travel document.

AIRPORT: Beira Airport situated 7 miles from sea port. Regular flights to all destinations.

TIME: Local time 2 hours ahead of GMT. No alterations made to clocks during year.

HOLIDAYS: New Year's Day (1st January); National Day of Portugal (10th June); Corpus Christi (variable date); Assumption (15th August); Beira City Holiday (20th August); Republic Day (5th October); All Saints' Day (1st November); Restoration of Republic (1st December); Immaculate Conception (8th December); Christmas Day (25th December). No cargo work on 1st January and 25th December; on other holidays work continues normally in the port.

POLICE/AMBULANCE/FIRE: Port Police (Tel. 22920); Ambulance (22442); Fire (22222).

TELEPHONES: Can be placed on board at cost of Esc.20.00 per day. These telephones must only be used for local calls, not trunk calls.

GENERAL: Beira port works 24 hours per day, 7 days a week (except 1st January and 25th December) and overtime working is compulsory.

SERVICES: Services available for tank cleaning, compass adjusting, minor repairs to radar and radio.

SHORE LEAVE: Crew members are allowed ashore, excepting nationals of those countries not maintaining diplomatic relations with Portugal.

DELAYS: Generally nil delays, but sometimes 24–48 hours delay following rain or bunching of arrivals.

AGENT: Allen, Wack & Shepherd, Limited, PO Boxes 270, 280 and 290, Beira, Mozambique. Tel. 22091 (5 lines). Cables "Thaine" or "Allenwack". Telex: No telex in Beira.

Activities: Steamship Agents, Clearing and Forwarding Agents, Travel Agents, Bonded Warehousemen. Insurance Agents.

LOURENCO MARQUES: 25.59 S. 32.36 E.

DOCUMENTS:
6 Crew Lists.
1 Stores List.
6 Passenger Lists.
Last Port Customs and Port Clearance.
1 List of Ports of Call.
1 Health Declaration (given by Pilots on arrival).
1 Entrance Report (given by Pilot on arrival).
1 Customs Entrance (given by Agent on arrival).
1 Railway Statistics Form (given by Agent on arrival).

PILOTAGE: Compulsory. Channels in 24-hour use, but sailing after 2400 only by special arrangement with Immigration. Berthing only during day-light. Pilot station about 26 miles from Lourenco Marques wharf.

IMMIGRATION CLEARANCE: Inwards: 0600–1800 only inside harbour proper. Outwards: 0600–2400 except in special circumstances.

N.B. Vessels at the pilot station cannot obtain pratique because this includes Immigration clearance and can therefore be considered as not having arrived or not being in all respects ready to load.

ANCHORAGE: Inside harbour: One each for vessels drawing 32, 30 and 26 ft. respectively. Six for vessels between 17 and 19 ft. Vessels delayed in berthing are brought in from pilot station at port's convenience.

RESTRICTIONS: Berthing during day-light only. Unberthing 06.00 hrs. to 24.00 hrs. with exceptions of Matola piers where ships can only unberth during day-light. Vessels loading at Lourenco Marques Main Wharf normally sail two hours before high tide at any hour of the day or night. Vessels which load at Matola Ore Berth may only traverse the Matola Channel in day-light, and according to their draft, must leave Matola Wharf about 2 hours before high tide.

MAX. SIZE:

General Cargo Wharf	Length 750 ft.	Draft 34 ft.–37 ft.*
Matola Oil Pier	,, 750 ft.	,, 32 ft. 6 in.
Matola Ore Appliance	,, 820 ft.	,, 34 ft.–37 ft.*

* Maximum drafts published monthly by Port Authorities. Approximately 34 ft. to 37 ft. depending on tide.

HEALTH: Pratique granted by Pilot unless disease prevalent on board when Masters should telegraph "Saude" Lourenco Marques.

RADIO: Advice of arrival to the Port Captain, Chief Pilot or Port Health should be sent through the station CRX (Naval), operating 24 hours on 500 kc/s., replying on 437 kc/s., also 2000 to 0500 hours GMT on 8356 to 8376 kc/s. (replying 3642 kc/s.) and 0800 to 2000 GMT on 12534 and 12564 kc/s. (replying 1299 kc/s.). All other non-official messages through station CRL, operating 0200–1800 GMT on 6 Mc/s. at even hours, 0400 to 1800 GMT on 4 Mc/s. at even hours plus 30 minutes (answering on 4259 kc/s.). Continues watch 0200–0400 GMT on 4 Mc/s. Radio telephone through CRL on 2132 kc/s. at even hours plus 45 minutes 0600–1700 GMT answering on 4415 kc/s.

BERTHING: Carried out at all times except between 0000–0600 at the Main wharves. At Matola Ore berth vessels must berth only at permissible times according to tides.

Main Wharf: All facilities owned and operated by Caminhos de Ferro de Mocambique (CFM), belonging to the Portuguese Government, except stevedoring.

Dimensions: Wharf is in one uninterrupted line running roughly N.E./S.W., accommodating 10–12 vessels. Length: 2,433 metres.

For loading or discharging bulk grain there are two Buhler machines at a berth with 33 ft. depth of water LWOST. About 120 tons per hour. A recent vessel averaged 2,900 tons per day. For loading bulk sugar, there is a spout installation at the last berth on the wharf 40 ft. LWOST. Theoretical rate 750 tons per hour. Recent example 12,400 tons in 29 hours. For coal there is a fixed mechanical installation with adjustable chute and capstans for warping ships. Depth about 24 ft. LWOST. Maximum height of chute above wharf 6·20 metres minimum 3·80 metres, maximum length of vessel 600 ft. Theoretical rate 800 tons per hour, actual average 300 tons depending on trimming required. Maximum permissible draft 28 ft.

Depths alongside:

Berth A	16 ft.
,, B	24 ft.
,, F	28 ft.
,, J	29 ft.
,, L	28 ft.
Coal Tip	28 ft. now, but will have 40 ft. when completed
Berth Q	28 ft.
,, T	33 ft.
,, U	33 ft.
Wharf extension	40 ft.

TANKERS: Matola Mineral Wharf, 40 ft. LWOST, maximum length of vessel 820 ft. Matola Oil Jetty, 32 ft. 6 in. LWOST, maximum length of vessel 750 ft.
FRESH WATER: Available at all berths, cost per ton ex-wharf: Esc.800. Not available ex-barge.
FUEL: Vessels can be supplied from pipe-lines whilst working at all berths, including the Matola Appliance and Tanker Jetty, but excluding the new wharf extension, where pipes have been laid but the system is not yet ready for delivering bunkers. The rate of delivery varies between 300 to 500 tons per hour depending on the type of vessel taking bunkers. At present, supplies of gas oil and marine diesel oil are not in very plentiful supply, recommended to stem as far in advance as possible.
MEDICAL: No advance notice required for medical attention, unless urgent assistance necessary. Hospital facilities available. Crew members and passengers should be in possession of valid smallpox and yellow fever certificates (cholera certificate too if cholera area) on international forms. Vaccination/fever inoculations and certificates may be obtained ashore if required. Men for sick parade must first go through the port doctor whose hours are week-days 08.00–11.30 and 14.00–17.30; Saturdays 10.00–11.30, but always available on an emergency call.
REPAIRS: No dry dock except for small coasters. Facilities for most normal work, except underwater riveting, cutting and welding, and shaft balancing.
DEVELOPMENTS: An extension of 600 metres on the general cargo wharf is presently under way and it is anticipated that this extension will be completed during 1971. Administration are considering the construction of a deep-sea port on the coast between Inhaca Island and the Natal border. This port will be mainly used by coal and iron-ore carriers and have a capacity of approximately 6 million tons per annum. Should this project materialise, the port will be operational by 1973.
CONSULS:

U.S.A.	6051	Sweden	4757	Rhodesia	742988
U.K.	6011	Switzerland	6658	Brazil	742388
France	742115	Austria	2123	Germany	2400
Norway	3167	Italy	4131	Spain	91031
		South Africa	3152		

IDENTIFICATION CARDS: Crew and passengers are issued with Immigration Boarding Permits and they must be carried at all times. (Such permits to be returned to Immigration Officer prior to sailing.)
WATCHMEN: Strongly recommend employing services of a local watchman, who will also control visitors and labour passes.
OPENING/CLOSING HATCHES: Can be done by either crew or stevedores. Often done by crew.
CERTIFICATES: Tonnage Certificate to be produced to Pilot, as certain port dues are based on vessel's registered tonnage.
REPATRIATION: Facilities exist for nationals of those countries maintaining diplomatic relations with Portugal. A valid passport is necessary as immigration authorities do not recognise a Seaman's Book as being a valid travel document.
AIRPORT: About 5 miles from centre of town.
CUSTOMS ALLOWANCES: Bonded stores are usually not sealed.
HOLIDAYS: New Year's Day (1st January); National Day of Portugal (10th June); Corpus Christi (variable date); Assumption (15th August); Republic Day (5th October); All Saints' Day (1st November); Restoration of Republic (1st December); Immaculate Conception (8th December); Christmas Day (25th December). No cargo work on 1st January and 25th December, on other holidays, work continues normally in the port.
TIME: Local time 2 hours ahead of GMT. No alterations made to clocks during the year.
SHORE LEAVE: Crew members are allowed ashore, excepting nationals of those countries not maintaining diplomatic relations with Portugal.
TELEPHONES: A telephone will be placed on board the vessel.
GENERAL: Crew and passengers not to take photographs in the dock area. Permission through Agent required to lower any boats or gear overside into the water or on to the wharf.

Do not immobilize main engines or carry out engine trials at the wharf until permission has been obtained by the Agent as the Authorities require vessels to maintain sufficient steam for main engines to be used at 2 hours notice.

Customs guards to be supplied with meals and accommodation whilst at inner anchorage and alongside the LM wharf otherwise Esc. 50.00 per guard will have to be paid by Agent on Owner's behalf.
AUTHORITY: Capitania do Porto de Lourenco Marques.

AGENTS: Rennies' Consolidated (LM) Lda., Avenida 18 de Mayo 36, POB 351 or 292. Tel. 3021. Cables: "Reniform Lourenco Marques".

MOZAMBIQUE: 14.58 S. 40.42 E.

DOCUMENTS:
Customs Clearance from last port.
Port Clearance if last port was Portuguese.
Health Certificate.
6 Crew Lists.
6 Lists Passengers in Transit.
7 Lists Passengers Disembarking.
2 Stores Lists.
2 Lists Deck Stores.
2 Lists Cargo in Transit (main items of cargo only).
6 copies of Manifest of Mozambique Cargo.

PILOTAGE: One Pilot, available 24 hours. Pilot boat is black and grey, with two flags on the mast (Portuguese flag and a blue flag with a white "P") and, at night, with conventional lights. Ships take Pilot near buoy No. 2 (red buoy) placed off Goa Island. At night, ships should send Morse signals with Aldis lamp, to the middle of Mozambique Island (location of Port Office). ETA should be given with 48 hours advance to pilot station of Mozambique Island and/or to ship's Agent.
ANCHORAGES: When waiting for Pilot or in reason of their draft (more than 30 ft.), ships may drop anchor off red buoy No. 2 (half a mile seawards). Depths between 60 and 90 ft. Bottom with sand and some broken coral; current from North to South, sometimes up to 4 knots.
MAX. SIZE: Only ships with drafts less than 30 ft. can cross the bar and enter the port.
HEALTH: Quarantine flag should be flown, even after calling other ports in this country. Health Certificate given by Pilot.
RADIO: Radio Mozambique, call CRQ.
TUGS: Tugs are not necessary in this port.
BERTHING: No quay berths. Vessels work cargo at anchor.
STEVEDORES: All requirements on this purpose must be sent to the Agent, with the greatest advance possible.
MEDICAL: Medical assistance at any time, even outside the bar (when entrance is impossible on account of draft). Hospital – reasonable facilities.
FRESH WATER: Can be supplied, but lighter with 40 tons rain water can be supplied at 48 hours notice, except in very dry season (September to January).
FUEL: No supply.
OPENING/CLOSING HATCHES: By stevedores.
CARGO GEAR: Vessels anchor in bay and load and discharge by lighters and barges.
IDENTIFICATION CARDS: Required.
CONSULS: Finland and Norway represented locally.
REPAIRS: Only light repairs can be effected.
REPATRIATION: Can be arranged.
AIRPORT: At Mozambique. Three connections per week to Beira and Lourenco Marques.
TIME: Two hours ahead of GMT. No changes during the year.
HOLIDAYS: 1st January, 2nd March, 10th June, 15th August, 1st November, 1st December, 25th December. Cargo handling can be arranged on these days.
POLICE/AMBULANCE/FIRE: Maritime Police, Customs and Agent will always be on board during stay.
TELEPHONES: No telephones, but walkie-talkies are available, with Agent.
GENERAL: Mozambique is not a suitable port of call for landing sick or injured seamen. Recommended preferable call at Nacala.
AUTHORITY: Capitania dl Porto de Mocambique. Tel. 24. Telex: Capitaniamar Moçambique.

AGENT: Companhia Comercial Joao Ferreira dos Santos SARL, Caixa Postal No. 1, Mozambique. Cables "Jorreirantos".

NACALA: 14.32 S. 40.37 E.

DOCUMENTS:
Customs Clearance from last port.
Port Clearance if last port was Portuguese.
Health Certificate.
6 Crew Lists.
6 Lists Passengers in Transit.
7 Lists Passengers Disembarking.
2 Stores Lists.
2 Lists Deck Stores.
2 Lists Cargo in Transit (main items of cargo only).
6 copies of Manifest of Beira Cargo.

PILOTAGE: Permanent and compulsory for entering harbour. Pilot boat situated at harbour entrance.
ANCHORAGE: Fine natural harbour. Entrance half a mile wide, depths up to 60 metres. Good anchorage for any size vessel. Sand and mud bottom.
MAX. SIZE: For anchoring, no restrictions. For berthing, up to 31 ft. draft.
RADIO: Radio Naval Nacala operates from 0600 to 1800 on 2182 kHz.
HEALTH: Vessels to radio "Senidade Maritima", their ETA and "All Well" (or otherwise) even when coming from another Portuguese port. If "All Well", Health Certificate given by Pilot.
TUGS: None available and not required.
BERTHING: There is a pier with berths for three vessels. Two berths have depth of 10 metres alongside. One berth with 7·5 metres depth.
STEVEDORES: Working hours 0700 to 1100 and 1300 to 1700. Two local stevedoring firms.
FRESH WATER: Available from hydrants on the quay.
FUEL: Available from connections on the quay.
MEDICAL: No advance notice required for medical attention, unless urgent assistance necessary. Hospital facilities available. Crew members and passengers should be in possession of valid smallpox and yellow-fever certificates (cholera certificate too if from cholera area) on international forms. Vaccination/fever inoculations and certificates may be obtained ashore if required.
GANGWAY/DECK WATCHMEN: Recommended to employ watchmen to prevent pilferage, but not compulsory.
OPENING/CLOSING HATCHES: Can be done by either crew or stevedores. Often done by crew.

CERTIFICATES: Tonnage Certificate to be produced to Pilot, as certain port dues are based on vessel's registered tonnage.
REPATRIATION: Facilities exist for nationals of those countries maintaining diplomatic relations with Portugal. A valid passport is necessary as immigration authorities do not recognise a Seaman's Book as being a valid travel document.
TIME: Local time 2 hours ahead of GMT. No alterations made to clocks during year.
SHORE LEAVE: Crew members are allowed ashore, excepting nationals of those countries not maintaining diplomatic relations with Portugal.
HOLIDAYS: New Year's Day (1st January); National Day of Portugal (10th June); Corpus Christi (variable date); Assumption (15th August); Beira City Holiday (20th August); Republic Day (5th October); All Saints' Day (1st November); Restoration of Republic (1st December); Immaculate Conception (8th December); Christmas Day (25th December). No cargo work on 1st January and 25th December; on other holidays work continues normally in the port.
AUTHORITY: Capitão do Porto de Nacala.

AGENT: See Mozambique.

PORTO AMELIA: 13.00 S. 40.28 E.

DOCUMENTS:
6 Crew Lists.
6 Lists of Passengers Disembarking.
6 Lists of Passengers in Transit.
1 Master's Declaration.
1 Stores and Provisions List.
1 Health Declaration.
5 Sets Cargo Manifests.
2 Sets non-negotiable Bills of Lading.
Clearance Documents from last port.
PILOTAGE: It is necessary to order by radio request to Agent 14 hours before arrival.
ANCHORAGE: Vessels may anchor South of the dock about 300 metres off. Other suitable anchorages will be indicated by the Pilot.
RESTRICTIONS: Vessels may enter with Pilot at any hour day or night.
MAX. SIZE: Draft up to 27 ft. 6 in. for berthing.
HEALTH: In case of contagious disease on board, the port Health Authorities must be advised in advance.
RADIO: Send messages through Beira Radio.
TUGS: None available.
BERTHING: One berth, length 182 metres, depth alongside 28 ft.
STEVEDORES: In ETA message to Agent, indicate number of gangs required and advise quantity and description of cargo for discharge.
MEDICAL: In case of urgency advise Agent by radio before arrival. Hospital facilities available. Vaccinations can be performed.
FRESH WATER: Not available.
FUEL: Not available.
GANGWAY/DECK WATCHMEN: Not necessary as there is a permanent guard on board.
OPENING/CLOSING HATCHES: Performed by stevedores.
CUSTOMS ALLOWANCES: Bond is not sealed and no restrictions made.
IDENTIFICATION CARDS: Required by police.
CONSULS: Only Germany is represented locally.
REPAIRS: No facilities available.
REPATRIATION: Can be arranged.
AIRPORT: Situated 7 km. away. Flights to Beira 5 times a week.
TIME: GMT plus 2 hours. No alterations during the year.
HOLIDAYS: No work performed from 1700 Christmas Eve until 0600 on 26th December; no work performed from 1700 New Year's Eve until 0600 on 2nd January. Work may be arranged on the following holidays: 10th June, 13th June, 15th August, 5th October, 1st November, 1st December, 8th December.
POLICE/FIRE/AMBULANCE: Police, tel. 39; Hospital, tel. 54.
SHORE LEAVE: Allowed. Except for nationals of countries not maintaining diplomatic relations with Portugal.
AUTHORITY: Capitania do Porto de Porto Amelia.

AGENT: See Mozambique.

Nauru Island

NAURU: 08.26 S. 166.56 E.

DOCUMENTS:
International Declaration of Health, 1 copy.
Clearance from last port.
Crew Lists, 2 copies.
Passenger Lists, if any, 2 copies.
Manifest, 1 copy.
PILOTAGE: Pilotage is available on request without charge; Masters are advised to avail themselves of this service. It is necessary that Masters, through Radio Nauru, inform telegraphic address Nauruphos Nauru of ETA 48 hours before arrival, confirming or altering this 12 hours before arrival. Nauruphos will reply through Radio Nauru on receipt of second message giving time for the vessel to close in to half mile West of loading plants, where pilot will board. In case of adverse weather or congestion, Masters will be notified by radio, or by VHF channel 16, 156·8 Mc/s with range of about 40 miles. Vessels are handled inwards in daylight only, and should fly flag when approaching island. A safe and clean pilot ladder should be provided, a good lee made for the pilot to embark.
ANCHORAGES: No anchorages are available owing to the extreme depths of water. Vessels waiting normally drift off and return at daybreak or when instructed to do so.
ENTRY RESTRICTIONS: Tide and draft have no bearing on entry but it is normal not to handle vessels into berth in darkness. However, vessels are unmoored at all hours.
MAX. SIZE: Vessels have been handled up to an overall length of 630 ft. Beam should not exceed 90 ft., but there are no draft limitations.
HEALTH: Masters of vessels approaching Nauru are required to send a telegram addressed to the Quarantine Officer, Nauru within 24 hours of arrival. The telegram should state the name of last port, date, presence of any infectious disease. On receipt of telegram, the quarantine officer will send reply indicating whether or not pratique is granted. It is still necessary to fill out the International Declaration of Health and hand this to Boarding Officer after berthing.
RADIO: Nauru Radio station, call sign C2N. Should, through atmospheric conditions, difficulty be found in raising Nauru, it is suggested that the message be passed through Sydney or any other convenient coastal station.
TUGS: No tugs required for berthing.
BERTHING: Such special requirements which relate to berthing in the port are contained in a Letter of Advice to Ship Masters issued by the BPC.
STEVEDORES: As stevedoring is carried out by Nauruphos, no separate advice is required. Loading rate of bulk phosphate is as high as 3,000 tons per hour.
RADAR: No radar at Nauru.
MEDICAL: Medical treatment can be given on short notice. Limited hospital facilities are available, and emergency surgery can be carried out. Smallpox vaccination is required, and cholera if the vessel has come from an infected area.
TANKERS: Lengths and drafts as for bulk phosphate vessels. Eight inch discharge line to shore storage tanks.
DENSITY: Normal salt water all states of tide.
FRESH WATER: Island water is imported, and water will be supplied only in cases of emergency.
FUEL: Island stocks are imported for use in the phosphate industry, and only limited quantities of heavy fuel or diesel oil can be made available in cases of extreme urgency.
WATCHMEN: Not required.
OPENING/CLOSING HATCHES: Carried out by crew.
SHIP CERTIFICATES: Deratisation certificate only.
CUSTOMS ALLOWANCE: No restrictions apply.
CARGO GEAR: Cargo gear should be up to the standard demanded in Australian ports.
CREW IDENTIFICATION CARDS: Some form of identification, passport, discharge book, or identity card should be carried by crew members.
CONSULS: An Australian Representative is resident on the Island.
REPAIRS: The phosphate industry requires good workshop facilities of various kinds for maintenance of their own heavy plant and such workshops are kept busy at all times. Small repairs such as welding, brazing, lathe work, etc., can be carried out, but only when essential to allow the vessel to proceed on its voyage. Main engines cannot be immobilised whilst the vessel is moored to any section of the buoy system.
REPATRIATION: Repatriation can be arranged. No facilities for crew changes.
AIRPORT: Two weekly services operated by:
1) Fiji Airways to Nauru via the Gilbert and Ellice Islands Group to Fiji.
2) Air Nauru to and from Australia.
Air Micronesia operates a fortnightly service from the Marshall Islands to Nauru.
TIME: Local time is GMT plus 11½ hours. No alterations during the year.
HOLIDAYS: Christmas Day, New Year's Day, and Good Friday are normally closed holidays. Other National holidays occur during the year but normally work carries on, on these days.
POLICE/AMBULANCE/FIRE: All emergencies are handled by the Harbour Masters, one of whom remains aboard the vessel throughout the time the vessel is attached to the mooring system.
TELEPHONES: Telephones are put aboard for the use of island staff working the vessel.
GENERAL: Shore labour normally boards the vessel with the pilot to assist in mooring to the buoy system.
SERVICES: No special services available.
SHORE LEAVE: This may be granted at the discretion of the Master but should in all cases terminate at 5 p.m.
PORT REGULATIONS: No vessel may immobilise main engines whilst moored to the buoy system. Main engines should be on instant readiness, deck power should be available at all times, and the vessel must proceed to sea when instructed to do so by the Harbour Master.
DELAYS: Normally no delays should be expected. Vessels could wait a day, or possibly two due to port congestion, but this seldom happens; delays can occur due to adverse weather, the duration of which is unpredictable.
PORT AUTHORITY: The Harbour Master, appointed by The Nauru Phosphate Corporation, Nauru. Telegraphic address Nauruphos Nauru.

Netherlands

AMSTERDAM: 52.22 N. 4.54 E.

DOCUMENTS:
Health Certificate. Forms obtainable from sea pilot.
Crew List in triplicate.
2 copies of Crew Manifest for cigarettes, cigars, spirits, etc., belonging to crew.
Passenger List in triplicate.
1 copy of Manifest.
1 copy of Bills of Lading.
Dangerous Cargo List.
Ship's Register.

PILOTAGE: Pilot boat cruises at sea in vicinity of Ijmuiden Harbour near light whistle buoy. Strongly recommended to contact Harbour Master's office at Ijmuiden at least 2 hours before arrival by VHF Channel 11 to obtain information for safe navigation and rapid locking.

ANCHORAGE: Anchoring in Ijmuiden outer harbour, North Sea Canal and in harbour of Amsterdam is prohibited.

RESTRICTIONS: Entry possible at night. Official maximum draft is 43 ft. (salt water). By permission of Government Harbour Master at Ijmuiden it is possible to enter with maximum draft 45 ft. (s.w.). Such permission to be applied for at least 14 days prior to arrival.

MAX. SIZE: Vessels proceeding to Amsterdam have to pass locks at Ijmuiden, Dimensions of Northern lock (biggest): 1,312 ft. long, 164 ft. wide 49 ft. 2 in. deep.

RADIO: Cable Agents giving ETA draft, cash and other requirements via Scheveningen Radio/PCH.

TUGS: Sea-going tugs available between piers at Ijmuiden assisting vessels, into locks or outer harbour. Harbour tugs available in locks assisting vessels to Amsterdam. The rates include use of tug hawser.

BERTHING: Possible at night. If no berth available vessels may be moored on buoys.

BRIDGES: Vessels proceeding to Oil Harbour, Coen Harbour, Vlot Harbour and installations in Eastern part of port pass railway bridge over North Sea Canal at Zaadam. Notices indicating distance from bridge have been placed at 500 metres at either side and notices to stop at 150 metres at West side and 225 metres at East side. When bridge closed Masters must stop their ships and must on no account proceed unless signal is given that passage is allowed. Bridge is opened regularly in accordance with time-table of Netherlands Railway.

STEVEDORES: In order to enable agents to order gangs in time it is recommended to keep agents duly informed about ETA. No ETA to stevedores necessary.

RADAR/VHF: Harbour radar is installed at Ijmuiden. In bad visibility radar assistance will be given for incoming ships day and night. A radio portophone is provided by Pilot. Direct communication between incoming and outgoing ships and commanding post of locks is possible by means of VHF radio telephone, Channel 11. Government patrol boats are also equipped with VHF installations. The Radio-Radar Station (Redeplot) can also be contacted via VHF Channel 12 before approaching Ijmuiden.

MEDICAL: If immediate medical assistance will be required in the locks of Ijmuiden, Agents must receive advance notice.

TANKERS: Diameter of pipelines:

Mobil Refinery	8 in. and 12 in.
In the Oil Harbour (Amatex)	4 in „ 12 in.
Comos Tank	8 in. „ 14 in.

Slop discharge facilities either by barge or into shore tanks of tankers cleaning installations.

Tanker berths:

Mobil Refinery	1, Maximum draft 44 ft. 6 in.
Amatex	5, Maximum draft 41 ft.
Cosmos Tank	1, Maximum draft 42 ft.
Smid & Hollander	1, Maximum draft 36 ft. 2 in.

DENSITY: Amsterdam is not a tidal port. The water is brackish to fresh.

FRESH WATER: Drinking and boiler water can be supplied by barge, or if connection available, from shore. Price depends on quantity ordered.

FUEL: All grades of fuel are available. Advance notice 48 hours.

FIRE PRECAUTIONS: No repair work to be carried out to tankers without permission of Harbour Authorities. Usual non-smoking precautions, etc.

GANGWAY/DECK WATCHMEN: Not required. Dependent on commodity of cargo.

OPENING/CLOSING HATCHES: Liner vessels by crew or by stevedores, payable per man per hour. Tramp vessels as per Charter Party.

CERTIFICATES:
Ship's Register.
Usual Cargo Certificate.
Safety Radio.
Safety Equipment Certificate.
Crew Roll.
All usual certificates required for navigation.

CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes per man or equivalent of tobacco or cigars. Wine and or Spirits: 5 litre of wine per man. Spirits: total 5 litre for the whole ship.

CARGO GEAR: Usual cargo gear certificate.

IDENTIFICATION CARDS: Not needed.

CONSULS: Nearly all countries have established consulates at Amsterdam.

REPAIRS: All types of deck and engine repairs are possible including gas-freeing and tank-cleaning.

REPAIRS: All types of deck engine repairs are possible including gas-freeing and tank-cleaning.

DRY DOCKS: 13 dry docks. Dimensions largest dry dock: length 817 ft., breadth 120 ft., depth on sill 28 ft.

REPATRIATION: Facilities for repatriation of crew to any destination are available.

AIRPORT: Distance to Schiphol Airport (served by regular airlines) 15 km.

TIME: GMT plus 1 hour. No alterations during the year.

HOLIDAYS: New Year's Day (qanuary 1st); Easter Monday; Queen's Birthday (April 30th); Ascension Day (May 15th); Whitmonday; Christmas Day (December 25th); Boxing Day (December 26th).

Cargoes can be worked during those days subject to labour being available at premium rates.

POLICE/AMBULANCE/FIRE: Police 222222; Ambulance 55555; Fire 66666.

TELEPHONES: Telephone connections on board are only possible on certain quays (passenger ships). It is possible to rent portable mobilophones.

SERVICES: 2 Tank cleaning installations, compass adjusting/direction finder calibration, representatives of all leading radio installations, radar and other nautical instruments available.

SHORE LEAVE: Crew members allowed ashore.

DELAYS: Usually no congestion.

AGENT: Wm. H. Muller & Co. (Amsterdam) n.v. Telegraphic address: Mineral Tel. 220115. Telex 12047, Liner, Stevedoring and forwarding departments 12058, Tramp Agency Department.

After office hours: Tramp Agency & Chartering Dept.

R. Spaan	Muiderberg (02942)	1396
R. de Groot	Amsterdam	949536
F. J. Bongenaar	Amsterdam	196292

DELFZIJL: 53.20 N. 6.54 E.

DOCUMENTS: See "Rotterdam".

PILOTAGE: Pilot boats normally cruise at Wester-Ems buoy. During bad weather they withdraw into estuary, but never further than Borkum Roads. Pilot boats listen on channel 16 VHF; distance from pilot station to Delfzijl 32 miles. Pilot service compulsory for all vessels drawing over 22 dm.

ANCHORAGE: Anchoring in harbour area prohibited. On roads, ships up to 4,000 dwt. anchor near buoy B.W. 14. Larger vessels should anchor in Doekegat.

RESTRICTIONS: Harbour accessible for ships with drafts up to 28 ft. 6 in. (At MHW in channel ships of this draft maintain a keel clearance of about 1 ft. under normal circumstances). These deep-loaded vessels should enter at H.W. only. Persisting easterly gales, may result in less water. No official restrictions regarding length and breadth of vessel.

TUGS: 3 tugs of 800 h.p. and 2 tugs of 175 h.p. available. Tugs use ship's lines.

RADIO: Cable to agents via Radio Scheveningen. PCH.

BRIDGES: Bridge to the 1st Inner Harbour may always be worked. Bridge to the Industrial Inner Harbour (Oosterhornkanaal) will be handled from Monday to Saturday. On Sunday bridge may be opened on special request.

DENSITY: Ranging between 1.007 and 1.020, depending on the tide.

FRESH WATER: Available along new quay in unlimited quantities. Cost Hfl. 1,50 for first 3 tons, thereafter Hfl. 0,60 per ton.

FUEL: Fuels in limited quantities for coasters are always available. For bunkering of larger vessels, arrangements should be made in advance.

DEVELOPMENTS: Present harbour entrance will be closed in the next few years. Outer harbour will be extended in an Easterly direction and a new entrance will be built opposite the village of Oterdum. New entrance will have bottom width of 200 metres. About 10 km. to the North of present port a new harbour will be constructed in the years 1969–75. It is expected that this harbour, which probably will be named "Eemshaven" will be operational in 1972. This harbour will be able to receive ships up to 250 metres length and 36 ft. draft.

GANGWAY/DECK WATCHMEN: According to police regulations, Master has to keep watchmen on board.

OPENING/CLOSING HATCHES: Normally carried out by ship's crew.

CONSULS:

Denmark	tel. 05961–3333	Belgium	tel. 050–35441
Finland	„ 05961–6800	Germany	„ 050–26741
Sweden	„ 05961–3333	Spain	„ 050–37879
France	„ 05961–3778	Norway	„ 050–24941

REPAIRS: Most engine and deck repairs can be carried out by two local shipyards.

DRY DOCKS: Dry-docking is limited to ships up to 3.000 dwt. with a draft not exceeding 32 dm. For larger vessels, dry-docking facilities exist in the nearby port of Emden (Germany).

CERTIFICATES: The tonnage certificate should be shown to Harbour Master. on first call every year.

HEALTH, MEDICAL ATTENDANCE, HOLIDAYS, LOCAL TIME, CUSTOMS ALLOWANCES: see Rotterdam.

AGENTS: Maritima Shipping and Trading Company Ltd., Markstraat 1, P.O. Box 7, Delfzijl. Tel. 3741. After office hours: 3711, 3743, 3742. Telegrams Maritima. Telex 53153.

DORDRECHT: 51.49 N. 4.40 E.

DOCUMENTS: See "Rotterdam".
PILOTAGE: Vessels have to enter New Waterway at Hook of Holland and proceed to Dordrecht via this New Waterway and the River Oude Maas. Masters of vessels bound for Dordrecht should state destination in ETA message as Pilots for Dordrecht embark from pilot cutter at roads. Deep-draughted vessels may have to exchange Pilots just inside breakwaters at Hook of Holland. (See Rotterdam "Ordering a Pilot").
ANCHORAGE: At sea off Hook of Holland (see Rotterdam). No anchorage between entrance to New Waterway and Dordrecht.
RADIO/RADAR/VHF: No radar service on river Oude Maas or Dordrecht.
RESTRICTIONS: Max. draft: 29 ft. 6 in. length: approx. 200 metres (656 ft.) breadth: 40 metres (131 ft.). For tankers minimum visibility 500 metres (1640 ft.). For dangerous cargoes, see Rotterdam.
TUGS: Tugboats ordered by Pilot when entering New Waterway. Tugs normally meet vessels at Dordrecht.
BRIDGES: Bridges across the River Oude Maas are opened day and night. Sea traffic has preference above shore traffic.
TANKERS: Oil installation of Messrs. Gebr. Broere N.V. has 7 tanker berths. There are other tanker berths for small tankers. No slop (residue) storage facilities.
REPAIRS: Yards of various capacities available for all types of repairs.
FRESH WATER: At oil installations fresh water can be supplied from shore. For supply by waterboat cost is Dfl. 2.50 per ton plus overtime at night, on Saturdays and Sundays.
CONSULS:

Belgium	tel. 33051	Norway	tel. 32177
Denmark	,, 32177	Sweden	,, 35259
Finland	,, 33994	France	,, 33231

Other consulates at Rotterdam at 20 km. distance.
POLICE/AMBULANCE/FIRE: Tel. Police 30333; Ambulance 32555; Fire 33333.
AIRPORT: Rotterdam and Amsterdam airports at a distance of 30 and 90 km. respectively served by regular airlines.
PILOT CUTTERS, HEALTH, MEDICAL ATTENDANCE, BUNKERS, CUSTOMS ALLOWANCES, HOLIDAYS: see Rotterdam.
TIME: GMT plus one hour.
AGENTS: Wm. H. Muller & Co. Scheepvaartagenturen (Rotterdam) N.V. Westerlaan 1, Tel. 010–36.43.00. Rotterdam. Telegr. Mineral. Telex. 21245, 46, 48, 32124. Shipbrokers, Liner Agents.

FLUSHING: 51.27 N. 03.35 E.

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
1 Store List.
1 Personal Effect List.
Ship's Register.
1 Manifest or Bill of Lading.
PILOTAGE: Entering by Northern entrance (Oostgat) in vicinity of MSB light buoy T (51° 39′ N. and 03° 20′ E.) Dutch pilot vessel has black hull and funnel, flying a blue flag with the letter L in white.
Entering by Southern entrance (Wielingen) from English channel past light vessels Sandettie Banks and Westhinder a Belgian pilot cutter is stationed in vicinity of Buoy A1 (51° 22′ N. and 02° 53′ E.). This motor pilot vessel has black hull with white number on bow, yellow funnel with black top, flies red flag with letter P in white.
ETA not compulsory but advisable. Contact both cutters via VHF Channel 6. Pilotage compulsory in River Scheldt, tariff according to draft. During bad weather both pilot boats shift to Flushing roads.
ANCHORAGE: Flushing roads at not less than ¾ of mile from Northern Coast. Depths vary quickly from 33 to 85 ft.
MAX. SIZE: Depth 31 ft. LWOST; length and breadth no restrictions. Maximum draft 44 ft. berth high tide and commence discharge immediately.
HEALTH: No certificates required. In event of any disease or fever contact agents.
RADIO: Cable agents giving ETA, draft and cash required via Scheveningen Radio.
TUGS: Join vessels in Flushing roads. Vessel's lines usually used. No extra for tug lines. For contract holders 10% reduction.
BERTHING: Westside, quay of 1,150 ft., and Eastside, Pamoil bunker station with two berths of 385 ft. each. Depths both sides 31 ft. LWOST. Quay height above sea level 2 metres at high tide and 7 metres at low tide. In Northern part of outer harbour a landing stage with length of 360 ft. Depth at low tide 20 ft.
A double lock and sluice give access from the outer harbour to Inner Docks and Canal through Walcheren. Largest lock 455 ft. long, 72 ft. wide. depth on sill LWOST of 17½ ft. The other one is 213 ft. long, 26 ft. wide, 10 ft. deep. Sluice 115 ft. wide, 28 ft. deep. Constant depth of water at quays 20 to 24 ft.
STEVEDORES: Ordered by agents; no ETA to stevedores necessary.
RADAR/VHF: Port radar service none. River service under consideration. Flushing Radio Channel 14. Every 5 min. each hour this station transmits information regarding visibility, water-level, hindrances, anchorages, etc. Harbour tugs Channel 6.
MEDICAL: Two hospitals available.
TANKERS: Vessels carrying over 4,400 gallons of combustible liquids with a flash point up to 21 degr. Centigrade or over 22,000 gallons up to 55°. Centigrade require Harbour Master's permission. Four discharging berths (two alongside the quay and two of Pamoil). Discharge lines three of 8 in. with capacity of about 2,000 tons per hour.
DENSITY: About 1024.
FRESH WATER: Alongside quays or by waterboat. Costs ex quay f 2,25 and by barge f 2,50 per ton. In the roads (weather permitting) by barge f 3,75 per ton.
FUEL: All marine fuels and grades ex installation available. If necessary also by barge. Advisable 24 hours notice.
DEVELOPMENTS: Flushing-East. Quay with a length of 300 metres ready end 1970. Depth alongside about 33 ft.
GANGWAY/DECK WATCHMEN: Available but not compulsory or necessary.
OPENING/CLOSING HATCHES: On liners by crew or stevedores, ship's option.
CERTIFICATES: On arrival, ship's register only.
CUSTOMS ALLOWANCES: 200 cigarettes for each member of crew and total on board out of bond 5 litres spirits and 100 litres wine.
CARGO GEAR: No additional requirements. Normally work with mobile shore cranes.
IDENTIFICATION CARDS: Not required.
CONSULS:

Belgium	tel. 5151	Norway	tel. 2272
Denmark	,, 4520	Portugal	,, 2272
France	,, 2373	Sweden	,, 2353
Germany	,, 4655 (Middleburg)		

REPAIRS: All repairs possible.
DRY DOCKS: Largest 705 ft. 5 in., width 98 ft. 4 in. and 4 smaller docks.
REPATRIATION: All facilities available for crew changes; good railway connections.
AIRPORT: Rotterdam (Zestienhoven) 125 km.; Brussels (Melsbroek) 150 km.; Amsterdam (Schiphol) 180 km.
TIME: GMT plus one hour.
HOLIDAYS: New Year's Day (January 1st); Easter Monday; Queen's Birthday (April 30); Ascension Day (May 15th); Whit Monday; Christmas Day (December 25th); Boxing Day (December 26th).
Work can be arranged on above days, however dependent upon permission of the Docker's Inspection.
POLICE/AMBULANCE/FIRE: Police 3333; Ambulance and Fire 2323.
TELEPHONES: Not possible to place telephones on board except for vessels berthing at the shipyard "De Schelde".
SERVICES: Compass Adjuster; Radio/radar services also calibration of the Direction Finder, Seamen's Home (Mission to Seamen); Lloyd's Sub-agents; Ship's Laundries.
SHORE LEAVE: After clearing inwards, crew members are allowed to go ashore without special permission.
AGENT: Wm. H. Muller & Co. Shipping Agencies (Rotterdam) N.V., Flushing. PO Box 81. Tel. 2171 (day and night). Telex 55068. Cables "Mineral".

IJMUIDEN: 52.28 N. 4.34 E.

DOCUMENTS:
2 Personal Effects Lists.
2 Stores Lists.
3 Crew Lists.
3 Passenger Lists.
Declaration of Health.
PILOTAGE: Compulsory. Pilot boat stationed off entrance to Ijmuiden. Contact by VHF and R/T with Pilots and Port Operations. In adverse weather vessels may receive radar assistance from Port Operations for entering harbour.
ANCHORAGE: Vessels may anchor off Ijmuiden outside the breakwaters.
MAX. SIZE: For North Sea Canal, entrance lock 1312 ft. long, 164 ft. wide, 47·7 ft. depth. Density: 1016.
Ijmuiden Outer Harbour: vessels up to 100,000 dwt. Max. draft 43 ft. or up to 45 ft. with prior permission.
HEALTH: Pratique granted automatically on arrival after completion of Maritime Declaration of Health. In case of suspected disease on board notify Agent by radio before arrival advising full details.
TUGS: Available. Meet vessel in harbour entrance if required.
BERTHING: Coal and ore cargoes discharged to Blast Furnace and Steel Works Co. in Outer Harbour: Berth I: 690 ft. length, 34 ft. depth. Berth II: 738 ft. length, 47 ft. 6 in. depth.
STEVEDORES: Work in shifts around the clock. Work normally stops 22.00 Saturday until 06.00 Monday unless arrangements made for overtime.
FRESH WATER: Available from quay.
FUEL: Available by barge.
MEDICAL: Doctors, hospital and all services available.
CUSTOMS ALLOWANCES: 200 cigarettes for each crew member; 5 litres spirits for whole ship.
CONSULS, REPAIRS: and all general information; refer to "Amsterdam".
AGENT: See "Amsterdam".

ROTTERDAM: 51.55 N. 4.24 E.

DOCUMENTS: Maritime Declaration of Health, obtainable from River Pilot. Crew list in duplicate on special Dutch forms, obtainable from agents. Ship's Register. Store list. Crew custom declaration showing quantity cigars, cigarettes, tobacco, spirits, wine, radios, cameras etc. and souvenirs for each crew member.

DEEP SEA PILOTAGE: See Dover/Brixham.

PILOTAGE: River pilotage compulsory from sea to harbour area and vice versa, except vessels in ballast drawing less than 7 ft, 3 in.

Harbour pilotage compulsory from fairway to berth in harbour area and vice versa, except for vessels under 475 GRT.

Pilot Cutters: Cruising continuously, day and night, off entrance to New Rotterdam Waterway, one North of line North Mole/Maasbuoy and one near Maasbuoy. Characteristic signals:

1. By day pilot flag, being a blue flag with white letter "L", displayed from main top mast.
2. At night, lights as prescribed by Regulations for Preventing Collisions at Sea.
3. During bad visibility the fog signal prescribed by rule 15 of these Regulations.

Ordering a Pilot:

1. Vessels bound for New Rotterdam Waterway should cable, at least four hours in advance, ETA pilot station and draft to:
   (*a*) Pilotage Hook of Holland via Coastal Station Scheveningen Radio (PCH) or
   (*b*) Coastal Station Maassluis Radio (Radio Dirkzwager) by VHF Channel 12 (Port operations) or
   (*c*) Coastal Pilot Maas at Hook of Holland by VHF Channel 20 and 18.
2. Vessels bound for Port of Dordrecht should also state their destination, as pilots for Dordrecht embark from pilot cutter on roads.
3. Vessels bound for Europoort or Botlek should also adopt following procedure:
   (*a*) Vessels equipped with VHF should notify via Channel 12 or 14 their ETA pilot station at least 1 hour in advance to Maassluis Radio Dirkzwager.
   (*b*) Vessels not equipped with VHF should cable same information to Europoort Rotterdam via Scheveningen Radio (PCH).

On arrival at pilot station vessels requiring Pilot are to display following signals, separately or together:

1. *By day*, International code signals G or PT. Pilot flag, viz., vessel's National Flag with white border from foremast.
2. *By night*, Morse signal G or PT by flashlight. Blue lights at intervals of 15 minutes. A bright white light shown just above bulwark for one minute at short intervals.
3. *During bad visibility*, At least 3 seconds after the normal fogsignal the international code signal G. Pilot vessel will answer: the normal fog signals, followed after at least 3 seconds by international code signal H (I have pilot on board).

Pilotage by Helicopter.

Helicopter pilotage for tankers drawing up to 62′ is regularly carried out now. However, also smaller vessels can benefit by such services which are rendered day and night.

Condition is that vessels have an obstacle free hoisting area on deck of min. 15 feet in diameter.

ANCHORAGES: Recommended anchorage with a depth of 62 ft. between the following positions:

52° 01′ N. 3° 55′ E.
52° 03′ N. 3° 55′ E.
52° 01′ N. 4° 00′ E.
52° 03′ N. 4° 00′ E.

RESTRICTIONS:

Draft: Restrictions depend on the draft allowed in various basins:

Name of Basin	*Max. draft at low water*	*Tide bound drawing over*
(*South Bank*)		
1st Petroleum dock Pernis	40′ FW	35′ FW
2nd Petroleum dock ,,	40′ FW	35′ FW
3rd Petroleum dock Botlek	40′ SW	36′ SW
4th Petroleum dock Europoort	62′ SW	45′ SW
5th Petroleum dock ,,	62′ SW	45′ SW
6th Petroleum dock ,,	62′ SW	45′ SW
7th Petroleum dock ,,	62′ SW	45′ SW
Botlek	44′ SW	38′ SW
Eemhaven	33′ FW	
Prinses Beatrixhaven	33′ FW	
Prinses Margriethaven and 5th Eemhaven	33′ FW	
Waalhaven	39′ FW	35′ FW
Maashaven	30′ FW	
Rijnhaven	30′ FW	
(*North Bank*)		
Parkhaven	26′ FW	
Jobshaven	26′ FW	
Schiehaven	28′ FW	
Ijselhaven	29′ 7″ FW	
Lekhaven	30′ 10″ FW	
Merwehaven	33′ FW	
Wilhelminahaven	19′ FW	
Wilton Fijenoordhaven	28′ FW	
Vulcaanhaven – Vlaardingen	33′ FW 39′ FW (high water)	33′ FW

Fog

(*a*) Dry-cargo vessels – No restrictions view shore radar assistance.
(*b*) Tankers – Minimum visibility 500 metres (1640 ft.).

Dangerous Cargoes

(*a*) Explosive cargoes in quantities of over 1000 kilos.
(*b*) Gas in bulk.
(*c*) Poisonous liquids.
(*d*) Inflammable liquids with a flashpoint of less than 56°C. and of which the gas may form an explosive mixture with air.

Masters of vessels carrying dangerous cargoes have to report 4 hours before arrival at pilot station to "Pilot Hook of Holland" via Scheveningen radio or to "Maassluis Radio Dirkzwager" on VHF Channel 12 (Port operations) stating draft, ETA and the code word "Imco".

BERTHING: Entry times, which depend on prevailing circumstances, are as follows:

Europoort:

(*a*) Up to 38/39 ft. any time, except between 4 hours and 1 hour before high water, when flood current is too strong.
(*b*) Up to 44/45 ft. at slack low water 4 hours before high water at Hook of Holland, or at slack high water, 1½ hours after high water at Hook of Holland.
(*c*) 45 ft. in consultation with Pilot.
(*d*) Over 45 ft. always at slack high water, 1½ to 2 hours after high water at Hook of Holland.

Botlek

(*a*) Between 31 ft. and 37 ft. SW any time, except between 4 hours and 1 hour before high water at Rotterdam.
(*b*) 38 ft. and 39 ft. may sometimes enter between low and high water.
(*c*) Over 38 ft. or 39 ft. SW only at slack high water.

Pernis:

(1st and 2nd Petroleum dock).

Waalhaven:

Same as Botlek, but vessels with a draft of 39 ft. FW, which are over 800 ft. in length, must first discharge part cargo in Botlek, from where after draft has been reduced to 37 ft. FW, they can be shifted to Waalhaven.

Other Basins: Any time.

HEALTH: Master has to fill in and sign Maritime Declaration of Health which is handed to him by Pilot. Vessels subject to medical inspection have to hoist flag signal TM (at night two white lights horizontally placed).

RADIO: Recommended radio station: Scheveningen Radio, call sign PCH, via which station also Agents send messages to vessels.

RADAR/VHF: Chain of seven shore-based radar stations permits navigation during all weather conditions. Radio and radar station Pilot Maas, at Hook of Holland, communicates via Channel 20 of Hague Band or VHF Channel 20.

VHF range = about 15 miles.
Radar range = about 14 miles in S.W. to W. direction, and 10 miles in N. direction.

Captains are requested to call this station, especially during bad visibility, well in advance of arrival at pilot station. Pilot Maas provides vessels within range with nautical information and acts as a link with pilot cutters.

Radio and radar station, known as "Rijkshavendienst Waterway", located East of temporary entrance to Europoort now operates a 24-hour service. It acts as communication post for safety of shipping outside entrance to New Waterway and on Waterway. The station can be contacted by inward bound vessels, but must be contacted by vessels before departure from Europoort by VHF Channel 14, call-sign "RDH Waterway". Station also gives nautical information on situation on New Waterway every half hour via VHF Channel 14 in English.

MEDICAL: All medical facilities available. Advance notice only in emergency or if attendance required during week-end.

TUGBOATS: Tugs normally join vessel on river when nearing the basin where vessel will be accommodated. Vessel's towing lines used. On departure from Europoort the two-ropes, fastened to the stern, must be supplied by the tugs.

BRIDGES: New Waterway connects port of Rotterdam with North Sea, without any locks or bridges. Only to reach some shipyards, situated East of Rotterdam, vessels have to pass the "Maas-Bridges" (Koningshaven), which are on working days opened at regular times.

TANKERS: Hose connections:

Europoort	Beneluxhaven	Shell 16 in.
		Shell 12 in. or 16 in., depending on terminal
	4th Petr. dock	*Chevron* 12 in.
	5th Petr. dock	Chevron 16 in.
		Gulf 12 in.
	6th Petr. dock	*B.P.* 16 in. discharging and 12 in. loading
	7th Petr. dock	Mobiloil 16 in. crude oil 12 in. fuel oil
		Europak 16 in.
Botlek	3rd Petr. dock	Esso 10 in.
		Nieuwe Matex 6 in. and 10 in.
		Pakhoed 8 in. and 10 in.
Pernis	1st Petr. dock	Shell and Pakhoed 8 in.
	2nd Petr. dock	Shell, Chevron and N.O.M. 8 in.
		Mobiloil 6 in.

Slop discharge into shore tanks is possible at all terminals, except at following installations, where slop barges have to be ordered in advance:

Botlek 3rd Petr. dock Pakhoed.
Pernis 1st Petr. dock Pahkoed.
2nd Petr. dock N.O.M. and Mobil.

DENSITY: *Europoort* – At high water 1022; at low water 1010.

Botlek – At high water 1014; at low water 1001.

Waalhaven and other basins in the Rotterdam port area: At high water 1004; at low water 1000. All depending upon amount of fresh water carried down river.

STEVEDORES: Normal working hours:

1. *Bulk cargoes except grain:* Monday 06.00 – Saturday 14.00 hours uninterruptedly.

2. *Bulk grain:* Monday–Saturday dayshifts: 07.45–16.30 hours. Monday–Friday night shifts: 17.00–01.45 hours.

3. *General cargo:* Monday–Friday dayshifts 07.30–16.30 hours. Nightshifts: 17.15–02.00 hours.

4. *Oil:* Continuously, including week-ends, except the oil storage companies Pakhoed and Nieuwe Matex, which work from Monday till Friday during daytime only, unless overtime arrangements are made.

Agents should be kept closely advised of vessel's position. In view of ordering gangs for next morning/evening master's final ETA message is required before 14.00 hours. For work on Monday mornings a final ETA is required before Friday 14.00 hours.

OPENING/CLOSING HATCHES: On liners by stevedores. On tramp vessels by crew; stevedores lifting beams.

FRESH WATER: Can be supplied ex quay at many berths. Where no shore connections are available and at buoys: by waterboat.

BUNKERS: All types of oil bunkers can be supplied by means of barges or ex shore installations for tankers. Coasters can take bunkers ex installation during their inward or outward passage. Advance notice is required for vessels which are only 24 hours or less in port and for bunkering during week-ends.

FIRE PRECAUTIONS: No floating objects are allowed alongside tankers during discharge, or loading of dangerous cargoes and during ballasting.

DEVELOPMENTS: Present and future drafts allowed at Europoort: in early 1971 65 ft. SW. Breakwaters of Hook of Holland lengthened by 3 km. Expected to be ready before 1972.

On Maasvlakte a new bulk transhipment installation for ores and coal is planned. Capacity 7 million tons per year with two unloading cranes of 1200 tons per hour each.

The entrance to the New Waterway is being widened to 800 m. (2,625 ft.) allowing two channels, one to Europoort/Maasvlakte and one to other basins.

In Europoort a bulk transhipment installation for iron ore, named "Europoort CV" is planned to be completed end 1970. Capacity 11 million tons per year with two cranes of 50 tons lifting capacity each. Hourly capacity 4,000 tons. Quay-length 800 m.

Two grain installations, one of Grain Elevator Company of Rotterdam and one of Messrs. Bunge Corp. of New York, are planned to be completed by the end of 1970 in Europoort for the handling of grain bulk-carriers of approx. 250,000 tons dw. Expected discharging capacity 100,000 tons per 24 hours.

The Prinses Margriethaven Messrs. Europe Container Terminus dispose of five container cranes. Terminal is extended in order to accommodate 10 large container vessels at a quay length of 3000 metres.

Future plans are to accommodate another 20 container and roll-on/roll-off vessels in contemplated new basin "Rijnpoort" which will be situated between the Hook of Holland and Maassluis, 5 miles from the entrance to the New Waterway.

GANGWAY/DECK WATCHMEN: Recommended. Contract rebate 5%. Overtime Saturday, 07.00/Monday 07.00 and on official holidays: 25%. Holidays and Sundays: 50%.

CERTIFICATES: Ships Register and Deratting Exemption Certificate.

CUSTOMS ALLOWANCES: Tobacco. Permitted out of bond for each crew member: 200 cigarettes or 25 cigars or 500 grams of tobacco. Spirit/Wine. ¾ litre per man with a maximum of 5 litres per vessel. Wine: 5 litres per man.

CONSULS:

Austria
Belgium
Bolivia
Brazil
Chile
Costa Rica
Cuba
Denmark
Dominican Rep.
Ecuador
El Salvador
Finland
France
Germany
Great Britain
Greece
Haiti
Honduras
Iceland
Ireland
Italy
Japan
Lebanon
Liberia
Luxembourg
Mexico
Monaco
Morocco
Nicaragua
Norway
Pakistan
Panama
Paraguay
Peru
Philippines
Portugal
Spain
Sweden
Switzerland
Tunisia
Turkey
Uruguay
U.S.A.

REPAIRS: Yards of various capacities are available for newbuilding, engineering and all types of repairs.

DRY DOCKS: Largest dry dock for vessels up to 500,000 tons dw. with tank cleaning installation for largest vessels.

REPATRIATION: All arrangements for crew changes and repatriation can be made.

AIRPORT: Rotterdam airport Zestienhoven (distance 6 km.) and Amsterdam airport Schiphol (distance 70 km.) are served by regular airlines.

LOCAL TIME: During the whole year GMT plus one hour.

HOLIDAYS: New Year's Day; Easter Monday; Queen's Birthday (30th April); Ascension Day; Whit Monday; Christmas Day (25th December) no work; Boxing Day (26th December).

POLICE/AMBULANCE FIRE: Police Head office tel. 14.31.44; Alarm and accidents tel. 94; Ambulance tel. 13.50.00; Fire tel. 99.

TELEPHONES: All major shipyards, oil and grain terminals telephone is placed on board without extra charge.

AGENTS: Wm. H. Muller & Co's Scheepvaartagenturen. (Rotterdam) N.V., Westerlaan 1, Rotterdam–2.

Shipbrokers – Liner Agents. Tel. 010–36.43.00. Telegrams: Mineral. Telex 21245, 46, 48–23124. After office hours: 25.18. 06 – 32.29.05 – 17.40.29.

TERNEUZEN: 51.20 N. 3.49 E.

DOCUMENTS: Also see "Rotterdam". Customs clearance takes place in the outer harbour or in the locks, by permission of the lock master. Clearing of ships comprises the production of a document signed by the Master, accompanied by the following documents in triplicate: Cargo and Crew Manifest, and Stores List. Masters are requested to have Crew List completed beforehand to avoid delay in the lock.

PILOTAGE: Compulsory for all vessels entering, leaving, and navigating inland waterways. Sea Pilot meets inward vessels at buoy A1, 51° 22.00′ N. 2° 53.24′ E. for ships entering by Wielingen channel; or at Middensteen Bank buoy, 51° 39.30′ N. 3° 19.00′ E. for ships entering by the Oostgat channel.

In Wielingen channel Belgian and Dutch Pilots available. In Oostgat channel a Dutch pilot cutter is stationed. Belgian pilot boat carries at the masthead a red flag with a white letter P, the Dutch pilot boat has a blue flag with a white letter L. Communicate with pilot cutter by VHF Channel 6.

Warning: In approaches Masters may encounter fishing boats steaming a parallel course about 300 ft. apart. The net is being towed between the two vessels. If there is danger of fouling the net, the fishing vessels will display by day International Code flag D, or by night a searchlight from each vessel.

ANCHORAGE: Vessels anchor outside fairway where depth is at least 49 ft. Mud bottom and good holding ground.

RESTRICTIONS: No restrictions on night entry.

MAX. SIZE: Controlling depth 31 ft. 4 in. Keel clearance 3 ft. 0 in. Height of tide 12 ft. to 15 ft. A vessels of maximum draft 40 ft. 6 in. can reach Terneuzen in most circumstances.

For entering Terneuzen/Ghent Canal maximum limits are 230 m. length, 31 m. beam, and 11.50 m. draft.

HEALTH: Arriving vessels are only subject to medical examination when arriving from countries where contagious diseases reported or when such cases suspected on board. Medical Officer will board in Terneuzen roads or Outer Harbour.

RADIO: Communicate via Flushing radio Channel 14, 156.70 MHz. 24-hour watch kept. From five minutes past every hour to ten minutes past the hour switch to Channel 16 for traffic list and navigation reports.

TUGS: Towage not compulsory. Tugs can be ordered from Terneuzen tugboat company or Towage and Salvage Union Ltd. respectively by Channel 13, 156.65 MHz, and Channel 3, 156.15 MHz. Stations manned continuously for ordering tugs and general information.

MEDICAL: Two modern hospitals available.

FRESH WATER: Available from water barge.

FUEL: Fuel oil and lubricating oil available from lighter or tanker barge. Bunker coal not available.

GANGWAY/DECK WATCHMEN: Available. Tariff increase 100% on Sundays and holidays.

OPENING/CLOSING HATCHES: Can be effected by crew or stevedores.

CUSTOMS ALLOWANCES: See "Rotterdam".

IDENTIFICATION CARDS: Not required.

REPAIRS: Terneuzen Shipbuilding Yard situated at junction of East and West Canal branches. Able carry out hull and engine repairs. Floating cranes and diving equipment available.

DRY DOCKS: Dry-docking only possible for coasters, length 345 ft. width 39 ft. 6 in., draft 11 ft. 6 in.

TIME: GMT plus one hour.

HOLIDAYS: See "Rotterdam".

SERVICES: Repairs of radio radar, etc., can be effected.

SHORE LEAVE: Allowed.

FUTURE DEVELOPMENTS: Plans made to widen and deepen Outer Harbour, also extension to southern Canal Harbour and Zevenaardok Harbour.

AGENT: Wm H. Müller & Co's Shipping Agencies (Rotterdam) N.V. – FLUSHING. P.O. Box 81 – Telephone 2171 – Telex 55068 Cables Mineral.

Netherlands Antilles

BARCADERA, Aruba:

The industrial harbour of Aruba, situated three miles South-east of Oranjestad.

DOCUMENTS: Documents and all general information, refer to "Oranjestad".

PILOTAGE: Compulsory.

RESTRICTIONS: Harbour open day and night. Depth of water in entrance and throughout harbour is 36 ft. Swinging basin width 1,000 ft.

MAX. SIZE: Up to 12,000 GRT.
TUGS: Available.
BERTHING: 1,150 ft. of dockside accommodation.
FRESH WATER: Available at quayside.
FUEL: Can be supplied.
AUTHORITY: See "Oranjestad".

BULLENBAY, Curacao: 12.11 N. 69.01 W.

Bullenbay is an open bay on the South coast of Curaçao, 7 miles West of Willemstad.
DOCUMENTS: Documents and all General information, refer to "Willemstad".
PILOTAGE: There is a resident Pilot at the bay. Pilotage is compulsory and is rendered day and night.
ANCHORAGE: There is no anchorage in the bay.
MAX. SIZE: Length 800 ft., draft 36 ft.
BERTHING: There are three piers at the East side of the bay, naturally protected from prevailing wind and sea, T-shaped with mooring dolphins fore and aft. Vessels moor port-side alongside these piers. Pier No. 1, a wooden superstructure on iron piles has a depth alongside of 38 ft. Pier No. 2 is of concrete construction with a depth alongside of 41 ft. Pier No. 3 is of wooden superstructure on iron piles with a depth alongside of 36 ft. As the slope is steep, vessels held off the piers can load deeper.
FRESH WATER: Fresh water available at the piers.
FUEL: Bunker oil is available and can be taken simultaneous while loading cargo.
GENERAL: Other services, as tugboats, repairs, etc. are rendered from Willemsted.
AUTHORITY: Harbour Master of Curaçao.

CARACASBAY, Curacao: 12.04 N. 68.52 W.

Caracasbay is an open bay on the South coast of Curaçao, 6 miles East of Willemstad. This port, mainly used by tankers, bunker ships and big passenger liners, is specially fitted as an oil terminal.
DOCUMENTS: Documents and all general informations, refer to "Willemstad".
PILOTAGE: There is a resident Pilot at the bay. Pilot service is compulsory and rendered day and night.
ANCHORAGE: There is no anchorage in the bay.
MAX. SIZE: Vessels with a displacement up to 80,000 tons, maximum overall length of 1,050 ft. and maximum draft of 47 ft. can be accommodated.
TUGS: Tugboats operate from Willemstad; they are at hand if desired.
BERTHING: Three piers owned by "Shell Curaçao Ltd." are built at the East side of the bay, naturally protected from prevailing wind and sea, with depths up to 47 ft. alongside. Vessels dock directly with their port-side along the piers. Pier No. 1, with a depth alongside of 33 ft., is a wooden pier construction based on iron piles. Pier No. 2, with a depth alongside of 47 ft., and pier No. 3, with a depth alongside of 47 ft., are newly built concrete piers/quays, modern and equipped for handling oil in bulk, with enough platform to serve also as passenger terminal. The biggest cruise ships moor along these piers regularly.

The oil is transported through pipe-lines from the refinery at Willemstad to the storage tanks at Caracasbay. Three ships can bunker simultaneously. New electrically-driven centrifugal pumps, metering and blending equipment at the bay stand for efficiency to reduce bunkering time. Subject only to the capacity of ships receiving connections, loading rates up to 2,000 tons per hour of bunker oil can readily be achieved.
FUEL: The piers are built as oil piers, modern and equipped to supply any kind of bunker or lubricating oil to any vessel.
FRESH WATER: Fresh water can be obtained via pipe-line on the wharves.
STEVEDORES: Lighters and longshoremen are supplied from Willemstad.
REPAIRS: Small repairs can be done at the bay through working barges alongside.
GENERAL: Clearance, port administration, port charges and regulations are the same as at Willemstad.
AUTHORITY: Harbour Master, Curaçao.

FUIKBAY, Curacao: 12.03 N. 68.50 W.

Fuikbay, on the South coast of Curaçao, 9 miles East of Willemstad, is an inland bay with a 147 ft. wide navigable entrance. The depth of this harbour is 26 ft.
DOCUMENTS: Documents and general information, refer to "Wilemstad".
PILOTAGE: Pilotage is compulsory.
RESTRICTIONS: As a rule vessels only enter this port during daylight. Sailing can take place day and night.
ANCHORAGE: There is an anchorage area in the West side of the bay.
MAX. SIZE: Vessels can enter and leave with a maximum draft of 24 ft. and a maximum length of 360 ft.
BERTHING: This bay is mainly used as a loading terminal of the "Mining Company Curaçao" for export of phosphate rock mined out of the "Tafelberg". There is one berth under the conveyor which transports the phosphate rocks from shore into the holds of the vessel alongside. Depth alongside is 28 ft. There is also a 84 ft. berth available for handling explosives or other cargo, usually named Westwerf. Only small vessels with a maximum draft of 8¼ ft. can come alongside. Vessels with more draft can moor with the help of floats between ship and quay.

The piers are privately owned by "Mining Company Curaçao" situated on private territory of this company.
FUEL: This port has no bunker facilities, so vessels bound for this port must take bunkers in Caracasbay before or after calling at this port if bunkers are desired.
GENERAL: Other services such as tugboats, repairs, power, etc. are rendered from Willemstad.
AUTHORITY: Harbour Master, Curaçao.

KRALENDIJK, Bonaire: 12.15 N. 68.20 W.

DOCUMENTS: Two Passenger, Crew and Provision Lists to be handed on arrival. Ship's clearance to be paid on departure,
PILOTAGE: Pilot service is not available and not mandatory in Bonaire. In case a Pilot is desired, the authorities should be notified in advance so that a qualified Pilot from Curaçao can be called in at the expense of the ship.
ANCHORAGES: Unlimited. Depth 30 ft. and over.
RESTRICTIONS: Notify the Agent at least 24 hours in advance. No tide.
MAX. SIZE: Length 738 ft., draft 32 ft.
INWARD CLEARANCE: Inward clearance is effected on board immediately on docking. Immigration Officer arrives on board immediately after docking. Passengers disembarking at Bonaire must present themselves for document check.

Customs Officer boards immediately after docking and together with a representative of the Agency's Shipping Department the inward clearance document of the vessel (in ballast or with cargo in transit, as the case may be) is prepared and signed. This document must be signed by the Master. Occasionally the Customs Officer may insist that the Master sign in his presence. Only upon completion of the above formalities, usually carried out in a very short time, the vessel is declared free and passengers and crew may go ashore. It is recommended that one of the public rooms be made available for the purpose of inward clearance in order to avoid congestion in the purser's office.
HEALTH: No health formalities.
RADIO STATION: A Government Radio Station operates daily from 7.00 a.m. to 9.30 p.m. In case of emergency Bonaire Radio can be contacted by telephone. Vessels bound for Bonaire should route their messages for Bonaire through Curaçao Radio (PJC). The Government Radio and Telephone Station maintains daily telephonic communication with Curaçao, also with the United States, Europe, etc.
TUGS: None available.
BERTHING: A new concrete pier was recently built and inaugurated at Kralendijk. It has 225 ft. of berthing space, with a depth of 34 ft. alongside at LW. The pier front is provided with wooden fendering.

Vessels of maximum 30,000 GRT or a maximum length of 738 ft. are allowed to berth alongside. Maximum permitted load factor on the pier is 2,000 kilos per m2.

For the mooring and unmooring at the pier shore labourers are engaged by Agents at the expense of the shipping line. Motor-boats are available for running lines.
STEVEDORES: There are no regular stevedores (longshoremen) available in Bonaire. For cargo handling operations ordinary labourers are engaged by the Agent for account and risk of the ship.
MEDICAL: Modern facilities are available for medical and dental treatment. A "Medical Service Request" form must be signed by the Master or other authorised officer for crew members requiring medical or dental treatment. In case of crew members having to be left behind at Bonaire for hospitalisation or otherwise, Master must sign an authorisation guaranteeing expense of treatment and repatriation.
FRESH WATER: Unlimited quantities of fresh water from the Government Water distillation and power plant can be supplied at the pier.
BUNKERS: On advance request, bunkers are delivered by craft at rates comparable to those in Curaçao or Aruba.
DEVELOPMENTS: A new pier will be built. Length about 1,200 ft., depth 35 ft. Bunker facilities are in study.
GANGWAY/DECK WATCHMEN: Watchmen are not necessary but recommended; cost per hour Afl. 2. Overtime as usual.
OPENING/CLOSING HATCHES: This work is normally carried out by crew.
IDENTIFICATION CARDS: Passengers. No landing cards required, but some ships carrying a large number of passengers furnish landing cards to passengers for their own control of passengers returning on board. Crew. No landing cards required.
REPAIRS: There are no facilities for carrying out major repairs.
HOLIDAYS: The following are the official holidays observed in Bonaire: New Year's Day (Jan. 1st); Good Friday; Easter Monday; Queen's Birthday (April 30th); Labour Day (May 1st); Ascension Day; Whit Monday; Kingdom Day (December 15th); Christmas Day (December 25th); Second Christmas Day (December 26th). Religious holidays: August 15th (Assumption Day); November 1st (All Saint's Day).
TIME: 4 hours slow of GMT. No summer time kept.
AIR SERVICES: There is a good daily airplane service between Bonaire and Curaçao. Some days of the week there are two flights a day with good connections at Curaçao with the international services to and from many parts of the world.

CUSTOM OFFICERS ON BOARD: One or two Customs Officers will remain on board during the vessel's stay in port. Such officer(s) must be furnished meals at regular meal hours in the Officers' Mess or in first-class dining-room.
TELEPHONES: Telephone connection can be placed on board ships at the pier. Cost NAfls. 10.
POLICE/AMBULANCE/FIRE: Police, tel. 8250; Ambulance, 8250; Fire, tel. 8222.
AUTHORITY: Harbour Master, appointed by the Island Government of Bonaire.

ORANJESTAD, Aruba: 12.31 N. 70.02 W.

DOCUMENTS:
Clearance from last port.
Deratisation Exemption Certificate.
Ship's Register.
Manifest of Cargo (or ballast), or Bills of Lading for import goods and transit goods separately.
Crew List (four copies).
List of Stores on Board (two copies).
Consignee Mail (if cargo for discharge).
Passenger List (if any passengers).

The passenger list must carry full names, ages, sex, nationality and occupation of passengers landing at Aruba. The ultimate destination of in-transit passengers must also be shown on the passenger list.

Deratisation Exemption Certificates can be renewed at Oranjestad, Barcadera and St. Nicholas.

Outward clearance, cargo documents and list of outgoing passengers are delivered on board by the Agent's representative, thereby making it unnecessary for Masters to visit the Customs Office to obtain outward clearance.
PILOTAGE: Masters are requested to advise Agents of their expected time of arrival at least 48 hours in advance. Arrival messages should include advice regarding cash or other requirements. This information is particularly necessary in order to give prompt attention to vessel's requirements and to avoid delay after arrival.

Pilots are government employees and pilotage is compulsory for vessels from 50 GRT upward entering or leaving the harbour. Pilots board inbound vessels within two miles of shore. The Agent's representative will arrange for Pilots to board vessels as necessary. Inbound vessels should close the West entrance of the harbours as near as prudently possible and make a lee to facilitate the Pilot's boarding.

Every vessel arriving or departing must provide and properly secure a pilot ladder which conforms with the standards of construction normally accepted by international safety standards. Failure to provide such a ladder may result in the Pilot's refusal to board a vessel.
ANCHORAGE: Anchorages, suitable even for deepest draft vessels, are located outside the protecting reef along the whole length of the Western and South-western coast. The depth of water ranges from 10 to 35 fathoms. Because of the sharply shelving nature of the bottom in this area, it is recommended that the services of a Pilot be obtained in taking up an anchorage. Ships are anchored only during daylight hours.
TUGS: A tugboat of 1,000 h.p. is available for assisting vessels to and from the docks. (For tugboat rates see Port Charges.) The tugboat is fitted out with radio-telephone which is open on 2182 Mc. while tug is in operation.
MAX. SIZE: The harbour itself has a depth of 36 ft. at MLW. The safe salt water draft approved for entering and leaving is 33 ft. Vessels normally enter via the West channel and depart via the East channel.
HEALTH: The port doctor will visit an arriving ship only if there is a case of quarantinable disease on board, if the ship has no clean bill of health or if one of the preceding ports of call has been declared to harbour a quarantinable disease. The Netherland Antilles bill of health is free of charge.
BERTHING: In total there are 4,070 ft. of dock length available to accommodate ocean-going vessels and 1,090 ft. of dock for small craft, of which:

1,720 ft. with 36 ft. of water alongside
2,350 „ „ 34 „ „ „ „
460 „ „ 16 „ „ „ „
230 „ „ 10 „ „ „ „
400 „ „ 6 „ „ „ „

STEVEDORES: Stevedoring is performed at a fairly fast rate compared with other ports in the Caribbean area. All cargo has to be handled with ship's tackle, while on the docks and in the warehouses fork-lift trucks are used for transportation of merchandise. General cargo is handled at an average of 8 tons per gang per hour.
MEDICAL: Excellent medical and dental attention is available at any hour of the day or night to crew members of all vessels.
FRESH WATER: Boiler and drinking water of purest quality is supplied by hose from the docks at a rate of 200 tons per hour (in special cases 400 tons per hour) and at a price of f. 1.00 per ton.
FUEL: The port of Oranjestad is an official Esso bunker station. All grades of bunker fuels can be supplied from shore tanks at a rate of 1,500 barrels an hour. A minimum of 48 hours advance notice is required.
REPAIRS: There are no facilities at Aruba for major ship repairs. Local workshops can do repairs of minor nature. Preliminary advice regarding such minor repairs should be included in ETA messages and work requisitions for repairs should be prepared for handling to the Agent's representative immediately upon arrival.

Radar, radio and gyro repairs can be carried out. However, it is important that Masters radio in their requirements as early as possible and give a brief reference as to the nature of the breakdown or fault of the equipment concerned.

While alongside vessels must be prepared to move at one hour's notice. Engine repairs to the effect of demobilizing the vessel may only be carried out with special permission.
BALLAST: Vessels must arrive with sufficient ballast to permit safe handling. All vessels should enter port with clean ballast that can be pumped over board when alongside, as it is prohibited to pump dirty ballast into the harbour.
WATCHMEN: An efficient and continuous watch must be maintained on deck and in the engine-room of all ships while in port, and a sufficient number of men must be on board at all times to move vessels either for harbour operations purposes or in emergency situations.
OPENING/CLOSING HATCHES: This work is normally carried out by the crew.
AIRPORT: The port of Oranjestad – the commercial and tourist harbour of Aruba – is only 5 miles by road from the jet airport. The connection by air with the U.S.A. and Europe are very good and rather frequent (TCA, KLM, VIASA); other airlines operating in Aruba are: ALM, LAV, Aerocondor, and in future also Caribbair.
POLICE/AMBULANCE/FIRE: Police, Oranjestad, tel. 1000; Ambulance, Oranjestad, tel. 2010/1234; Fire Alarm, tel. 00.
CONSULS: The following countries have consular representatives at Aruba:

Brazil
Chile
Colombia
Costa Rica
Cuba
Denmark
Dominican Republic
Great Btitain
Guatemala
Haiti
Honduras
Italy
Lebanon
Liberia
Nicaragua
Norway
Panama
Peru
Portugal
San Salvador
Spain
Sweden
Switzerland
Venezuela
West Germany

TIME: Local time is four hours slow of GMT. Vessels are requested to use local time in ETA messages and when dealing with their Agents.
CUSTOMS GUARDS: Local authorities assign one or more Customs guards to each vessel during its stay in port; the charges for guarding are for the account of the vessel. These officials must be provided with meals on board at regular meal hours.
SHORE LEAVE: Under normal circumstances no restrictions are imposed by the Government Immigration Authorities on shore liberty. Masters are requested to endeavour to have all crew members on board prior to departure time, so that the ship will have no delay in sailing.
AUTHORITY: Eilandgebied Aruba, Dienst voor Economische Ontwikkeling.

ST. NICHOLAS, Aruba: 12.26 N. 69.55 W.

DOCUMENTS/HEALTH and all General Information, refer to "Oranjestad".
PILOTAGE: Pilotage is compulsory. Pilot boards off west Entrance within two miles of the shore. Inbound vessels are expected to approach the entrance as near as prudently possible and make a lee to assist Pilot boarding.
RESTRICTIONS: The port is open for day and night navigation, allowing vessels to enter and leave at any hour. The harbour has a depth of 42 ft., while the East and West channels are 45 ft. deep. The safe salt water draft approved for entering is 39 ft., for leaving – 41ft. Vessels normally enter via the West channel and depart via the East channel.
RADIO: A lookout tower and signal station is remotely controlled by close circuit TV and is operated by Lago. This tower is located immediately above the Marine Office building. The signal station maintains 24-hour service. Radio-telephonic communication is possible on wavelengths of 156.70 and 156.80 MC/VHF (Channels 14 and 16).
TUGS: Two diesel-powered tugs are used for berthing and unberthing.
BERTHING: All port facilities are controlled by Lago Oil and Transport Company. There are eight tanker loading berths, two of which accommodate vessels up to 80,000 DWT. Sea berth for up to 120,000 DWT.

The present capacity of the St. Nicholas harbour is three finger-piers which can accommodate tankers with lengths up to 800 ft. The depths of water alongside is 39 or 41 ft. The gasoline dock with 35 ft. of water alongside will take ships up to 630 ft. long.
FRESH WATER: Fresh water can be supplied ex-wharf.
FUEL: All grades of bunkers available.
REPAIRS: A local workshop can do minor repairs.
PORT FIRE PROTECTION: The port of St. Nicolas is very well equipped with modern equipments for fire-fighting and fire prevention.
BALLAST: Tankers must arrive with clean ballast only. Clean ballast will be discharged overboard after docking. Only slops can be discharged to the disposal facilities ashore.
SPECIAL REGULATIONS: Strict compliance with Harbour

Safety Regulations is mandatory. Stringent regulations prohibit the transportation of alcoholic beverages through Lago refinery and harbour area. No liquor or beer may be taken on board or removed from vessels except only bonded stores ordered by the Master.

SHORE LEAVE: As all ship's personnel when going ashore have to walk over the docks and the company's concession, nobody is allowed to leave the docks without a proper pass. Passes which are valid for the day of issue and the following day only, entitle personnel to proceed from the dock at which their ship is berthed to the main refinery gate and vice versa. Shore passes are not valid for the refinery area.

POLICE/AMBULANCE/FIRE: Police, 5000; Ambulance, 5050; Fire, 00.

AUTHORITY: Lago Oil and Transport Co.

SINT MICHIELSBAY, Curacao:

Sint Michielsbay, on the South coast of Curaçao, 5 miles West of Willemstad, is an open bay, naturally protected from prevailing winds and sea.

ANCHORAGE: In the bay 650 ft. out of the coast in 130 ft. water is laid a mooring buoy, which gives a good anchorage to vessels which, because of dangerous cargo, quarantine or because of a defect cannot enter another port of Curaçao.

REPAIRS: Repairs or handling cargo can be carried out by way of barges. A landing jetty for barges is available.

PILOTAGE: Compulsory.

Vessels are moored with their stern to the buoy and their bow anchors are dropped to hold the foreship from the coast.

Other services as tugboats, lighterage, stevedoring, etc. are rendered from Willemstad.

AUTHORITY: Harbour Master, Curaçao.

WILLEMSTAD/EMMASTAD, Curacao: 12.06 N. 68.56 W.

DOCUMENTS:

For Immigration.

2 copies of Crew List.

2 copies of List of Passengers Landing at Curaçao (if any).

2 copies of List of Passengers in Transit (if any).

For Customs:

1 copy List of Stores (deck, engine and steward department).

Manifest of Cargo for Curaçao, if any, in duplicate, on special form called "Vrachtlist".

Manifest of Cargo for Curaçao, in transit, for trans-shipment to other ports, if any, in duplicate.

Manifest of Cargo on Board, in transit, if any, in duplicate.

2 copies of Tally Books of Cargo for discharge at Curaçao, if any.

If the ship is in ballast only the store-list is required.

1 copy Crew List.

1 copy Passenger List landing at Curaçao.

PILOTAGE: Pilotage is compulsory. Rendered day and night. Pilots are government officials and are stationed at Willemstad, Caracasbay and Bullenbay. The Harbour Master is also the head of the Pilot Service.

Vessel bound for Curaçao should proceed to Willemstad harbour except when they have specified orders for another bay. Vessels in sight of Willemstad will be contacted by the signal station at Fort Nassau for further orders. From this same station lights are shown to direct the traffic in port. Vessels should stay ¾ miles off shore West of the harbour entrance to await Pilot. The pilot motor boat is identified by a blue flag with the letter "L" at daytime and a red light above a white at night time.

ANCHORAGE: As a rule there is no anchorage area in the harbour of Willemstad, but in the Eastern part of the Schottegat there are two pairs of mooring buoys available to await berth or orders for limited time subject to permission and conditions from the Harbour Master.

Two vessels alongside each other can be safely moored at each pair of buoys. Depths: 35 ft. to 47 ft.; distance between the buoys from 650 ft. up to 900 ft.

RESTRICTIONS: The harbour of Willemstad consists of a 1,400 yd. long and minimum 270 ft. broad channel, the St. Annabay, with depths from 49 to 79 ft. and an adjacent inner bay, the Schottegat a 150-acre body of water with a depth of more than 10 ft. and a maximum of 79 ft.

The navigable portion of the entrance of the port is 865 ft. wide, marked on either side by a light-buoy, and the minimum depth is 49 ft.

BRIDGE: The St. Annabay is crossed by a pontoon (floating) bridge, about 1¾ cables within the entrance. The width of the navigable portion of passage between the bridge heads by open bridge is 295 ft.

The bridge opens day and night for in and outgoing vessels, except on:

Working days: from 07.20 up to 07.55 hours; from 11.50 up to 12.25 hours; from 13.15 up to 13.45 hours.

Saturdays: from 07.20 up to 07.55 hours; from 12.05 up to 12.45 hours.

Sundays and holidays: from 07.45 up to 08.00 hours; from 18.45 up to 19.00 hours.

MAX. SIZE: Length 1000 ft., draft 45 ft.

RADIO: Port Operations Station (Operated by Harbour Authorities): Location, Fort Nassau. Call sign, Fort Nassau. Frequencies, international Channels 16 (156·80 Mc/s), calling and safety; 12 (156·60 Mc/s), working, first choice; 14 (156·70 Mc/s). Watchkeeping, 24 hours on Channel 16. Type of operation, Simplex, Frequency modulated. Range, 20 to 25 miles.

Main Private Station (Operated by Shell Curaçao N.V.): Location, on the Zwarteberg. Call sign, Shell Curaçao. Frequency, international Channel 25 (receiving, 157·25 Mc/s); transmitting, 161·85 Mc/s). Type of operation, Duplex working, frequency modulated; operated by remote control from Shell's telephone exchange; ask operator for connection with party desired. Range, 20 miles. Watch-keeping, 24 hours on Channel 25; normal daily business, 07.30 till 24.00 hours; urgent business only, 24.00 till 07.30 hours.

HEALTH: The port doctor will visit only if there is a case of quarantinable disease on board. The Netherlands Antilles Bill of Health is free of charge.

TUGS: Compulsory for all tankers and dry cargo longer than 600 ft.

L. Smit & Co. International Tug Service has a permanent ocean towage and salvage base in the port of Willemstad. There is always a powerful salvage tug at the station which has been especially equipped to deal with casualties.

Shell Curaçao has stationed here three sea-going motor-tugs, 1,250 h.p. and 2,250 h.p.

The Curaçao Dock Company has a motor-tug of 300 h.p. and one of 150 h.p.

There are about 30 harbour tugs available varying from 60 to 300 h.p. and about 80 lighters to receive the cargo or to bring the cargo alongside a vessel varying from 60 to 250 ton capacity.

BERTHING: There are berths on either side of the St. Annabay North of the pontoon bridge, with depths varying from 18 to 33 ft. alongside, generally used for bunker, cargo and passengerships.

On the Eastern side 4 wharves: the Handelskade, depth 18 ft.; the Kleine wharf, depth 24 ft.; Grote wharf, depth 24 ft,; and Salazar, depth 17 ft.

On the Western side 6 wharves: the Matheywerf, depth 23 ft.; Westwerf South, 25 ft.; Westwerf North, 25 ft.; Nieuwe werf, 33 ft.; Motetwerf, 33 ft.; Oranjewerf, 19 ft.

In the Schottegat there are seven more berths, generally used for bunker, cargo or passenger ships.

In Prins Hendrikwerf which closes the Western corner St. Annabay/Schottegat, has a depth of 34 ft.; however, ships with a draft of more than 34 ft. can be moored by way of placing rafts of 10 ft. width between vessel and the quay.

At the Eastern part of the Schottegat are the Admiraal Brionwerven, which has 3,000 ft. docking space available with 34 ft. depth alongside.

In the Schottegat on the peninsula of Asiento are situated the 15 piers owned by Shell Curaçao Ltd. which are mostly used by tankers; however, other vessels are enabled to use these wharves for bunker facilities. Valentijnpier No. 5 may be used for general cargo.

The names and the depths alongside these piers from West to East are: Valentijn 5, 32 ft.; Valentijn 1, 15 ft.; Valentijn 2, 15 ft.; Valentijn 3 (two berths), 34 ft.; Valentijn 4, 37 ft.; F-werf, 33 ft.; Emmawerf, 17 ft.; Julianapier, 38 ft.; Wilhelminapier, 34 ft.; A-pier, 34 ft.; Oceaanpier, 45 ft.; Margrietpier (two berths), 35 ft.; Bernhardpier, 36 ft.; Irenepier I, 20 ft.; Irenepier II, 34 ft.

Also in the Schottegat is 3,270 ft. length of quay available for repairs. The names of wharves and depths alongside are: Beatrix I, 21 ft.; Beatrix II, 22 ft.; Meerpalen North, 24 ft.; South, 28 ft.; further in the Bay of Versali: Nederhorst No. 2, draft of vessel (Fore); 18 ft., (aft) 20½ ft.; Nederhorst No. 3, (fore) 15 ft., (aft), 25 ft.; Nederhorst Nos. 4 and 5, (fore), 16 ft., (aft), 16 ft.; Parera Veesteiger: 17 ft.

In the Schottegat is a special berth, Bernhardkraan, with fixed sheerlegs for the purpose to discharge or to load heavy lifts up to 100,000 k/gs. Depth alongside this berth is 30 ft.

SLOP RECEPTION FACILITIES: Available at all Shell Terminals.

FRESH WATER: Fresh water for drinking purposes and use in boilers is available day and night in sufficient quantities at all wharves. Fresh water is delivered alongside by means of water barges.

FUEL: There are three bunkering installations, namely the Admiraal Brion wharves, comprising of 6 berths, the Motet bunkering installation comprising of 6 berths, and de Wilde bunkering installation comprising of 3 berths. Bunkers available at all tanker piers.

REPAIRS: The Curaçao Dock Company Ltd. has yards, graven dock and floating dock laid out in the Schottegat. They carry out hull, engine, motor, electric and other common ship repairs, drydocking, scraping, painting, etc.

The Beatrix graven dock is 633 ft. long, 135 ft. broad and for vessels up to 22 ft. draft. Cranes of 10 and 24 tons lifting capacity are moveable, fitted alongside the dock.

The Queen Wilhelmina floating dock is a steel floating dock for vessels up to 3,500 BRT, with maximum dimensions of 380 ft. length, 55 ft. breadth and 12 ft. 6 in. draft. A crane with a lifting capacity of 10 tons is moveable fitted on the dock.

The Curaçao Dock Company has 2,200 ft. of repair wharf with varying depths up to 30 ft. with cranes alongside up to 24 tons lifting capacity. A floating crane with a capacity of 30 tons is also available.

STEVEDORES: Gangs must be engaged between 06.00 and 06.30 for the day, on week-days and Saturdays. For work on Sundays and holidays, gangs must be ordered between 06.00 and 06.30 on Saturday or the workday preceding the holiday. Masters of vessels carrying out cargo operations are consequently recommended to advise Agents their ETA well in advance of above deadlines.

TIME: Curaçao time 4 hours slow of Greenwich time.

HOLIDAYS: New Year's Day, Good Friday, Easter Monday, Queen's Birthday, Labour Day, Ascention Day, Whit Monday, Kingdom Day, Christmas Day, Second Christmas Day. "No work"

holidays for cargo operations: New Year's Day, Good Friday, Labour Day and Christmas Day.
GENERAL: Customs Officers remain on board on duty during the vessel's stay in port. They must be fed by the ship and are entitled to the equivalent of officers mess or first-class dining saloon.
AUTHORITY: The Harbour Master.

New Caledonia

NOUMEA: 22.16 S. 166.27 E.

DOCUMENTS:
Ship's Register.
Safety Certificates.
Cargo Manifests.
List of Dangerous Cargo.
Passenger List.
Crew List.
Crew Personal Effects List.
Bonded Stores List.

PILOTAGE: Compulsory for vessels over 350 tons. ETA to Port Captain and Pilots required 24 hours in advance. The two access channels to Noumea are Boulari channel (Amadée light) and Havannah channel. Pilot boats are wooden launches about 15 metres long equipped with VHF.
Boulari Channel: Pilot boards one mile off, on the alignment of the Amadée high and low lights.
Havannah Channel: Pilot boards off Goro light on the alignment of the leading lights on Cap N'Dua.
In bad weather, pilot launches will remain on these leading lines, but as close as possible to the channel entrances.
ANCHORAGES: Available in the outer and inner roads of Noumea, as indicated by the Pilot. Prohibited zones are marked on the chart.
RESTRICTIONS: Vessels may enter and anchor at any time, but berthing alongside is in day-light only. When adequate lighting on the berths is completed, mooring may be effected at night.
MAX. SIZE: Tanker buoy berths designed for 20,000 dwt., average length 170 metres. Draft limited to 13 metres by a bar between the reef and the port.
HEALTH: Unless vessels have signalled that there is suspected disease or fever on board, free pratique is given automatically by radio request to the Capitaine du Port or by the Pilot.
RADIO: All messages by coast station Noumea, call sign FJP. Harbour Master's office equipped with VHF, Channels 16, 12 and 14, operated during normal working hours.
TUGS: Compulsory in 1971, when one tug of 1,200 h.p. comes into service.
BERTHING: At old Port Authority quay, draft limited to 7·50 metres. Quays under construction to accept vessels up to 10·0 metres draft and over 200 metres length. Private berths of Nickel Company are dredged to accommodate 9 metres draft.
STEVEDORES: Service provided by two private companies. Two or three days notice required to arrange work required.
MEDICAL: Doctors, hospital, and three private clinics available. Smallpox vaccinations are compulsory.
TANKERS: Mobil oil buoy berth, max. draft 10 metres. Shell berth (at Nickel Company), max. draft 9 metres.
DENSITY: 1026.
FRESH WATER: Supplied by pipe-line at the quays; rate, 40 tons per hour; cost, 12 francs per ton.
FUEL: Several grades available from Shell and Mobil.
GANGWAY/DECK WATCHMEN: Recommended, but not compulsory.
OPENING/CLOSING HATCHES: Can be performed by stevedores if required.
CUSTOMS ALLOWANCES: 200 cigarettes per man. Additional allowance can be made after 10 days. Max. 3 bottles spirits per man. Wines and beer not limited.
IDENTIFICATION CARDS: Recommended that crew carry Seamen's Books.
CONSULS: Australia, Belgium, Indonesia, Italy and Norway, are represented locally.
REPAIRS: Many engine, hull and electronic repairs can be effected. Slipway for small vessels.
REPATRIATION: All facilities available for crew change and repatriation.
AIRPORT: Tantouta Airport situated 50 km. from Noumea. Several connections a week to all parts of the world.
TIME: GMT plus 11 hours. No alterations during the year.
HOLIDAYS: 1st January, Easter Monday, 1st May, Ascension Day, Whit Monday, 14th July, 15th August, 1st November, 11th November, 25th December. Work may be arranged on Sundays and holidays.
POLICE/AMBULANCE/FIRE: Police, tel. 17; Fire, tel. 18; Ambulance, tel. 21.21.
TELEPHONES: Can be connected on board passenger vessels. The apparatus belongs to the Compagnie des Messageries Maritimes.
SHORE LEAVE: Allowed.
AUTHORITY: Port Autonome de Noumea, Quai des Volontaires, BP 14, Noumea. Tel. 30.74 and 49.41.

New Zealand

AUCKLAND: 36.51 S. 174.49 E.

DOCUMENTS: For Customs purposes vessels must have 4 copies of Crew List, 1 copy Search List, 1 copy Under Bond Stores List and statement of poisons and narcotics in medical locker and cargo. Also statement of all cargo and/or bunkers in unregistered spaces. Vessels must radio Port Health, Auckland, 24 hours before arrival stating crew number and health status. Approximately ten copies of Passenger Lists required and eight copies of Manifest. All Auckland Agencies can cyclostyle these copies if one copy is airmailed ahead. Accommodation ladder must be rigged in Harbour for doctor and Customs.
PILOTAGE: Vessel approaching port to give 24 hours notice by radio. A second notice confirming or amending first to be sent 4 hours before expected time. Signal Station on Mt. Victoria, call sign ZLEA, calling frequency 2182 kc/s, working frequency 2012 kc/s. Vessels call on 2182, listen on 2012. VHF, call sign "Auckland Port Control", Channel 12 and 16. Continuous listening watch on Channel 16.
Pilot launch is 64 ft. long, single mast, painted white. Name is "Akarana". Standard flags and lights. Word "Pilot" in black on white above cabin. Pilots board 1 mile N.N.E. of "A" Buoy. Good pilot ladder with man ropes to within 5 ft. of water line. Proper lighting at night. Heaving lines for mail and/or portable radio.
ANCHORAGE: While awaiting pilot: Gulf anchorage, No. 1, 000°× 1·5 miles; No. 2, 015°×2·5 miles; No. 3, 020°×3·5 miles. Bearings and distances from Rangitoto Beacon.
All inner anchorages in pilotage area can be indicated by Pilot. All anchorages are in 6–15 fathoms with good holding ground.
RESTRICTIONS: Ships may enter harbour at any time of day or night. Main channel has least depth of 35 ft. chart datum. Vessels with greater draft must wait for tide to make and enter at Harbour Master's orders. Tankers not berthing immediately on arrival anchor as directed at one of gulf anchorages.
MAX. SIZE: No limits, within reason, on length or breadth. Controlling depths chart datum: Entrance, 35 ft.; Rangitoto Channel, 35 ft.; anchorages, 32–60 ft.; berths, 20–40 ft.
HEALTH: 24 hours before arrival time, despatch message to Port Health, Auckland. Message to state ETA, last port, number of crew, number of passengers and state of health. 12 hours before arrival confirm ETA.
Doctor boards by way of vessel's shipside gangway (not pilot ladder) when in harbour. This gangway to be ready immediately on arrival in order to avoid any delay. A responsible person should meet doctor at head of gangway and conduct him to appropriate person.
Papers required:
Completed Maritime Declaration of Health.
De-ratting Certificate.
Complete Crew List with dates of last smallpox vaccination.
Complete Passenger List with dates of last smallpox vaccination.
N.B. Crew and Passenger Lists to be certified as being correct by the Master.
List of Addresses of Disembarking Passengers.
List of Dangerous Cargo on board.
Automatic pratique is accepted when last port of call was in New Zealand.
Free pratique applies to vessels in certain cases on application to Health Department.
Radio pratique can be granted when a doctor is carried on board and after prior approval from Health Department.
Vessels requesting pratique should exhibit appropriate International Code signals by day and night until pratique is granted.
RADIO: Station for routing traffic to the Auckland area is Auckland Radio, Call sign ZLD. Working both W/T and R/T on continuous watches.
TUGS: Three tugs available. Tugs join vessel East of Eastern Tide Wall. Tugs supply lines at no extra charge.
BERTHING: Tankers berthing at Eastern Tide Wall, BP Depot, must berth in accordance with weather and tidal conditions. Tankers must arrive at Pilot station not later than half an hour before sunset, otherwise berthing will be postponed until following morning.
BRIDGES: No particular time to pass under Auckland Harbour Bridge. Navigation span is 138 ft. to 131 ft. above MHWS for 250 ft. each side of centre.
STEVEDORES: Labour commences at 0730. In order to ensure labour for this time ETA should be received at Agent's office before 3 p.m. previous day, or before 3 p.m. previous Friday for a Monday start. Delays on radio messages may be up to 3 hours.
RADAR: Radar station with range of 45 miles located on Mt. Victoria 36° 49′ 42″ South, 174° 47′ 57″ E. Masters may call on radio telephone and request particulars of their bearing and range as shown on radar screen. Responsibility for the use of this information rests entirely with Master of vessel.
MEDICAL: In case of urgent medical attention being required, Agents can arrange for doctor to board in stream at any notice. Hospital and ambulance services available 24 hours. If any smallpox vaccinations have expired this must be included in ETA advice.
TANKERS: Any size pipe-lines can be used. Oil companies have all reducing pieces needed. No facilities for slop discharge. There are three tanker berths, two at 35′ LWST, up to 560′ LOA. One at 27′ LWST, 500′ LOA.
DENSITY: Always 1025.
FRESH WATER: Fresh water always available. Delivery rate 100

tons per hour, through canvas hoses. AHB supplies all equipment, cost is 72 cents per thousand gallons.

FUEL: Light fuel oil, diesel and gas oil are available. No heavy fuel oil. To be ordered in ETA notice.

FIRE PRECAUTIONS: In addition to usual precautions, Class I tankers are under extra security with a nightwatchman from Harbour Master's staff in addition to the normal tanker guard.

DEVELOPMENTS: Channel to be widened and deepened. To be at least 900 ft. wide and at least 36 ft. LWST. Work almost complete.

At Eastern end of port new Fergusson Wharf complex is being developed.

Roll on/roll off section of complex is operating and the "Hawea" and "Seaway Princess' are maintaining regular services to and from Southern ports.

The Container Terminal, planned to be operational by March 1971, will be completed as staged development in 1975. By October 1971, 1,500 ft. of berthage will be available, to be extended ultimately to 1,800 ft.

GANGWAY/DECK WATCHMEN: Watchmen are necessary. Best to use crew.

OPENING/CLOSING HATCHES: Crew can open completely mechanical hatches only. All other hatches opened by waterside workers.

CERTIFICATES: Register, De-ratisation, Load Line, Safety Equipment, Safety Radio, Articles of Agreement, are main Certificates required.

CUSTOMS ALLOWANCES: Tobacco allowance is 200 cigarettes or ½ lb. tobacco on arrival and every 10 days. Wine and spirits allowance is one broached bottle of spirits and a reasonable amount of beer for each person.

CARGO GEAR: Preventer guys must be entirely wire. All blocks and shackles must be moused. Safety trops on all heel blocks. All wires, ropes, chains and blocks to have Certificate of Test.

IDENTIFICATION CARDS: Not required.

CONSULS:

Belgium	Tel. 74690	Netherlands	Tel. 361–660
Denmark	,, 34–762	Norway	,, Browns Bay 906
France	,, 31–644	Panama	,, 32–359
West Germany	,, 34–357	Philippines	,, 78–988
Greece	,, 364–173	Sweden	,, 33–349
Italy	,, 362–180	U.S.A.	,, 30–992
Japan	,, 34–106		

REPAIRS: Any ship repairs can be carried out. A slipway can take vessels of 600 tons displacement and up to 211 ft. LOA.

DRY DOCKS: Maximum size of vessel that can be accommodated in Calliope dry dock is 595 ft. LOA and 65 ft. beam. Water on sill at MHWS 33 ft.

REPATRIATION: All facilities exist for repatriation.

AIRPORT: 8 miles from harbour to airport. Served by all major international airlines.

TIME: Local time is GMT plus 12 hours throughout the year.

HOLIDAYS: No work is done on these days: New Year's Day (1st January); Good Friday; Easter Monday; Anzac Day (25th April); Queen's Birthday (first Monday in June); Labour Day (fourth Monday in October); Christmas Day; Boxing Day. In addition, each Province has an Anniversary Day and a Waterside Workers' Picnic Day. In Auckland these are in last half January.

POLICE/AMBULANCE/FIRE: All emergency services are called through one telephone number. Dial 111 and state service required.

TELEPHONES: Telephones at all berths. Cost is $01.34 fee phone per day, plus the cost of any overtime incurred in connecting or disconnecting any such telephone.

GENERAL: *Refuse Disposal:*

It is important that no refuse be allowed to pass into tidal waters either directly or indirectly. This is covered by strict Government Regulation.

Masters should ensure that refuse is lowered into refuse boat "Manui" and not thrown into boat from any great height.

No refuse will be collected from stern of vessel as this is hazardous for collection craft. A suitable site in way of the flat side of the vessel on off shore side should be chosen.

SERVICES: Services include tank cleaning, compass adjusting, all cargo surveying, average adjusting, etc. Tank washings may be pumped to road tankers.

SHORE LEAVE: Crew members may go ashore.

PORT REGULATIONS: All guests aboard vessel in the evening must have passes signed by the Master. All visitors' passes expire at 11 p.m. All ships in port are subject to the Rules and Regulations contained in the Harbours Act 1950, and the By-laws of the Auckland Harbour Board.

AUTHORITY: Auckland Harbour Board, PO Box 1259, Auckland. Tel. 74–610. Cable address "Haboard N.Z."

BLUFF: 46.37 S. 168.22 E.

DOCUMENTS:

Clearance from Last Port of Call.
1 Search List.
1 Stores List.
3 Crew Lists.
1 Poison List.
3 Passenger Lists.
1 Livestock and Bird List.
1 Firearms List.

PILOTAGE: Pilotage is compulsory. Pilots board vessels from a launch within a 3-mile radius of signal station on Stirling Point, and always well to seaward of 6 fathom line. Arrangements regarding boarding will be made by radio-telephony, wireless-telegraphy, or visual signals from signal station.

Vessels, other than those which are exempt from pilotage, must not proceed inside fairway buoy without a Pilot.

Pilots do not usually board vessels between sunset and sunrise, except in reasonable weather.

Caution: Vessels stopping to pick up a Pilot are particularly warned not to approach fairway buoy too closely, especially during flood stream as stream sets strongly on to entrance shoal, Northeastward.

Coastal Pilots: Coastal Pilots are available on 24 hours notice for piloting service from Tairoa Head to Milford Sound.

ANCHORAGE:

Southward of Stirling Point: In fine weather vessels missing tide may anchor in 10 to 12 fathoms with Stirling Point lighthouse bearing about 356° and Dog Island lighthouse bearing abour 108°.

Eastward of Dog Island: A good anchorage for vessels delayed longer than six hours awaiting to enter Bluff is situated 5 miles East of Dog Island.

RESTRICTIONS: The safest time to enter the harbour is a slack water. Strict attention should be paid to signals passed from the signal station on Stirling Point. No vessel should attempt to enter without a Pilot, unless possessing local knowledge.

Least depth in fairway is 23 ft. on Northern edge of Channel Rocks; 24½ ft. on Mararoa Rock; also 25 ft. (about 1 cable West North-westward of the tidal stream indicator beacon).

Entering by North channel least depth is 20 ft. off Northern end of Davey Bank.

MAX. SIZE: Length, 620 ft., overall beam, no limit. Maximum draft permissible in approach channel: 30 ft. 0 in. at HW, 21 ft. 6 in. at LW.

HEALTH: Inspector boards in quarantine anchorage. In the open roadstead within navigable area enclosed by a circle having a radius of 3 nautical miles from the flagstaff on Stirling Point.

RADIO: A signal station is situated on Stirling Point and is connected by telephone with harbour officials. A continuous watch is maintained and vessels can communicate by the International Code of Signals or the Morse Code. There is a radio-telephone at signal station. Call sign is ZLRW, calling frequency is 2,182 kc/s, and the working frequency is 2,012 kc/s. VHF radio having Channels 16 and 12. Watches are maintained from 33 to 40 minues past the hour, every hour. After radio-telephone contact has been established further listening watches can be made by mutual agreement.

TUGS: Two tugs are available. A twin-screw vessel of 1,500 i.h.p. and 14·7 tons static pull. A twin-propulsion Voith Schneider vessel of 1,200 i.h.p. and 15·3 tons static pull. Both vessels are equipped for fire fighting and deep sea salvage work.

BERTHING: Main wharf: No. 11 Eastern berth, 29 ft. 6 in.; No. 12 Middle berth, 27 ft. 6 in.; No. 14 Western berth, 24 ft. 6 in.

Ferry wharf: 21 ft. 6 in. Vessels over 350 ft. overall with drafts of up to 18 ft. are berthed at this wharf only at HW in reasonable weather.

Berthing is generally carried out at HW slack tide or LW slack tide.

All vessels over 21 ft. 6 in. draft enter the South channel at the top of high wator.

STEVEDORES: Agents require ETA in advance to arrange labour for cargo handling.

MEDICAL: Port doctor available through Agents. Nearest hospital is at Invercargill City, 16 miles from Bluff. Medical service whilst at sea; through Awarua radio.

TANKERS: Tankers are berthed at No. 11 berth only, main wharf. Side connections are to be used. Only one pipe-line connection on wharf.

It is not permitted to commence the discharge of oil cargoes during the hours of darkness. No vessel carrying a cargo of motor spirit or having discharged such cargo will be handled during the hours of darkness.

DENSITY: 1025.

FRESH WATER: Available alongside all berths.

FUEL: Bunkering facilities are available. Boiler fuel is supplied by 8 in. diameter pipe-line located at No. 1 berth, main wharf. Delivery rate 240 tons per hour. Limited quantities of coal, light diesel oil and lubricating oil can be arranged for delivery by road or rail to the wharves.

GANGWAY/DECK WATCHMEN: Available.

OPENING CLOSING HATCHES: Usually carried out by stevedores, unless automatic then by crew.

CUSTOMS ALLOWANCE: Tobacco – 200 cigarettes or ½ lb. tobacco. Wine/spirits – one bottle of spirits/wine in use; total quantities to be declared. Excess will be placed under seal.

IDENTIFICATION CARDS: Not required.

REPAIRS: Major repair work can be undertaken by the following: Two small machine shops at Bluff; a foundry at Invercargill; a slipway for vessels of up to 500 tons displacement at Bluff. A diver is available for underwater inspections.

REPATRIATION: Facilities exist.

AIRPORT: Internal air services from City Airport, Invercargill, 16, miles by road. Connecting with international airports of Christchurch Wellington and Auckland.

TIME: GMT plus 12 hours. No change.

HOLIDAYS: Christmas Day; Boxing Day; New Years's Day; Second of January; Watersiders' Picnic Day (4th Monday, January); Good Friday; Easter Saturday (except by special arrangement); Easter Monday; Labour Day; Anzac Day; Reigning Sovereign's Birthday.

POLICE/AMBULANCE/FIRE:

	Tel. Emergency)	*(Other)*
Ambulance	Bluff 111	8844
Police	Bluff 111	8844
Fire Brigade	Bluff 111	

TELEPHONES: By arrangement, all vessels can be connected with telephone system.
SERVICES: Compass adjusting, refuse collection daily.
SHORE LEAVE: Allowed.
AUTHORITY: Southland Harbour Board, the Secretary-Manager, PO Box 1 Bluff.

GISBORNE: 38.42 S. 178.02 E.

DOCUMENTS: For vessels arriving direct from overseas.
6 Crew and Passenger Lists.
3 copies of Cargo Manifest.
1 Health Report.
2 copies of Customs Search List.
4 copies of Stores List.
PILOTAGE: Telegraphic address – Harbour Master, Gisborne. Advance notice – 24 hours of ETA and further confirmed at 4 hours of ETA. VHF Channel 12.

Pilot boat is painted white, 45 ft. in length; exhibits pilot flag or lights. Pilot boards on line of leads (332°) 2 miles from breakwater light.
ANCHORAGE: Vessels awaiting Pilot and berth anchor with Tuaheni Light bearing 084° 3·2 miles in 10 fms. of water.
RESTRICTIONS: Vessels may be berthed at night according to size, draft and weather conditions.
MAX. SIZE: Maximum length, 560 ft. OA. Beam, No restriction. Draft, 29 ft. at HW, 25 ft. at LW; there can be slight variations according to heights of tide and weather conditions.
HEALTH: Same procedure as "Auckland".
RADIO: Auckland Radio ZLD, Wellington ZLW.
TUGS: Tug joins vessel in channel outside breakwater. Normally use ship's lines; if tug's lines used, no extra charge.
STEVEDORES: Advice of ETA and particulars of stowage required in order that required number of gangs can be ordered. Hours of work, Monday to Friday, 7 a.m. – noon, 1 p.m. – 6 p.m.; Saturday, 7 a.m. – noon.
RADAR/VHF: Radar service available – arrangements can be made through Signal Station by means of VHF Channel 12.
MEDICAL: No advance advice required for medical attention. Full hospital facilities available.
DENSITY: 1025 at all stages of tide.
FRESH WATER: Available by 2½" hoses at approximately 40 tons per hour per hose. Cost 22.5 cents per 250 gallons.
FUEL: Fuel is at present only available by rail tanker and should be ordered through ship's Agent in advance. It is expected that tankers should be discharging here in about 2 years.
DEVELOPMENTS: It is expected that present overseas berth will be increased from 700 ft. to 1,300 ft. within about 3 years.
GANGWAY/DECK WATCHMEN: Ships at present provide own watchmen.
OPENING/CLOSING HATCHES: Stevedores normally carry out this work.
IDENTIFICATION CARDS: Not required.
CONSULS: None.
REPAIRS: Normal maintenance repairs.
DRY DOCKS: One 400 ton slipway.
REPATRIATION: Full facilities available for effecting crew changes and repatriation. However, no seaman's pool operating at Gisborne. Replacement crew must be obtained from either Auckland or Wellington.
AIRPORT: 3½ miles. Regular internal service.
TIME: Standard Time is related to the meridian of 180° *East,* i.e. 12 hours ahead of GMT.
AUTHORITY: Gisborne Harbour Board.

LYTTELTON: 43.35 S. 172.42 E.

DOCUMENTS: Customs procedure. Overseas vessels, on arrival in New Zealand, should have following papers ready to produce to Customs Officers:
Register,
Names of Owners and Agents,
Crew List,
Passenger List,
List of Prohibited or Restricted Immigrants,
Search List,
Stores List,
List of any stock or birds on board,
List of Poisons,
List of Firearms,
Statement of excess Tonnage of Cargo,
Statement of quantity of Fuel Oil in double bottoms,
Declarations by Passengers arriving in New Zealand,
Baggage Declarations by Passengers for duty purposes,
On departure for overseas, Master or his Agent is required to produce:
Manifest of Cargo,
Stores List,
Crew List,
Passenger List (if any),
Clearance from the Marine Department (if a British ship).
A home trade vessel under *transire* is required to produce her cargo book to Collector of Customs and such particulars as to passengers, crew, and cargo as the Collector may at any time demand. Cargo book shall contain name and port of registry of ship, Name of Master, and date of arrival at, and departure from each port. Particulars as to dates of arrival and departure must be entered not later than 24 hours after time of such arrivals and departures.
PILOTAGE: Masters requiring services of a Pilot must notify Harbour Master of their estimated time of arrival and maximum draft not later than 1600 hours on day prior to arrival (Monday to Friday). If estimated time of arrival is on a Saturday, Sunday or any public holiday which falls on a Monday, notification must be given before 1600 hours on previous Friday. International Code of Signals or Morse Code used for communicating with signal station. Station also equipped with radio telephone. Call sign is ZLHL, calling frequencies are 2182 and 2045 kc/s and working frequencies are 2012 and 2162 kc/s, a continuous listening watch being maintained. Radio telephone equipment also installed in the tug, pilot cutter and Harbour Master's office, and same call signs, frequencies and watches are employed. VHF in operation on International Channels 12, 14 and 16.

Pilot vessel is length 54 ft. Equipped with radar, radio telephone and echo sounder. Vessel is located at tug wharf in inner harbour and any vessel awaiting arrival of a Pilot should anchor about 1½ miles to seaward of Godley Heads in a depth of 9 to 10 fathoms, where Pilot will board. If bad weather prevents Pilot from boarding vessel at usual boarding point, vessel should anchor within navigable portion of water westward of Camp Bay and within an area bounded by a line bearing 345° from the rear anchorage beacon in Camp Bay and a line bearing 022° from flagstaff on Ripapa Islet situated about 2 miles Westward of Camp Bay. Every precaution should be provided to the Pilot in boarding a vessel, and the Master must give leeway.
ANCHORAGES: Anchoring in or near entrance of the dredged channel is not permitted. Vessels not awaiting pratique or a Pilot should anchor within navigable portion of water Westward of Camp Bay and within an area bounded by a line bearing 345° from rear anchorage beacon in Camp Bay and a line bearing 022° from flagstaff on Ripapa Islet situated about 2 miles Westward of Camp Bay. Anchorage is prohibited in the vicinity of a telephone cable laid across the port about 4 cables within entrance. Inner limit of the position of this cable is marked by two white patches painted on cliffs, one on the northern side and one on the southern side of the port.
RESTRICTIONS: Cargo vessels not berthed during hours of darkness, except at Cashin Quay in certain circumstances. Tankers are berthed during hours of darkness at the discretion of Harbour Master. All vessels can depart from their berths during hours of darkness. Vessels holding pilotage exemptions may enter or depart during the hours of darkness.
MAX. SIZE:

Controlling depths MLWS		*Nature of bottom*
Entrance to port	48 ft.	Mud
Dredged channel	32 ft.	
Inside anchorage	26 ft.	
Approaches to berths	32 ft.	
Alongside berths	28–35 ft.	

Maximum draft permissible for entering or leaving: 33 ft. at HW, 29 ft. at LW. Vessels drawing less than 29 ft., at any state of the tide. Maximum size permissible for entry: length overall, 800 ft.; beam, no limit.
HEALTH: Master of every ship about to enter a New Zealand port shall, not later than 12 hours and not earlier than 24 hours before expected time of arrival at that port, inform Port Health Officer by radio of last port of call, date of departure therefrom, and state of health of vessel.

Arrival of vessels. On arrival, vessel showing International Code quarantine signal, should proceed to inspection to await arrival of Port Health Officer. Inspections are normally carried out between 0700 and 1900 hours, local time.

Radio pratique. Certain ships may be granted pratique by radio and hence need not be visited by a Port Health Officer, provided that medical officer carried as part of ship's complement.

Maritime Declaration of Health. Masters of all vessels arriving in New Zealand from any port beyond New Zealand shall complete and deliver to Port Health Officer a maritime declaration of health countersigned by the ship's medical officer, if carried.

Crew List and Passenger List. Master of every ship liable to quarantine should be prepared to furnish Port Health Officer a list of all passengers, showing in respect of each passenger, name, sex, race, age, and port of embarkation; and a list of crew giving the name, race, and rating of each member.
RADIO: Wellington Radio, call sign ZLW; Awarua, call sign ZLB; or Auckland, call sign ZLO.
TUGS: Normally join vessel at Parsons Rock Beacon. Tug lines are used, charge for which is included in the overall hire rate for tug. Two tugs for vessels over 20,000 tons.
BERTHING: Requirements for berthing at berths 2, 3, 4, 5, 6 and 7 for vessels over 1,000 tons net are; bow out, the anchor to be used and gangway turned in.
STEVEDORES: Waterside labour can be ordered after arrival of ship at 6.30 a.m. up to 9 a.m. For work on Saturdays orders must be placed by 9 a.m. Friday. Saturday afternoon work to be ordered by 10.30 a.m. Saturday.
MEDICAL: Hospital facilities are available at Christchurch, 9 miles from port, and international regulations apply in regard to inoculations, vaccinations, etc. Agents can be notified at any time of medical allocation required, preferably with 24 hours notice.

TANKERS: All tankers berth alongside oil wharf in inner harbour.

Oil hoses can be connected during hours of darkness; they are not allowed to be disconnected until daylight unless permission has been given by Harbour Master.

Boiler and galley fires are not required to be extinguished when loading or discharging.

Loading and discharging of oil cargoes is permitted during the hours of darkness.

All scuppers are to be plugged and sand kept on hand in case of spillages.

Side connections are to be used. All pipe-line connections are situated at the middle of the oil wharf.

Berthing is generally starboard side to, head out.

FUEL: Bunkering facilities available:

Boiler fuel oil (supplied by 4 in. and 6 in. dia. bunker hose connected to an 8 in. dia. pipe-line located on the Oil Wharf).

A 10 in. line is also available for discharge and load which has a suitable fitting for reduction to 8 in. Slop (residue) facilities are not available and Lyttelton is considered to be a discharge port for fuel oils. One berth only is available with a maximum draft of 33 ft. 6 in. at high water.

DENSITY: 1025, salt water.

FRESH WATER: Available at all berths delivered by hose at a discharge rate of 20 tons per hour costing 50c (N.Z.) per 1,000 gallons.

FIRE PRECAUTIONS: Other than the normal safety precautions to be observed, vessel will not be permitted to immobilise engines.

DEVELOPMENTS: Plans are at present being prepared for the modernisation of the inner harbour.

GANGWAY/DECK WATCHMEN: All ships must be provided with a watchman whilst at oil wharf; a shore watchman is also required. Watchmen can be ordered at any time by contacting Seamen's Union at Lyttelton and cost per man is 83c per hour in ordinary time.

OPENING/CLOSING HATCHES: This work is carried out by waterside labour.

CUSTOMS ALLOWANCES: ½ lb. and/or 200 cigarettes per man. 1 bottle of wine and/or 1 bottle of spirits per man.

IDENTIFICATION CARDS: Passes are necessary at oil wharf but not required otherwise.

CONSULS: At Christchurch.

Australia	66–221	Belgium	77–905
Denmark	899–099	France	60–085
Italy	62–799	Japan	60–446
Netherlands	65–669	Norway	65–079
Sweden	65–179	U.S.A.	65–864

REPAIRS: Major work can be undertaken at Lyttelton where a machine shop and foundry are available.

DRY DOCKS: A graving dock is available for vessels up to 6,500 tons gross, and dimensions of dock are floor length 450 ft., top length 481 ft. 6 in., top width 82 ft., entrance width 62 ft., width in way of ships bilge 54 ft. 6in., sill depth at MHWS 23 ft. A patent slip is also available for vessels up to 240 tons gross.

REPATRIATION: Facilities are available.

AIRPORT: Distance from Christchurch – 6 miles, served by regular airlines.

TIME: Local time is 12 hours ahead of GMT, no alteration to clocks.

HOLIDAYS: Holidays throughout year shall be New Year's Day; Anzac Day; Provincial Anniversary Day; Good Friday; Easter Monday; Labour Day; Birthday of Reigning Sovereign; Christmas Day; Boxing Day; and the Harbour Board's employees picnic day (to be held on same day as the Waterside Workers' Union picnic day. No cargo work is carried out on these days.)

POLICE/AMBULANCE/FIRE: For emergency calls from ships telephones, dial 111 and ask the operator for service required. For other than emergency calls dial 8079 and ask for service you require.

TELEPHONES: Arrangements can be made with Harbour Master for telephones to be placed on board, charge being $1.00 per telephone per day with a minimum charge of $2.00 per telephone.

SERVICES: Tank-cleaning and tank-washing facilities are available as well as a compass adjuster by enquiring from Harbour Master.

SHORE LEAVE: Crew members are allowed ashore.

PORT AUTHORITY: Lyttelton Harbour Board, Christchurch.

MOUNT MAUNGANUI: 37.39 S. 176.11 E.

DOCUMENTS:

3 Crew Lists.
1 Passenger List.
1 Search List.
2 Bonded Store Lists.
1 Gift List.
1 Excess Cargo or Oil in D.B.
1 Declaration by Master of Restricted Immigrants.
1 Maritime Declaration of Health.
4 Cargo Manifests.
1 Pratique.
1 De-Rat.
1 Clearance, last port.
1 Livestock on Board.
1 Poisons on Board.
1 Firearms on Board.
1 Ship's Papers.

PILOTAGE: Prior notice of ship's arrival to be given to Harbour Master from ship's Agents. Telegraphic or radio-telephone advice to be sent to "Harbour Master Tauranga" 24 hours before earliest estimated time of arrival and confirmed again 4 hours before arrival. ETA is also required on Friday before 1600 for vessels arriving over weekend.

Pilot boards incoming vessels 1½ miles North-East of Mount Maunganui light house. Pilot launch is 50 ft. long, is painted white and equipped with R/T, 2182 kc/s., 2162 kc/s. and 2012 kc/s.; VHF Channels 16, 12, 14, 8 and 6, and radar.

Vessels awaiting Pilots may anchor in pilot boarding position.

ANCHORAGES: Three sheltered anchorages are situated in Western channel of Tauranga Harbour and are available for vessels of up to 500 ft. long with a maximum draft of 22 ft. 6 in.

RESTRICTIONS: Vessels may enter, berth, unberth, or depart during hours of darkness in fine weather. Tankers are handled during daylight only. Vessels over 300 ft. generally enter or depart on HW or LW slack.

MAX. SIZE: Maximum length permissible is 612 ft., no restriction on beam. Maximum arrival draft at H.W is 28 ft., LW is 23 ft. (An increase in draft may be considered on completion of dredging operations. Completion end 1971.)

HEALTH: Radio notification of be sent to "Port Health Tauranga", regarding state of health of crew and ETA 24 hours before arrival.

Pratique is granted by Port Health Officer on arrival. Notification should be made by radio to Port Health in case of suspected disease or fever on board.

Pratique is automatic if vessel has been previously cleared at another New Zealand port. Radio pratique may be granted in case of passenger vessels or such vessels as carry a doctor on board.

RADIO: Nearest coastal radio station to Port of Tauranga is "Auckland Radio" – call sign ZLD.

TUGS: Two tugs are available. Usually join vessels in vicinity of entrance. Tugs lines are normally used, for which there is no extra charge. A third tug planned for delivery in 1973.

BERTHING: Berthing normally takes place 30 minutes after negotiating harbour entrance at HW or LW slack. Wharves are quay type of concrete construction with wooden spring fendering and rubber buffers. At present 5,700 ft. of wharf is available.

STEVEDORES: ETA to stevedoring companies is usually worked in conjunction with ETA to Harbour Master.

RADAR/VHF: Radar is fitted to Harbour Board pilot launch and one tug. VHF is fitted to Harbour Board Watch Office, Main Office, both tugs, pilot launch and work launch. Channels 16, 14, 12, 8 and 6 available. Contact should be made through Channel 16 where continuous listening is maintained. Harbour Board Watch Office is also fitted with R/T, call sign ZLDQ Tauranga. A listening watch is kept on 2182 kc/s.

MEDICAL: Unless specifically required for arrival, Agents do not require advice. Local medical practioners are consulted and services of one public and one private hospital are utilised. Smallpox certificates are required.

TANKERS: Discharge of black and white products is done through a single 10 in. discharge line. Flexible connection between these lines and ship is 8 in. No slop facilities. Two tanker discharge points with a maximum permissable draft of 28 ft. at No. 5 Berth and 32 ft. at No. 10 Berth. (Maximum entry draft is 28 ft. 6 ins.).

DENSITY: Salt water, 1025.

FRESH WATER: Unlimited supply by pipe-line. Good quality, 15 tons per hour with a cost of 60 cents per 1,000 gallons.

FUEL: Light bunker fuel oil 200 secs. Redwood No. 1. Heavy bunker fuel oil 1,000 secs. Redwood No. 1. 24 hours – minimum notice. Availability up to 1,000 tons.

FIRE PRECAUTIONS: A fence is erected around tankers to prevent unauthorised access to berth. Both tugs are equipped for fire-fighting.

DEVELOPMENTS: An increase of draft to 29 ft. 6 ins. could be undertaken on completion of channel realignment, August 1971. Further increase to 32 ft. expected end 1973.

GANGWAY/DECK WATCHMEN: Ship's watchmen are usually employed by overseas ships.

OPENING/CLOSING HATCHES: Usually performed by stevedores.

CUSTOMS ALLOWANCES: 200 cigarettes or ½ lb. tobacco. 1 part bottle of wine or spirits.

IDENTIFICATION CARDS: Not required.

REPAIRS: All types of engine and deck repairs are possible with exception of docking and associated bottom repairs.

REPATRIATION: Repatriation no problem.

AIRPORT: Airport is situated 1 mile from wharves and is served with regular flights from internal airlines to overseas airports at larger centres.

TIME: GMT plus 12 hours.

HOLIDAYS: New Year's Day (1st and 2nd January); Good Friday (end of March); Easter Monday (end of March); Anzac Day (25th April); Queen Elizabeth II Birthday (1st June); Labour Day (26th October); Christmas Day (25th December); Boxing Day (26th December); Port Picnic Day (end of January). Cargo work does not take place on public holidays.

POLICE/AMBULANCE/FIRE: All connected through automatic exchange, Emergency No. 111.

TELEPHONES: Telephones are placed on board all ships by Harbour Board. Cost: 75 cents per day or part day, plus labour cost if telephone is connected or disconnected in overtime hours.

SERVICES: No facilities for discharge of tank washings exist. Compass adjusters can be arranged from other ports. Local provendors cater for most domestic supplies. Fumigation can be arranged.

SHORE LEAVE: Crew are permitted ashore at Master's discretion.

PORT AUTHORITY: Bay of Plenty Harbour Board, Private Bag, Mount Maunganui. Tel. 53–039. Telegram "Harboard".

NAPIER: 39.29 S. 176. 54 E.

DOCUMENTS:
Outward Clearance, last port.
Passenger List (if any), 4 copies.
Crew List, 4 copies.
Prohibited List (Lab. Imm. 290).
Poison List.
Search List (Reg. Form 2).
Stores List (Reg. Form 3).
List of Loading Ports and Dates.
List of Animals and Birds.
List of Fire Arms.
Health Certificate (Lab. Imm. 293), supplied and completed by port doctor.

PILOTAGE: Vessels should advise ETA and draft to Harbour Master Napier 24 hours prior to arrival, ETA to be confirmed or amended 4 hours before original ETA or 4 hours before arrival, whichever first.

VHF pilot boat and watchtower. Listen Channel 16. Work Channel 12.

Pilot boat 65 ft. long, painted white, funnel yellow with black top. Pilot boards inward vessels on main leads 1 mile East of roadstead buoy.

ANCHORAGES: Anchorage 1 mile East of roadstead buoy. 9 fathoms. Bottom sand and mud.

RESTRICTIONS: Vessels are berthed between 5 a.m. and sunset. Vessels up to 25 ft. draft may berth at any state of tide.

MAX. SIZE: Max. length OA 620 ft.; beam, no limit; draft, 28 ft.

Tanker and bulk carriers berthed at 29 ft. draft. Subject to prevailing swell conditions and being able to commence discharge immediately on arrival.

HEALTH: Cable port health Napier 24 hours before arrival. Doctor will board on arrival.

RADIO: Cables should be routed through Wellington Radio ZLW. Radio telephone – Napier Watchtower listens 2182 kc/s for 15 mins. at following times: 0400, 0800 1200, 1600, 2000, 2400 and by arrangement. Working frequency is 2162 kc/s. VHF listening watch as above for R/T and continuous during office hours.

TUGS: Two tugs take ship's line inside breakwater.

BERTHING: Vessels at max. draft limited to HW. Vessels normally berth "Port side to" all berths but will berth starboard side to on request. Notification must be received before 1600 hours on Friday for any shipping movement over weekend and 1600 hours on day preceeding public holidays.

STEVEDORES: ETA required for discharge ships 24 hours before arrival. Loading ships 48 hours before arrival with proposed stowages and vacant spaces. Advice number of gangs able to work. All work done by ship's tackles.

MEDICAL: No prior notice required for medical attention. Hospital facilities available. Advice would be needed of any contagious disease on board in advance.

TANKERS: Standard size discharge lines. All connections supplied by oil companies. Five berths, max. draft 29 ft.

DENSITY: 1025.

FRESH WATER: Available all berths 20T per hour per hose at 60 cents per 1,000 galls.

FUEL: 220 and 1,000 p/sec. Oil available ex-pipe-line at 110 tons per hour L/Marine diesel and gas oil ex-road tanker. All at immediate notice. Lubricating oil available. 1 weeks notice. No residue service available.

FIRE PRECAUTIONS: Watchman supplied on wharf at ship's expense when tankers discharging.

DEVELOPMENTS: Higgins wharf West 1st 700 ft. extension estimated July 1972.

GANGWAY/DECK WATCHMEN: Cargo watchmen supplied on request at current award rates.

OPENING/CLOSING HATCHES: Hatches normally opened and closed by stevedores unless automatic type.

CERTIFICATES:
Ship's Register,
Health Certificate,
Cargo Safety Certificate,
Radio Safety Certificate,
Load Line Certificate,

CUSTOMS ALLOWANCES: 200 cigarettes or ½ lb. tobacco. 1 bottle spirits in use or 1 bottle wine in use.

IDENTIFICATION CARDS: Not required.

REPAIRS: First class service available.

REPATRIATION: On arrangement with Customs and vessel's Agents.

AIRPORT: Hawke's Bay Airport, served by internal airline 3 miles from port.

TIME: GMT plus 12 hours.

HOLIDAYS: New Year's Day; 2nd January; Picnic Day (last Wednesday in January) (vessels berthed but cargo not worked on any of these holidays); Good Friday; Easter Monday; Anzac Day (25th April); Queen's Birthday (1st Monday in June); Labour Day (nearest Monday 25th October); Christmas Day; Boxing Day.

POLICE/AMBULANCE/FIRE: Emergency telephone 111.

TELEPHONES: Connection all berths. Charge – $1 per day.

GENERAL: Due to open port and swell, ship's engines to be kept at 12 hours notice of readiness.

SHORE LEAVE: No restrictions.

AUTHORITY: Napier Harbour Board, PO Box 166, Napier, New Zealand. Tel. 8684.

NEW PLYMOUTH, Port Taranaki: 39.03 S. 174.03 E.

DOCUMENTS:
4 Crew Lists.
4 Passenger Lists.
1 Customs Search List.
1 Maritime Declaration of Health Pratique Certificate issued by Port Health Officer after inspection.
2 copies Port Manifest.
2 Copies other N.Z. Ports Manifest.
Clearance from previous port
Ship's Register.

PILOTAGE: Compulsory. Telegraphic address "Harbour Master, New Plymouth". 3 days notice preferable with 1 day confirmation. VHF Channel 16. R/T 2182 kc/s.

Pilot boat white with buff deckhouse, either "Rawinia" or "Pilot" in black on side. Pilot taken on board within area of circle of 2½ miles radius centered on Trig Station 270 ft. Position 39° 03′ 56.8″ S. 174° 01′ 44.9″ E. bounded within lines bearing 355° and 043° from Trig.

ANCHORAGES: 6 to 7 cables off outer end of main breakwater with leading beacons open to Westward and with Light Tower on Mikotahi in line with centre of Paritutu. Position affords best holding ground in clean sand and shelter from prevailing W. and S.W. winds.

RESTRICTIONS: Ships not berthed during hours of darkness although permitted to sail. Draft maximum 29 ft. may be exceeded after prior consultation with Harbour Master. Ships under 21 ft. not affected by state of tide. In range 21 ft. to 29 ft. time of berthing relevant to high tide.

MAX. SIZE: Maximum size 660 ft. overall, breadth no limit.

HEALTH: Port doctor boards on arrival at berth. In event of suspected disease on board, will board in pilotage area. Pratique automatic if ship has already called at another New Zealand port.

RADIO: Radio telephone system operates watches for 15 minutes every 4 hours from midnight. Call sign ZLNE, call frequency 2182 kc/s. Working frequency 2012 and 2162 kc/s. VHF station operates on Channel 16 after notice given by telegraph or R/T. ETA cables generally received through Wellington Radio. All outward messages routed through Wellington Radio.

TUGS: One tug available.

BERTHING: In general all ships are swung in basin coming alongside berth stern first.

STEVEDORES: Labour must be engaged between 0700–0900 Monday to Friday. Agents should be advised ETA at least 24 hours, preferably 72 hours, in order arrange cargo if vessel loading.

MEDICAL: Hospital services available.

TANKERS: Black oils 10 in. pipe-line; white oils 8 in. pipe-line. 3 of 4 berths available for tankers, maximum draught 29 ft. Small deballasting tank available.

DENSITY: Sea water.

FRESH WATER: Available all berths from main supply at about 10 tons per hour. Cost per 1,000 gallons 75 cents.

FUEL: Light fuel oil and gas oil pipe-line connected all berths. Gravity fed at about 100 tons per hour. Can be arranged at 24 hours notice.

FIRE PRECAUTIONS: Tanker berth closed to public with Harbour Board watchman in attendance.

DEVELOPMENTS: New reclamation scheme provides for further 2 overseas vessels, berths being available mid-1971.

GANGWAY/DECK WATCHMEN: Not available and not necessary.

OPENING/CLOSING HATCHES: Stevedores must carry out this work.

CERTIFICATES:
Normal Safety Certificates. Ship's Register.

CUSTOMS ALLOWANCES: 200 cigarettes per man. Only officers may have 1 bottle spirits; ratings 2 bottles beer.

IDENTIFICATION CARDS: Not required.

CONSULS: None available locally.

REPAIRS: All repairs except underwater work of a major nature.

REPATRIATION: Facilities exist.

AIRPORT: Is 7 miles from city, 10 miles from port. Served by domestic service only, 2 flights northbound and southbound each daily.

TIME: 12 hours ahead of GMT. No adjustment made.

HOLIDAYS: Normal cargo working hours Monday–Friday 0700–noon, 1300–1700. Saturday 0700–noon. No work on Sundays; New Year's Day; Stevedores Picnic (4th Wednesday January); Provincial Anniversary Day (2nd Monday March); Good Friday; Easter Monday; Anzac Day (25th April); Queen's Birthday (1st Monday June); Labour Day (4th Monday October); Christmas Day; Boxing Day.

POLICE/FIRE/AMBULANCE: Telephone numbers respectively, 5449, 5505, 5439.

TELEPHONES: Yes – at 85 cents per day, plus labour installing/removing when performed in overtime hours.

GENERAL: Ship's garbage must be in covered containers supplied by Harbour Board and removed daily at a charge of $10.00 per day. Any meats on board vessel on arrival which have been supplied from other than Australia or New Zealand will be sealed off and fresh supplies obtained.

SHORE LEAVE: No restriction unless period of leave is more than 24 hours.

AGENT: Newton King Ltd., Shipping Department, 15–17 Currie Street, (PO Box 244), New Plymouth, New Zealand. Telegrams, "Kingship". Tel. 5719 (10 lines) Business, 83174 Residence. Telex, N.Z. 3275, Answerback "Newking".

OTAGO: 45.46 S. 170.43 E.

Includes Dunedin, Port Chalmers and Ravensbourne

DOCUMENTS:
Ship's Register and Clearance from previous port.
Inward Cargo Manifests, in duplicate for each port of discharge separately.
Search List (crew's declarable items).
Passenger Manifest (4 copies airmailed forward from previous port).
Poisons Declaration (typewritten list detailing any poisons on board, or declaring nil on board).
Agents will produce N.Z. Customs Stores List for Master to complete on arrival.

PILOTAGE: Address "Harbour Master, Dunedin. Through coastal radio stations ZLW (Wellington) or ZLB (Awarua) giving ship's name, draft, and ETA. First message 72 hours out, revise 24 hours out: if from another New Zealand port (coastwise) similar message as soon as possible after leaving that port. Subsequent contact with port private radio station ZLES Taiaroa Heads on 2182 kc/s. or VHF Channel 16. Pilot boat is 55 ft., white launch, also fitted with same frequencies, which meets vessels as required but does not remain on station otherwise. Boarding position is with Taiaroa Head Lighthouse bearing 170° distant 2 miles; good anchorage in same position, depth 12 fathoms. Pilots can always board in this vicinity provided Master has ship under way at slow speed and obeys Pilot's instructions. Vessels arriving to work general cargo should endeavour to embark Pilot by 5 a.m. in order to be alongside berth ready to take labour on board at normal commencing hour of 7 a.m.

ANCHORAGES: With Taiaroa Heads Lighthouse bearing 170° distant 2 miles, good holding ground in all weathers, safe except in very strong Easterly gales which are extremely rare. If this position is already occupied by another vessel, there is ample room close Westward, Northwestward, and Northward. Depths 12 to 16 fathoms.

RESTRICTIONS: Tankers proceeding to or from the oil jetty at Dunedin make passage of the upper harbour in daylight hours only. Otherwise ships are not boarded between midnight and 5 a.m. as no working time is gained by so doing.

MAX. SIZE: For berthing at *Port Chalmers:* Maximum draft 33 ft. at high water, 28 ft. at low tide. Channel is worked as required by circumstances; it is not restricted to slackwater. Maximum size of ship dependent on displacement; largest to date, length 702 ft. but vessels with displacement up to 35,000 tons may safely berth and larger vessels will be considered individually. For berthing in the upper harbour at *Dunedin* or *Ravensbourne,* maximum draft 26 ft. high water, 21 ft. zero tide; maximum length 585 ft.

HEALTH: Master to radio to Port Health Officer (entry port in N.Z. only) 24 hours before ETA requesting free pratique or declaring adverse state of health. Agents will advise Port Health Officer and Health Department inspectors who will board vessel on arrival, alongside actual wharf if free pratique requested. N.Z. regulations will require sealing of domestic meat chambers and purchase of local meats for use coastwise.

RADIO: Through Awarua Radio ZLB or Wellington Radio ZLW.

TUGS: Tug used in vicinity of wharves turning, berthing and unberthing, etc. Tug's lines used without charge.

BERTHING: Some restrictions for larger vessels berthing with flood tide at Beach St. Wharf Port Chalmers.

STEVEDORES: Labour for Saturday work must be ordered by 8.30 a.m. Fridays, otherwise by 1430 for following day. Advise Agents of firm ETA in time to judge this. Evening shift work expected commence 1971.

RADAR/VHF: Port radio station at entrance Taiaroa Head (ZLES) maintains 24-hour watch on R/T 2182 kc/s. and VHF Channel 16. Radar operated at station on request has range in excess of 20 miles to North and East.

MEDICAL: Emergency medical services and full hospital services always available at short notice. Emergency advice by radio available. Top priority given to arrangements for landing urgent cases for medical treatment.

TANKERS: Diameter of lines 8 in.; minor slop facilities only; one tanker discharge berth 700 ft. long, 28 ft. depth alongside at low water. Maximum size ship 585 ft. long; draft for channel transit 26 ft.

DENSITY: Harbour density 1024 all states of tide.

FRESH WATER: Fresh water 15c per ton available all berths, approx. delivery rate 20 tons per hour.

FUEL: Bunkers at oil berth available; all grades up to 1,000 secs. Redwood.

DEVELOPMENTS: New Beach St. Wharf Port Chalmers 1200 ft. long, 35 ft. depth at low water alongside, for container ships.

GANGWAY/DECK WATCHMEN: Shore watchman not normally required except at entry to oil jetty, such watchman arranged for by oil company. Ships required to maintain own gangway surveillance.

OPENING/CLOSING HATCHES: Automatic hatch gear may be operated by ship's personnel. Manual hatches by shore labour only.

CERTIFICATES: Normal cargo gear and equipment certificates as required for British ports; also Fumigation (Rats) or Exemption Certificate.

CUSTOMS ALLOWANCES: 200 cigarettes or 50 cigars or 8 oz. tobacco. One opened quart bottle any spirits or wine.

IDENTIFICATION CARDS: Not required for British subjects. Alien identification cards to be retained on board in case of need.

CONSULS: Consular agencies France, Norway, Denmark, Sweden, Germany, Italy, Netherlands, Portugal.

REPAIRS: All types deck and engine repairs possible; good machine shops, etc.

DRY DOCKS: Otago dock takes ships up to 520 ft. but beam limit 65 to 66 ft.; maximum draft entry 19 ft.

REPATRIATION: Repatriation arrangements can be made.

AIRPORT: Dunedin is served by all internal main airlines with connections to overseas via Christchurch, Wellington and Auckland. Airport 35 minutes from Dunedin City by car.

TIME: N.Z. Standard Time throughout year is GMT plus 12 hours.

HOLIDAYS: As for all N.Z. ports, i.e. January 1st and 2nd; Good Friday and Easter Monday; Anzac Day (April 25th); 1st Monday in June; Labour Day (Monday, nearest October 24th); Christmas Day and Boxing Day; Waterside Picnic day (Wednesday at end January). Where New Year and Christmas holidays coincide with Saturdays and/or Sundays, holidays are taken following Monday and/or Tuesday. General cargo not worked on these days nor on Sundays: tankers discharge 365 days: ships arrive and depart regardless of holidays.

POLICE/AMBULANCE/FIRE: Police 76012; Ambulance 77111; Fire Brigade 79111; Hospital 76740; Emergency (serious) dial 111 and ask for any service needed.

TELEPHONES: Slot telephones can be put on board rate $1.30 per day with all local calls free, others by cash in slot.

GENERAL: No special moorings are required. Harbour, though tidal, is landlocked and there is no surge at any berth. Tide rise averages 6 ft. above datum (extremes 5 ft. and 8 ft.).

SERVICES: Radar and gyro compass technicians available. Good shop and providore facilities. Compass adjuster usually available.

SHORE LEAVE: Crew members not restricted ashore.

REGULATIONS: No special local regulations, but all N.Z. ports have very strict rules for garbage collection and disposal, etc. and against oil spillage.

DELAYS: Ample berths normally available. Occasional delays for labour shortage or wet weather (rainfall average 30 in. per year). Small quantities bunkers available ex-tank wagons at any berth. Larger quantities obtainable by shifting to oil jetty outside cargo work hours or as otherwise convenient.

PORT AUTHORITY: Otago Harbour Board, PO Box 1, Dunedin, New Zealand. Tel. 77881. Telegraphic address "Koputai", Dunedin.

PICTON: 41.17 S. 174.02 E.

DOCUMENTS: Ship's Agents will advise on all matters of documentation before arrival re the number of Crew Lists, Passenger Lists, Customs Documents, Health Documents, Manifests, Bills of Loadings, Ships Papers, etc.

PILOTAGE: Compulsory. Pilot will board vessels between Long Island and Motuara Island provided he is notified at least 4 hours before estimated time of arrival of a vessel off these islands.

Pilot Boat. Board are building a 48 ft. vessel for this work and will use the International Signals required for all pilot boats. To be provided with VHF radio.

ANCHORAGE: Except during strong North-west winds, there is a good anchorage Northward of Mable Island in 16 fathoms for vessels of all sizes.

Quarantine Anchorage. Within the navigable area to Westward of Mable Island enclosed between the foreshore and a line from Kaipupu Point 047° to the Western extremity off Mable Island, then a 349° to Wedge Point. Vessels not in quarantine can use this anchorage.

RESTRICTIONS: Controlling depth in approaches to anchorage is 44 ft. MLWOS.

MAX. SIZE: Maximum length 640 ft. Draft forward, 30 ft., aft. 33 ft. Vessels of this size can berth at any state of the tide.

HEALTH: First entry at a New Zealand port pratique is granted after vessel berths provided she has a clean bill of health from her last port, otherwise vessel would anchor in the quarantine anchorage, where port Health Officer would board. Once clear at the first port in New Zealand no further pratique is required.

RADIO: Port is equipped with medium frequency and VHF Medium Frequency, call sign ZLVH, the calling frequency 2162 kc/s. Watches maintained Monday to Friday 1900 to 1930, 1140 to 1230, 1540 to 1603 daily and at other times by arrangement.

TUGS: None.

STEVEDORES: Agents will provide gangs and other facilities provided Master gives prior notice of his requirements.

MEDICAL: It is necessary for Master to give his Agent as much advance notice as possible. Two doctors reside in the port. Hospital at the port and the main hospital at Blenheim, 17 miles by road. Ambulance service available.

DENSITY: 1025.

FRESH WATER: Unlimited supplies available.

FUEL: By tank wagon only.

GANGWAY/DECK WATCHMEN: Required by general harbour regulations and is generally carried out by ship's deck hands.

OPENING/CLOSING HATCHES: Performed by stevedores.

CUSTOMS ALLOWANCES: Tobacco. ½ lb. tobacco or 200 cigarettes per man per 10 days. Wine/Spirits. 1 quart bottle of wine or spirits per man per 10 days; 1 bottle of beer or two 12 oz. cans of beer per man per day.

CARGO GEAR: Marine Department control this and regulations are issued accordingly. These regulations are very similar to those in the United Kingdom.

IDENTIFICATION CARDS: Not required.

CONSULS: These are stationed at Wellington. (See "Wellington".)

REPAIRS: Small repairs undertaken by three companies.

REPATRIATION: Crew changes can be made.

AIRPORT: Woodbourne – 22 miles by road from Picton, served by feeder services to Wellington – Christchurch.

TIME: GMT plus 12 hours, no change.
HOLIDAYS: New Year's Day, Anniversary Day, Good Friday, Easter Monday, Labour Day, Sovereign's Birthday, Christmas Day, Boxing Day, Anzac Day, Watersiders' Workers Picnic Day.
POLICE/AMBULANCE/FIRE: Police, tel. 439M; Ambulance, through doctor or in case of emergency tel. 160; Fire, ring exchange operator.
TELEPHONE: Facilities exist to place telephones on board.
SHORE LEAVE: Allowed.
AUTHORITY: Marlborough Harbour Board, PO Box 84, Picton. Tel. 270.

PORT NELSON: 41.17 S. 173.17 E.

DOCUMENTS:
4 Crew Lists.
4 Passenger Lists.
1 Search List.
1 Pratique Certificate.
2 Inward Custom Manifests.
1 Store List.
2 Returns for Light Dues.
1 Derat Certificate.
1 List of Prohibited Immigrants.
Articles of Agreement with Crew.
Official Log.
Ship's Register.
PILOTAGE: If possible 24 hours notice of ETA to Harbour Master. Confirm ETA before 1600 Friday if arriving during weekend or public holiday.

Radio telephone 2182 kc/s. and 2162 kc/s., call sign ZLED. Listening watch 10 minutes every 4 hours commencing at 0000 hrs. After contact has been estabilised a further listening schedule can be arranged.

VHF on Channel 16 listening and Channel 12 working. Pilots board inward-bound vessels about 1½ to 2 miles to seaward of main entrance.

Anchorage awaiting Pilot in depth about 30 ft., mud, with Boulder Bank lighthouse bearing 130° distance 8 cables. Pilot vessel 36 ft. double-ended flush-decked vessel painted white.
ANCHORAGES: Anchorage as indicated in pilotage or further seaward according to weather conditions, draft and length of stay at anchor.
RESTRICTIONS: Vessels may enter, berth, unberth, or leave during hours of darkness. Overseas vessels (over approx. 380 ft.) enter port on flood tide and usually swing and berth port side to.
MAX. SIZE: Maximum permissible length 570 ft. Beam no limit. Draft limits 28 ft.
HEALTH: Doctor clears vessel after berthing. Pratique automatic after clearance at first port. If suspected disease or fever on board advise Medical Officer of Health, Nelson, by radio and await instructions.
RADIO: ZLW Wellington Radio; ZLB Awarua Radio; ZLD Auckland Radio.
TUGS: One tug available, joins vessel inside harbour. Tug's own line used on berthing.
BERTHING: Vessels should endeavour to make their arrival as early on flood tide as possible.
STEVEDORES: Labour ordered 0700 for weekday work; 0900 Friday for Saturday work. ETA should be received by Agents before these times.
MEDICAL: Yes. Advise Agents of any medical attention required, giving up to 24 hours notice. Hospital facilities are obtainable. Smallpox vaccination certificates are required.
TANKERS: Diameter of discharge pipe, 10 in. white products; 8 in. black oil. No slop discharge facilities. Oil tanker berth, one only. Maximum draft at berth 27 ft.
DENSITY: Average sea water, 1025.
FRESH WATER: Obtainable at any time. Approximately 20 tons per hour delivery rate. Charge, 60 cents per 1,000 gals.
FUEL: Marine fuel oil, gas oil. Notice required, 24 hours.
DEVELOPMENTS: One extra overseas berth to be completed.
GANGWAY/DECK WATCHMAN: Watchman necessary but usually provided by ship's crew. Shore watchman can be engaged if requested by vessel. Cost in accordance with national award.
OPENING/CLOSING HATCHES: Usually by stevedores.
CUSTOMS ALLOWANCES: 200 cigarettes or ½ lb. tobacco per man per 10 days. 1 part bottle wine/spirits.
IDENTIFICATION CARDS: Not required.
REPAIRS: Deck and engine repairs are possible. (No underwater damage repaired.)
DRY DOCKS: None. 1,000 ton slipway being constructed, to be completed early 1971.
REPATRIATION: Facilities exist.
AIRPORT: Distance 3 miles. Served by internal airline only.
TIME: GMT plus 12 hours. No alteration made during year.
HOLIDAYS: New Year's Day (1st Jan.); Picnic Day (usually near end Jan.); Anniversary Day (1st Monday in Feb.); Good Friday; Easter Monday; Queen Elizabeth II Day (1st Monday in June); Labour Day (4th Monday in October); Christmas Day; Boxing Day. No cargo work on these days.
POLICE/AMBULANCE/FIRE: Police, tel. 5309; Ambulance, tel. 5299; Fire, tel. 5599. Emergency calls, dial 111.
TELEPHONES: Yes, available at $1.50 per day.
SHORE LEAVE: Allowed.
AUTHORITY: The Nelson Harbour Board, PO Box 1003, Port Nelson. Tel. 5264 Nelson. Telegram "Nelharbour".

TIMARU: 44.24 S. 171.19 E.

DOCUMENTS: On arrival from overseas, HM Customs require:
Crew List with Master's Declaration.
2 copies Stores List.
List of Prohibited or Restricted Immigrants.
Slop List from Chief Steward.
List of Firearms.
List of Poisons, or Certificate that none are on board.
List of Animals on board.
List of all Passengers.
Search List.
Excess Tonnage Form.
PILOTAGE: Pilotage is compulsory, and Pilots are available day and night. A vessel requiring a Pilot should remain 1 mile seaward of Eastern Extension Mole, and should not proceed Northward of line of leading lights on Benvenue Cliff.
ANCHORAGES: A vessel should anchor in a depth of not less than 7 fathoms, sand, and Eastward of harbour light structure, and not within 1 mile of Eastern Extension Mole.
RESTRICTIONS: Tidal conditions may affect the time of entering harbour.
MAX. SIZE: Length, 700 ft.; beam, 90 ft.; draft 27 ft. 6 ins. Time of berthing vessels of over 20 ft. draft. will be dependent on tidal conditions at Harbour Master's discretion.
HEALTH: Due to exposed nature of anchorage, incoming vessels are examined and pratique is granted after a vessel berths. In event that vessel is quarantined, she will be required to return to anchorage without any contact being made with shore.
RADIO: Timaru Harbour Board has a radio telephone station equipped with both medium frequency and VHF installations.

Call sign ZLSD, calling frequency 2182 kc/s., working frequency 2162 kc/s. Fixed watches maintained for a period of 15 minutes every 4 hours, e.g.: 0345–0400, 0745–0800, 1145–1200, 1545–1600, 1945–2000, 2345–2400 (New Zealand Standard Time) and at other times mutually arranged. VHF call sign is Timaru Harbour, Channels 6, 12, 16.
TUGS: One tug available.
BERTHING: Moorings supplied at all berths.
STEVEDORES: Gangs must be ordered before 7 a.m. weekdays, and before 9 a.m. Friday for Saturday work.
RADAR/VHF: Port radar set is located at Main Port Lighthouse immediately behind harbour, and is available to assist vessels arriving and entering port in poor visibility.
MEDICAL: Full medical facilities are available as required, including an excellent public hospital.
TANKERS: One tanker berth, discharge through 8-in. hoses.
DENSITY: Specific gravity 1.025 at all states of tide.
FRESH WATER: Available at all berths, delivered at up to 25 ton/hour. Price 60 cents (N.Z.) per 1,000 gallons.
FUEL: Bunkers available, medium fuel oil only. 24 hours advance notice required.
FIRE PRECAUTIONS: When tankers are discharging, access to wharf is prohibited except to those holding passes. Fire-fighting equipment is placed in readiness on wharf.
DEVELOPMENT: Main consideration in future planning is increasing the depth of water in the entrance channel and in the port.
GANGWAY/DECK WATCHMEN: Available if required.
OPENING/CLOSING HATCHES: Carried out by stevedores.
CUSTOMS ALLOWANCES: Half lb. tobacco, or 200 cigarettes, per 10 days, first issue on day of arrival. Two gallons spirits per 10 days per vessel.
IDENTIFICATION CARDS: Not required.
REPAIRS: Most deck and engine repairs can be undertaken.
REPATRIATION: Facilities exist for effecting crew changes and arranging necessary repatriations.
AIRPORT: Situated about 7 miles from city, and there is one flight per day to and from Christchurch International Airport.
TIME: New Zealand Standard Time (GMT plus 12).
HOLIDAYS: New Year's Day; 2nd January; Picnic Day (port holiday, last Wednesday in January); Good Friday; Easter Monday; Anzac Day (25th April); Queen's Birthday (first Monday in June); Dominion Day (third Monday in September); Labour Day (last Monday in October); Christmas Eve (work ceases midday); Christmas Day; Boxing Day. Work can be arranged only by private negotiation on a voluntary basis.
POLICE/AMBULANCE/FIRE: Emergency No. 111 and ask operator for service required. Other than emergency calls: Police, 4084 Timaru; Ambulance, 5253 Timaru; Fire Brigade, 7089 Timaru.
TELEPHONES: Can be supplied to vessels at all berths. Hire of telephone $NZ1 per day, plus connecting and disconnecting labour charge.
SHORE LEAVE: Allowed.
PORT AUTHORITY: Timaru Harbour Board, PO Box 76, Timaru. Tel. 4199

WANGANUI: 39.56 S. 175.04 E.

DOCUMENTS: See "Auckland".
PILOTAGE: If Wanganui is first N.Z. port, initial application for Pilot and vessel's ETA should be passed to local Agent by radio through one of three Post Office radio stations. If not first N.Z. port, this information should be given to local Agent by Agent at previous port. Final details settled when R/T contact made between pilot station and ship.

Pilot launch "Karere", 41 ft. OA, painted white, high midship wheelhouse. Pilot boards at anchorage position. International signals for Pilot should be used if no R/T contact made.

ANCHORAGES: One anchorage for vessels awaiting to enter.
RESTRICTIONS: Port worked day or night at high water when bar conditions are suitable.
MAX. SIZE: Length 350 ft., beam no limit, draft dependent on bar depths at particular time but usually 15 ft. maximum at high water springs. No installations outside main port area.
HEALTH: See "Auckland".
RADIO: Wellington Radio ZLW.
TUGS: No tug available. Pilot launch used for swinging.
BERTHING: Berthing takes place at high water slack.
STEVEDORES: Requirements for labour should be given with ETA and request for Pilot. At least 24 hours notice required.
RADAR/VHF: No radar or VHF. R/T frequencies 2182, 2162, 2012.
MEDICAL: 24 hours notice required if possible. Hospital facilities available. Inoculations, certificates, etc.
DENSITY: 1020 at HW. 1005 at LW. These figures vary greatly according to amount of fesh in river.
FRESH WATER: Plentiful supply through wharf hose connections. Rate of delivery depends on height of ship's filling pipe above wharf level. Cost $1 per 1,000 gallons plus cost of connecting and disconnecting.
FUEL: All grades available but ship has to pump out of road tankers. Amount of notice depends on grade required.
DEVELOPMENTS: Development plan in course of preparation but as yet no details of size of any possible new installations or draft increases.
GANGWAY/DECK WATCHMEN: Watchman necessary, either crew member or shore watchman. Shore watchman's basic rate is 87 cents per hour but overtime of up to $1.74 is payable on Sundays and holidays.
OPENING/CLOSING HATCHES: Carried out by stevedores.
IDENTIFICATION CARDS: Not required.
REPAIRS: Minor deck and engine repairs possible.
REPATRIATION: Facilities exist but more easily accomplished at a main port.
AIRPORT: About 6 miles. Airport caters for internal services only.
TIME: N.Z. Standard Time (12 hours in advance of GMT) is kept throughout year.
HOLIDAYS: As Auckland, except Anniversary Day holiday which is that held in Wellington Province. No cargo is worked on these days.
POLICE/AMBULANCE/FIRE: Ambulance, 8909; Police, 4488; Fire Brigade, Wanganui, 8185; Fire Brigade, Castlecliff, 34711; Emergency 111.
TELEPHONES: Arrangements can be made for placing telephones on board. Approximate cost if installed during ordinary working hours would be $10.50 for any period of up to a fortnight. Local calls free.
SHORE LEAVE: Allowed.
DELAYS: Fresh onshore winds could make entrance unworkable for a vessel waiting to enter. Cargo work stops in rain and in unusally strong wind. Bunkering would be slow if large amount of bunkers required.
AUTHORITY: Wanganui Harbour Board, Box 8001, Castlecliff, Wanganui, N.Z. Tel. 35137 Wanganui. Telegraph Harborbord, Wanganui.

WELLINGTON: 41.15 S. 174.46 E.

DOCUMENTS:
Port Health Authorities.
Maritime Declaration of Health (1 copy).
Crew List, stating name, rank, sex, nationality and date of smallpox vaccination (1 copy).
Port Health Officer will also wish to sight each member of crew's smallpox Vaccination Certificate.
Current International derating Exemption Certificate.
Customs Authorities.
Outward clearance papers from last port of call before arriving at a N.Z. port (2 copies, 1st N.Z. port of call.)*
Bills of Health (see Port Health).
Passenger List (3 copies).
Transit Passenger List (3 copies).
Stores List, completed by Master (1 copy).
Crew List, stating name and occupation of each member of crew (3 copies required).
Search List to be completed by each member of crew (1 copy).
List of Prohibited or Restricted Immigrants (1 copy).
List of Fuel Oil carried in Double Bottom Tanks only (1 copy).
List of Animals or Birds (1 copy).
Manifests typed, or written in ink, together with declaration of cargo form, signed by Master (2 copies).
List of Poisons in Cargo and where stored (1 copy).
List of Cargo carried in unregistered spaces and or on deck (1 copy).
**Note:* It is not necessary for vessel to produce any documents when departing finally or transversing between New Zealand ports as it is the responsibility of Agent to supply Authorities with these documents.
Agent.
Crew List, stating name, occupation, rank, sex and nationality (1 copy).
Freight Manifest (3 copies).
Note: Manifests should be airmailed by loading port to arrive in New Zealand at least one week prior to vessels arrival.
Stowage Plan, airmailed same as Manifest (2 copies).
Agricultural Authorities.
Port Agriculture Inspection Instructions – Ship's Meat Locker Regulations 1966.

PILOTAGE: Compulsory. Pilot vessel is not normally on station outside entrance, and all vessels requiring a Pilot are required to give 24 hours notice by radio of their expected time of arrival off port limits. A second notice confirming or amending the first is to be sent 4 hours before expected time of arrival. In event of a ship expecting to arrive earlier than the time given in 24-hour message, 4-hour message shall be sent 4 hours before the new expected time of arrival. Should vessel expect to arrive later than her 24-hour message, her 4-hour message shall be sent 4 hours before expected time of arrival given in her original 24-hour message. All communications which should be addressed "Harbour Master, Wellington", will be attended to at all hours of the day or night.
Should it not be possible to give previous notice of arrival it may be up to 1½ hours after a vessel is sighted by signal station on Beacon Hill before a Pilot can board.
Pilots normally embark or disembark South of Pencarrow Head, but in the event of heavy Southerly weather, it may be necessary to embark or disembark Pilot in smooth water at or near the compulsory limit.
ANCHORAGES: Depth in anchorages up to 60 ft.
Fairway. Within portion of harbour lying inshore and to Westward of a line drawn from Easternmost point of Oriental Bay, in a 344° direction, to Kaiwharawhara Shore.
Inner Anchorage. Within portion of harbour lying between the Eastern boundary of fairway anchorage and a line drawn from Point Jerningham, in a 354° direction to Kaiwharawhara Shore.
Outer Anchorage. Within portion of harbour Eastward of inner anchorage.
Note: Vessels anchoring in outer anchorage should take up a position well up towards Kaiwharawhara.
Explosives Anchorage. Within portion of harbour contained in an area 4 cables square with sides 000°, 090°, 180°, and 270°. Centre of area lies approximately 1·45 miles due North of Point Halswell light beacon.
Caution: It is advisable when anchoring (especially when in light draft) to drop two anchors in an Easterly and Westerly direction, veering from 75 to 90 fathoms of cable, as it frequently blows hard with heavy gusts of wind off the high land that surrounds harbour, causing a vessel to sheer about. In very strong winds a ship will lie much easier by having both anchors down. A strict watch should be kept.
Prohibited Anchorages. Anchorage is prohibited within 500 ft. of the jetty situated on the North-eastern side of Somes Island.
RESTRICTIONS: Controlling channel depth is 36 ft. below chart datum. All vessels may enter, berth, unberth, or depart during the hours of darkness. Tankers do not usually berth or depart during hours of darkness. Berthing is carried out at any state of the tide.
MAX. SIZE: Maximum draft 35 ft. LW with no swell. Size no limit.
HEALTH: *Health Officer's Examination Ground.* Within portion of harbour contained in an area 3 cables square, North-western corner of which is at the intersection of a line drawn from Point Jerningham in a 354° direction, towards Kaiwharawhara shore, and with a line drawn from tower on the Government Life Insurance Building (adjacent to the General Post Office) in a 055° direction, which line is the Northern boundary of the examination ground. Until pratique has been granted vessels arriving from ports beyond New Zealand must not proceed inwards beyond the limits of this area.
RADIO: Signal Stations. Beacon Hill. A signal station is situated on Beacon Hill, about 2 miles North North-westward of Pencarrow Head.
Radio-telephone. Beacon Hill signal station is equipped with both medium frequency and VHF radio-telephones.
Medium frequency: Call sign is ZLEG, calling frequency only 2182 kc/s, working frequency 2112 kc/s. Vessels working the port and calling on 2182 kc/s should listen for a reply on 2012 kc/s. A continuous watch is maintained on 2182 kc/s.
VHF: Call sign "Wellington Harbour Control", on Channel 16. Working, Channel 12 and Channel 14. A continuous watch is maintained on Channel 16.
Port Operations. Vessels equipped with radio-telephone when within harbour limits must maintain a listening watch on 2182 kc/s or Channel 16 to ensure immediate contact if required. Only calls for information on harbour conditions, berthing or safety of navigation will be accepted.
When a vessel is notified by radio-telephone or Morse lamp of berth allotted she must confirm this with Pipitea Wharf signal station prior to berthing.
Note: Pipitea Wharf signal station and pilot launches are equipped with both medium frequency and VHF radio-telephone.
Harbour Master's Office and Union Steam Ship Co. of New Zealand Ltd. tugs are equipped with VHF radio-telephone.
TUGS: Two tugs owned by Union Steam Ship Co., of N.Z. Ltd., are available. (Tapuhi, 850 i.h.p., and Taioma, 900 i.h.p.). 2 new Voith Schneider twin-tractor propulsion tugs each of 2,200 h.p., to commence service in 1971.
BERTHING:

	Berth No.	*Length of Wharf ft.*	*Maximum Length of Vessel ft.*	*Maximum Draft ft.*
Overseas				
Passenger Terminal	2	780	700	34
do.	3	837	800	34

Taranaki Street Wharf (under construction)	—	—	—	—
Taranaki Street Wharf	3	500	500	27
Queen's Wharf	1	740	No limit	27
do.	2	307	280	24
do.	3	304	280	19
do.	4	375	400	23
do.	5	265	250	18
do.	6	404	400	21
do.	7	262	250	14
do.	8	155	140	14
do.	9	164	155	14
do.	10	205	200	16
do.	11	299	250	14
do.	12	227	220	16
do.	13	501	250	14
do.	14	524	No limit	23
do.	15	162	140	14
do.	16	524	No limit	23
Waterloo Quay	1	175	—	—
do.	2	494	470	22
do.	3	352	400	22
Inter Island Wharf	2	488	470	26
do.	3	701	600	28
Glasgow Wharf	1	271	220	16
do.	2	720	700	32
do.	3	760	750	33
King's Wharf	1	281	220	16
do.	2	822	800	33
do.	3	787	750	33
Pipitea Wharf	1	303	280	18
do.	2	764	750	34
do.	3	948	900	35
Fryatt Quay	—	1440	No limit	25
Fryatt Quay between Sheds 39 and 45	—	—	—	—
Aotea Quay	—	3680	No limit	35
Aotea (coal berth)	—	—	—	—
Rail/Road Ferry Terminal	1	410	420	32
do.	2	320	320	34
do. Jetty	—	220	200	21
Dock Wharf	—	580	580	33
Petone Wharf	—	363	350	14
Point Howard Wharf	—	520	560	34
Burnham Wharf	—	841	No limit	30
Miramar East Wharf	—	420	400	23
Miramar West Wharf	—	562	600	34

STEVEDORES: Available. No particular ETA advice required except as normally sent by Master.

MEDICAL: Four hours notice is sufficient for an Agent to mobilise the service concerned. For minor attention it is sufficient that Master advises Agent on arrival. Hospital facilities are available. Current International Certificates of Vaccination against smallpox are required by the authorities.

TANKERS: Tankers can berth alongside Point Howard Wharf, Dock Wharf and Miramar Wharf. Side connections are to be used at all wharves. During hours of darkness pipe-line must not be disconnected without first obtaining permission of Harbour Master. All precautions must be taken to avoid oil pollution of harbour. Scuppers must be plugged and sawdust kept at hand in case of spillage

Point Howard Wharf is exposed to weather and in the event of a Southerly gale special attention must be paid to vessel's moorings.

No facilities are provided for discharge of tank washings other than when a vessel is on the floating dock.

DENSITY: 1.025.

FRESH WATER: Available at all wharves, delivered by hose (4 hoses per vessel max.), 50 ton per hour, costing 58 cents per 1,000 gallons.

FUEL: Available at tanker discharging wharves.

DEVELOPMENTS: Container handling facilities: Thorndon Wharf Development – 38 acre reclamation, depths of water in excess of 40 ft. MLWS, two berths 950 long, working area behind berths of potentially 22 and 24 acres respectively; completion date 1971. It is also anticipated to dredge harbour entrance another 2 ft.

Roll-on Roll-off Terminals: 2nd Rail/Road Ferry Terminal by 1971.

Taranaki Street Terminal: Operative since June 1969, roll-on, roll-off berth 500 ft. long, stern bridge ramp, with sectional roadway able to be varied up to 20 ft. Other berth for conventional shipping 680 ft. long. New oil berth and mole, Point Howard.

GANGWAY/DECK WATCHMEN: Shore watchmen available at $2.50 hour.

OPENING/CLOSING HATCHES: Work normally carried out by stevedores. Only time crew are to open and close top hatches is when advised by stevedore. In case of hydraulic hatches in tween-decks crew are to open and close and not stevedores.

CERTIFICATES:

Customs Department require Ship's Register on arrival.

Marine Department require:

Load Line Certificate.
Tonnage Certificate.
Certificate of Registry.
Convention Certificate, i.e.
Safety Equipment Certificate.
Safety Radio-telegraphy Certificate.
Safety Construction Certificate.
Exemption Certificate (if any).
If passenger ship, Passenger and Safety Certificate.
Cargo Gear Register.
Certificates for all Cargo Gear, i.e. runners, spans, shackles, swivels, etc.
De-Ratification Certificate.

CUSTOMS ALLOWANCE: Tobacco: 200 cigarettes, or ½ lb. tobacco, or 50 cigars permitted for each crew member. Wine and/or spirits: One opened bottle spirits or wine for each crew member.

IDENTIFICATION CARDS: Not required.

CONSULS: United Kingdom and the Commonwealth Countries of Canada, Australia, India, Singapore and Malaysia have High Commissioners in New Zealand with Headquarters in Wellington.

Foreign Representatives: Argentine, Austria, Belgium, Bulgaria, Chile, China, Czechoslovakia, Japan, Netherlands, Norway, Panama, Poland, Portugal. South Africa, Sweden, Switzerland, Thailand, U.S.A., U.S.S.R., Yugoslavia, Denmark, Ecuador, Finland, France, Germany, Greece, Indonesia, Ireland, Italy.

REPAIRS: Major repairs can be undertaken. There are machine shops and foundries. Diving equipment and the services of trained divers are available for underwater inspections and repairs.

DRY DOCKS: *Floating Crane.* Harbour board has an 80 ton revolving and self-propelling floating steam crane of sufficient radius and height to serve the largest vessels when floating in light draft condition.

Floating Dock. A floating dock capable of lifting a vessel of 17,000 tons displacement is available.

REPATRIATION: Facilities are available for crew changes and arranging any necessary repatriations.

AIRPORT: Situated 4½ miles South-east of City Wharves by road; regular internal and Australian services.

TIME: Local time is GMT plus 12 hours throughout the year.

HOLIDAYS: New Years Day (1st January); Wellington Province Anniversary Day (22nd January); Waterside Workers Union Picnic Day (Wednesday of the week in which 29th January falls); Good Friday; Easter Monday; Anzac Day, (25th April); Sovereign's Birthday Observance (first Monday in June); Labour Day (fourth Monday in October); Christmas Day (25th December); Boxing Day (26th December).

POLICE/AMBULANCE/FIRE:

	Routine	*Emergency*
Wharf Police	47–000	Dial 111 and ask operator for service required.
Ambulance	555–999	
Fire Brigade	50–188	

TELEPHONES: Vessels may be connected to telephone system at city berths by application to the Harbour Master.

SHORE LEAVE: Crew members are allowed ashore at all times.

AUTHORITY: Wellington Harbour Board, PO Box 893, Wellington. Queen's Wharf, Jervois Quay, Wellington.

WHANGAREI: 35.53 S. 174.32 E.

DOCUMENTS: See "Wellington".

PILOTAGE: Compulsory.

Pilots embark on the line of leads 141°/132° at the seaward extremity of Pilotage District i.e. up to 1½ miles south-eastward of the Fairway Buoy. In heavy easterly weather, it may be necessary for Pilot Vessel to lead ship, in through the outer channel and embark in the lee of Frenchman Island.

Pilots are available at all hours day and night, subject only to notice of arrival. The Pilot supplies a set of Harbour By-Laws. Pratique, agriculture and Customs clearance, is normally undertaken on arrival at berth. Pilot boat is equipped with VHF. Working frequency is Channel 12, but Channels 6, 8 and 16 are also fitted. Pilot Vessel Manaia – Call Sign ZM3830, Pilot Vessel NGAPUHI – Call Sign ZM2146. Range approximately 20 miles.

ANCHORAGE: Is situated 5 to 10 cables eastward of the Fairway Buoy in 12 to 20 fathoms of water in the section enclosed by the Fairway Buoy bearing 225° T to 315° T. Holding ground good in fine sand, but exposed to easterly weather.

Harbour Anchorage. At Marsden Point, 2 cables west of Passage Island Light, in 12 fathoms of water. Good holding ground, sand and shell bottom.

RESTRICTIONS: Controlling depth in Entrance channel 49 ft. L.W. Depth in harbour channel to Port Whangarei is 23 ft. L.W. Tankers berth in daylight hours only.

MAX. SIZE: Tankers: Up to 50 ft. draft. Marsden Point: 600 ft. length, 28 ft. draft. Port Whangarei: 575 ft. length, 25 ft. draft.

HEALTH: All vessels examined by Health Officer on arrival.

RADIO: The Station is Marsden Point, Wei. Call sign A.K.L.W. A continuous 24 hour watch is maintained. VHF continuous listening watch on Channels 16 and 12. Working frequency channel 12 range 40 miles. Medium frequency – continuous listening watch on 2182 k/cs. working frequency 2012 k/cs., range 200 miles.

TUGS: Available. Tugs equipped with VHF.

Tugs usually secure to vessels entering in vicinity of Frenchman Island. Numbers of tugs normally used are 1 tug for vessels up to 25,000 tons dwt, 2 tugs for vessels up to 45,000 tons dwt, 3 tugs for vessels up to 65,000 dwt, 4 tugs over 65,000 dwt. Unberthing one tug is normally required for vessels under 25,000 tons dwt, and two tugs for all other vessels.

BERTHING: Marsden Point Crude Oils Berths (2) – for New Zealand Refining Company, Marsden Point.

Maximum draft 50 ft.

Marsden Point Cargo Berth (1): maximum draft 28 ft., any one vessel 600 ft.

Port Whangarei Berths (2): maximum draft 25 ft., Any one vessel 575 ft.
Portland Berths (2): cement berth: maximum draft 18 ft., any one vessel 270 ft.; cargo berth: maximum draft 18½ ft., any one vessel 350 ft.
Vessels of 40,000 tons dwt and upwards are usually berthed portside to berth.
STEVEDORES: Confirmation of arrival time four hours before ETA or revised ETA, whichever is earlier is required. Notice of arrival during a weekend or public holiday must be given not later than 1400 hours on the last working day preceeding arrival.
MEDICAL: Hospital and dental services available.
TANKERS: Are allowed to berth at any state of the tide and only during daylight hours. Ships gangway is required to be positioned 15 ft. to 30 ft. upstream of the hose connections.
Slop reception facilities are available.
DENSITY: 1025.
FRESH WATER: Available at 20 cents per 250 gallons, or part of thereof. If required at the oil refinery only limited supplies and is arranged by the refinery.
FUEL: Available from berths.
OPENING/CLOSING HATCHES: Usually carried out by Stevedores.
CERTIFICATES: See Wellington.
CUSTOMS ALLOWANCE: Tobacco 200 cigarettes or ½ lb. tobacco or 50 cigars permitted each crew member. Wine/spirit. one opened bottle wine/spirits for each crew member.
CARGO GEAR: No specific requirements except safety certificates.
IDENTIFICATION CARDS: Refinery passes are required when berthed at the Refinery Wharves. Passes are brought on board by Agent.
CONSULS: None.
REPAIRS: Small repairs only undertaken.
DRY DOCKS: None. Only slipway capable of receiving vessels up to 1,500 tons dwt.
REPATRIATION: Facilities exist.
TIME: GMT plus 12 hours No change.
HOLIDAYS: See Wellington.
POLICE/AMBULANCE/FIRE: Telephone 111 for emergency ask for service you require.
TELEPHONES: Available at wharves.
SHORE LEAVE: Allowed.
AUTHORITY: Northland Harbour Board, PO Box 141 and 269, Whangarei.

Nicaragua

CORINTO: 12.28 N. 87.11 W.

DOCUMENTS:

Clearance	1 visaed			
Crew List	3	,,	6	unvisaed
Store List	3	,,	6	,,
Passenger List	3	,,	6	,,
Cargo Manifest	3	,,	17	,,
Ballast Manifest	2	,,	6	,,
Health Declaration	—	—	1	,,
Passenger in Transit	—	—	8	,,
Mail List	—	—	9	,,
Bills of Ladings			1	complete set
Voyage Memorandum	—	—	9	,, sets
No Passenger List	—	—	9	,, ,,
Cargo Tally Books			18	books

Note: Documents must be legalised at the last port of call before proceeding to Corinto.
PILOTAGE: The Port Authority must receive in writing from Agents advice regarding vessels ETA 72 hours prior to vessels arrival and a confirmation 12 hours. There is no VHF apparatus in use, therefore all advice must be sent through Agents by cable via Balboa or Limon station. Pilotage is compulsory on all vessels exceeding 500 gross registered tons or exceeding 7 ft. draft. Pilot boards 1 mile off Isla de El Cardon.
RESTRICTIONS: The port is open 24 hours; however, entry is restricted in accordance with state of tide and draft. If vessel's draft exceeds 24 ft. entry has to be with the high tide. maximum permissible draft being 31 ft. at flood tide. Speed limit 8 knots in Corinto Bay, and 5 knots in vicinity of berths or other craft.
MAX. SIZE: Maximum permissible length 650 ft., 80 ft. beam, 31 ft. draft.
HEALTH: After entry and vessel has berthed or anchored, three long blasts are given requesting free pratique; after these blasts the Authorities board the vessel together with the Agent's representative and proceed with distribution of the documentation. In the event of any suspected disease on board, the action to be taken will be given by the Representative of the Health Department. There is no automatic pratique even though vessel is proceeding from another port in the same country.
RADIO: ETA cables are generally routed via NBA Balboa Station or TIM Limon Station, and received through Tropical Radio & Telegraph or All America Cable.
TUGS: Compulsory for berthing and unberthing. The tug joins vessel just after vessel passes Buoy No. 7. Tug's lines are generally used: however, at times ship's lines are used. There is no charge for use of tug's lines.
BERTHING: There is no preferential berthing, and berthing is indicated by the Port Authority. Vessels are attended to in the manner "first come first served".
STEVEDORES: Working hours 0700–1200, 1300–1800, 1900–2330, Monday to Saturday. Outside these times, overtime is charged. The deadline for ordering gangs is 21:30 hours; therefore if a vessel intends working overtime the Port Authority must be advised regarding vessels ETA and number of gangs required prior to ship's arrival.
MEDICAL: There are several doctors in the port and most of the Agents have a particular doctor to their service. Hospital facilities are also available. No particular inoculation is required.
TANKERS: The only tankers which frequent this port are those of Esso Standard, Parcel Tankers and the Athel Line. There is only one tanker berth and each of the above-mentioned companies have their particular load/discharge lines.
The Esso tankers only discharge oils, the Athel tankers load out molasses, the Parcel tankers discharge solvents and occasionally others load out cotton seed oil.
DENSITY: 1025.
FRESH WATER: Fresh water is available and is supplied from connections on the pier, by gravity at a rate of approximately 10 tons per hour. The cost is US$0.20 per ton.
FUEL: The only fuel available at this port is diesel.
PORT DEVELOPMENTS: Projected installation of bulk handling plant, additional warehouses and extension of pier 1,500 ft. with 2 transit sheds, new administration building, stevedores shed, equipment shed and repair shops; redesigning of range lights and buoys and increasing amount of same, also area for Industrial Park.
GANGWAY/DECK WATCHMEN: After entering, 2 Custom Officers are placed on board all vessels and their meals must be furnished on board.
OPENING/CLOSING HATCHES: If vessel is equipped with regular hatch boards or pontoons, stevedores open and close hatches as well as swing out booms. However, if covers are of the McGregor type or mechanical, the crew has to do the job.
CERTIFICATES: Ship's Registry Certificate is required from ships making their first call at the port.
CUSTOMS ALLOWANCE: There is no limit on tobacco allowance to be held out of Bond but crew members are only permitted to take two packages of 20 cigarettes ashore. Crew not permitted to take any alcohol ashore. Anyone trying to do will be subjected to heavy fines.
IDENTIFICATION CARDS: All crew members except Officers are requested to submit to the gangway watchman, proper identification with a photograph such as seaman book or passport.
CONSULS:

Denmark	Costa Rica
France	Panama
Mexico	Colombia
El Salvador	Venezuela
Guatemala	Ecuador

REPAIRS: There are no repair shops available only for minor welding jobs.
AIRPORT: The airport is approximately 160 kilometres from the port and served by regular airlines with daily flights.
REPATRIATION: Yes, repatriation can be effected.
TIME: Local time is Central Standard Time – GMT minus 6 hours. There are no alterations during the year.
HOLIDAYS: January 1st; Holy Thursday; Good Friday; 1st & 3rd May; 14th & 15th September; October 12th; December 25th. Cargo work can be arranged on these days.
POLICE/AMBULANCE/FIRE: Police 269; Ambulance 313; Fire 421.
SHORE LEAVE: Crew members are allowed shore leave.
AUTHORITY: Autoridad Portuaria de Corinto, Apartado Postal No. 11, Corinto, Nicaragua, C.A. Tel. 211/215. Telex 27. Cable Address: Portuaria.

PUERTO CABEZAS: 14.01 N. 83.23 W.

DOCUMENTS:
1 Clearance from Last Port.
10 Voyage Memorandums.
11 Crew Lists.
10 Passenger Lists.
10 Stores Lists.
1 Bill of Health.
12 Ballast Manifests.
13 Manifests of Cargo.
4 Bills of Lading.
10 sets Tally Books.
PILOTAGE: ETA required 24 hours before arrival at the port. The Pilot uses a boat with an outboard motor and boards about one mile off the port. Agent advises the Pilot the date of arrival, he goes out when he sees vessel.
ANCHORAGE: Vessels can anchor about half mile South of the wharf. Depths in anchorage 20–22 ft.
MAX. SIZE: Maximum length, 400 ft. Draft 19 ft. 6 in. Difference between high and low tide is 18 in.
HEALTH: The inspection takes place on arrival. It is not necessary when the vessel comes from some other port in Nicaragua.
RADIO: The Nipco has a radiophone for personal use, but they make contacts with vessels. The frequency is 2738. It is better to use or send radiogram via Radio Tropical in Managua.
TUGS: There is no tug service.

BERTHING: There is wreck in front of the wharf. The location is: 14° 0′ 57″ North, 82° 22′ 4″ West, 1,200 yd. from wharf end.
STEVEDORES: The Agent advises stevedores arrival of vessel. They discharge 6.25 tons of general cargo each hatch (one gang) per hour. Loading and discharging rate is $3.00 for each 1,000 BM ft.
MEDICAL: Not necessary to advise the need of a doctor, only for emergencies. One hospital and two other doctors, apart from the official doctor of the port.
TANKERS: There are two pipes of 6 in. diameter on the wharf. There is no special berth for oil tankers.
DENSITY: 1025.
FRESH WATER: The fresh water is carried to the wharf by truck or from one pipe on the wharf. Cost of water for boilers is $2.00 per ton and cost of fresh water is $4.00 per ton. The boiler water gets to the vessel by the pipe on the wharf. The difference in price with the fresh water is because it is transported by truck.
FUEL: Gasoline, diesel oil and lubricants are supplied by Texaco. Arrangements are made at the arrival of the vessel.
DEVELOPMENTS: Expected in the near future to have some grain loading equipment installed for the export of grain in bulk.
WATCHMEN: If vessel wants watchman on board, it costs $2.50 per 12 hours for each one. It is not obligatory. It is customary to have two custom guards in the gangway. When vessel is working, they get pay $0.72 per hour and when the vessel is not working they get pay $0.57 per hour.
OPENING/CLOSING HATCHES: The opening and closing of hatches is done together by the crew of the vessel and the stevedores.
CUSTOMS ALLOWANCES: Each of the crew can take 2 packs of cigarettes with the seal broken, and one bottle of wine or liquor opened.
IDENTIFICATION CARDS: Not needed, just passport or seaman's book.
CONSULS: Only consul of Panama available locally.
REPAIRS: Minor repairs only can be effected.
REPATRIATION: It is possible and only a passport needed. Necessary to go to the capital by air, thence to any part of the world.
AIRPORT: Distance of airport from wharf is about 2 kilometres. Service every day to the capital except Sundays and holidays. The name of the only airline is Lineas Aereas de Nicaragua (Lanica).
TIME: Local time is Central Standard Time, GMT minus 6 hours.
HOLIDAYS: Holidays are 1st January; Holy Thursday; Good Friday; 1st May; 14th and 15th of September, 12th October and the 25th December.
SHORE LEAVES: The crew is allowed to go ashore after the vessel is received by the Authorities.
DELAYS: Delays in berthing can be expected from bad weather.
AUTHORITY: Autoridad Portuaria de Puerto Cabezas.

PUERTO SOMOZA: 12.12 N. 86.46 W.

DOCUMENTS:
Clearance from Previous Port.
6 copies Voyage Memorandum.
6 Stores Lists.
6 Passenger Lists or negatives, 3 to be visaed.
6 Crew Lists.
6 Cargo Manifests, 3 to be visaed.
6 Lists of Mail, Explosives or Drugs if carried.

Nine crew lists and six store lists should be despatched by the Nicaragua consul at loading port if possible, otherwise they are forwarded by Agents from the Panama Canal.
PILOTAGE: No local Pilots. Leading lights are installed, at the entrance to the port, prominently sited on a hill. Several buoys indicate exact anchorage positions.
TANKERS: A Pilot is provided by the oil company in agreement with the Panama Canal Authority. Pilot boards about half a mile West of the sea berth.
ANCHORAGE: About one and three quarter miles off port entrance, depth is 30 ft. at low water, and about 45 ft. at high water.
RESTRICTIONS: Port is open day and night without exception.
MAX. SIZE: Anchorage suitable for vessels up to 25,000 tons. Tankers: see below.
HEALTH: Port Health inspector boards all vessels on arrival.
RADIO: There is a radiotelephone installation at the Customs office.
TUGS: Not available for manoeuvring vessels. Five small tugs employed for shifting lighters.
BERTHING: No quays for ocean-going vessels. Vessels work cargo to lighters at the anchorage.
STEVEDORES: Port has four gangs of forty men each for boarding vessels.
TANKERS: *Sealine Terminal.* The sea berth is situated in approximate location 12° 10′ N. 86° 49′ W., about two miles off shore in a depth of 47 ft. There are five mooring buoys, two at the bows and three at the stern of the vessel. The first lines to the buoys should each consist of two good ropes lashed end to end to effect the length required. Five lines are normally used at each end of the vessel.

Strong winds may delay berthing or cause vessel to vacate the berth once moored. Sailing at night is not recommended for safety reasons. The discharge hose is lifted on the port side by ship's crew.
MEDICAL: Doctor available in case of emergency. Nearest hospital at Managua.
FRESH WATER: Not available for supply to ships.
FUEL: Not available for supply to ships.
OPENING/CLOSING HATCHES: Normally performed by stevedores. Mechanically operated hatches are opened by ship's crew.
CUSTOMS ALLOWANCES: Each crewman allowed two packets of cigarettes. No wine/spirits allowed to be taken ashore.
IDENTIFICATION CARDS: Seaman's Book required for going ashore.
CONSULS: Nearest at Leon, 35 km. distant.
REPAIRS: Small items for repair can be sent to Managua. 75 km. away.
REPATRIATION: No facilities for crew changes. If crew member left behind, Agents are responsible for his repatriation at vessel's expense.
AIRPORT: Las Mercedes international airport at Managua, 75 km. away.
TIME: Central standard time, GMT minus 6 hours. No alterations.
HOLIDAYS: All holidays can be worked.
POLICE/FIRE/AMBULANCE: Police available locally. Nearest fire and ambulance stations are at Leon, 35 km. away.
AUTHORITY: Administracion de Aduana. Puerto Somoza.

Nigeria

BONNY: 04.25 N. 07.13 E.

DOCUMENTS:
12 Crew Lists.
12 Passengers Lists.
4 Arms and Ammunition Lists.
4 Livestock Lists.
4 Ports of Call Lists.
1 Bonded Store List.
2 Vaccination Lists.
8 Manifests.
2 Bills of Lading.
2 Crew Declaration (Special List).

PILOTAGE: Pilot station at Bonny, 15 miles from Fairway Buoy, Harbour Master listening on VHF 14 and 16 as well as 2182 from 0700 to 1800. Pilot boards at Fairway Buoys, pilot cutter green hull stone colour superstructure. Manropes essential. No radio station, but Shell/BP listening VHF 16, call: Tankfarm.

Position of Fairway Buoy: 4° 12′ 56″ N., 7° 00′ 28″ E.
ANCHORAGES: West of Fairway Buoy: depth 8–9 fathoms.
RESTRICTIONS: Presently (October 1970) berthing restricted to day-time only, special permit for night-movements can be given.

Sailling draft is restricted by a depth of 33 ft. in the channel. The height of tide is 6–8 ft., but local Pilots require an under-keel clearance of 2 ft. 6 in. to 4 ft. depending on seasonal weather conditions. At the berth the water depth is over 48 ft., density about 1015.
MAX. SIZE: Maximum length 1060 ft., beam no restriction draft about 37 ft. depending on tide and keel clearance.
HEALTH: Q-flag to be shown on arrival, except if from another Nigerian port, Yellow fever and small-pox inoculations compulsory. In case of suspected disease on board, advance notice to Agent advisory.
RADIO: Lagos Radio.
TUGS: Not available.
BERTHING: Four buoy berths for tankers. No slop discharge facilities.

Vessels berth on flood tide using the starboard anchor. 5 in. wires are taken from three buoys aft and two forward. The port derrick must be used for hose handling. An accommodation ladder is required on the port side.

Crude oil is loaded via 32-in. submarine line with two 12 in. hose connections to the ship. Loading rates up to 6,500 tph.
MEDICAL: No hospital at Bonny, nearest at Port Harcourt.
DENSITY: Channel 1020; berth 1015.
FRESH WATER: From barge, 15 ton/hour, 11/6 per ton, advance notice required as barge comes from Port Harcourt.
FUEL: Not available.
CUSTOMS ALLOWANCES: 200 cigarettes per man per 7 days. 1 wine or 1 btl spirit per officer per 7 days.
IDENTIFICATION CARDS: Crew to carry passport or seaman's book whilst ashore.
CONSULS: Nil.
REPAIRS: Nil.
REPATRIATION: Possible via Port Harcourt and Lagos.
AIRPORT: 28 miles by river, to Port Harcourt, then 7 miles by road, twice daily to Lagos, no international flights.
TIME: GMT plus 1, no change.
POLICE/AMBULANCE/FIRE: Contact Via Harbour Master or Shell/BP, VHF 14 or 16.
SHORE LEAVE: No restrictions.
SPECIAL PRECAUTIONS: Masters are recommended to maintain extra watches by ships personnel to prevent pilfering. Masters should pay particular attention to any special instructions advised by the Agents.

Topping off cargo outside the channel. Terminal operations will advise procedure if required.

AGENTS: Scanship (Nigeria) Limited, PO Box 432, Port Harcourt, Tel. 8053, Telex Scanship Lagos 44, att. Port Harcourt. Cables: Scanship.

BURUTU (incl. WARRI): 05.21 N. 05.31 E.

DOCUMENTS:
7 Ports of Call Lists.
5 Crew Lists.
5 Kroo boy Lists.
2 Animal Lists.
2 Arms and Ammunition Lists.
9 Manifests.
2 Summaries.
1 extra Manifest for transshipment cargo.
3 Stores Lists.
2 Crew Declarations.
2 Inward Reports.
2 NPA Master's Declaration.
2 NPA ship's particulars.
1 Customs Clearance.
1 Declaration of Health.
1 Vaccination List.

PILOTAGE: No compulsory pilotage, local pilots or rather river guides, available at Escravos. No communication is possible with these guides from Burutu.

ANCHORAGES: One anchorage known as "the pool", opposite Okorodudu Town; maximum draft for pool anchorage 14 ft. MLWS. Further anchorage at Forcados for vessels waiting to proceed to Burutu or Warri.

MAX. SIZE: Restricted only by draft. Official depth 21 ft. MLWS, governed by actual depth on Escravos bar which does vary from time to time. Latest information always available from Nigerian Ports Authority, Lagos.

HEALTH: International pratique regulations prevail. Pratique *not* necessary where vessels from another port in Nigeria.

RADIO: Station, Port Burutu. Watch kept from 0730–1200, 1400–1700 on week-days and 0730–1200 on Saturdays on 2182 kc/s R/T and channel 16 VHF.

TUGS: No tugs available.

BERTHING: No specific requirements to berthing. Berth number is hoisted on flagpole situated on No 4 berth. Ships berthed in order of arrival.

Warri

1	Buoys Fore and Aft	525 ft.	21 ft.
2	Buoys Fore and Aft	525 ft.	21 ft.
3	Single Buoy	No limit	21 ft.
4	Holt's Wharf Private	525 ft.	21 ft.

Burutu

Two vessels normally berth alongside the wharves. The main wharf being some 750 feet in length and a smaller wharf of some 300 feet. There is plenty of water alongside these berths and the depth that a vessel can load to is controlled by the Burutu flats which is 13 feet.

STEVEDORES: Advice given on radio during transit Escravos–Burutu is quite adequate. Normal rates approximately 13/15 ton per hook hour.

MEDICAL: Fully equipped hospital under supervision of resident European medical officer situated at Burutu.

TANKERS: Only small coastal tankers use Burutu to periodically replenish bulk tanks, which have capacity for 1,800 tons gas oil and 900 tons fuel oil, used primarily for consumption by local vessels.

DENSITY: Fresh water.

FRESH WATER: Limited amount available in wet season from shore line at rate of 4 tons per hour.

FUEL: No fuel available.

FIRE PRECAUTIONS: Small fire station situated in port area. No specific fire precautions required.

GANGWAY/DECK WATCHMEN: Considered advisable have gangway/deck watchmen. Charges 2/6 per hour week-days, 3/- per hour Sundays and 4/- per hour on public holidays.

OPENING/CLOSING HATCHES: Normally carried out by stevedores, except in ships fitted with Mcgregor hatches.

TOBACCO/WINE ALLOWANCE: 200 cigarettes; part bottle.

IDENTIFICATION CARDS: Either discharge books, or passports advisable.

CONSULS: No consulates at Burutu.

REPAIRS: Dockyard has four slipways which can accommodate most creek and river vessels up to tonnage of 600 tons. Management of dockyard in hands of qualified European engineers who are able carry out afloat, hull and/or machinery surveys as required. Limited deck, hull and engine repairs can be carried out.

REPATRIATION: Facilities exist for individuals but not for crew changes.

AIRPORT: Small airstrip one and a half hours away by launch, where daily scheduled flights by small twin-engined aircraft operate to Lagos.

TIME: GMT plus 1.

HOLIDAYS: January 1/2, March 9/10, April 12/15, June 8, October 1, December 25/26. Cargo may be worked on all these holidays except Christmas Day.

POLICE/AMBULANCE/FIRE: No telephone numbers – all these services available in port area.

TELEPHONES: Facility available for connecting telephones on board.

SHORE LEAVE: Crew members allowed ashore.

PORT AUTHORITY: Although authority for port is Nigerian Ports Authority administration of port is carried out by Niger River Transport, United Africa Co. of Nigeria Limited, Burutu.

AGENT: Scanship (Nigeria) Ltd. 4 Khalil Road, P.O.B. 374, Warri. Tel. Warri 341.

ESCRAVOS: 05.30 N. 05.00 E.

DOCUMENTS:
7 Ports of Call Lists.
5 Crew Lists.
2 Arms and ammunitions Lists.
3 Stores Lists.
2 Crew Personal Effects Lists.
Declaration of Health.
List of Vaccinations.

PILOTAGE: Vessels should approach berth from Westerly direction. Mooring Master boards about 2 miles seaward of storage tanker. Storage tanker 790 ft. long, situated about one mile from the buoy berth, marked by 3 lights in vertical line, red, white, red.

RESTRICTIONS: Berthing carried out day and night. No length limitation. Depth of water at the berth is 69 ft.

ANCHORAGE: Vessels waiting for berth should anchor Northwest of storage tanker in depths of 9–10 fathoms.

TUGS: None available.

BERTHING: Vessel moors heading N.W. using both anchors forward and 14 lines to 7 buoys in a semi-circle astern, 26 in. submarine line from storage tanker terminates in 10 in. flexible hose, lifted on the starboard side.

BALLAST: No facilities for reception of dirty ballast. Tankers must arrive with clean ballast only. Oily water must not be discharged overboard.

FRESH WATER: Not available.

FUEL: Not available.

DEVELOPMENTS: Imodco buoy mooring to be brought into operation.

REPAIRS: Terminal is situated in open and unsheltered roadstead and vessel must be ready to leave berth if required at all times. Engines must not be immobilised while at the berth.

REPATRIATION: There are no facilities for crew change and repatriation.

SHORE LEAVE: Not possible.

AUTHORITY: Gulf Oil Company (Nigeria) Limited, Private Mail Bag 2469, Lagos. Cables: "NAGOC LAGOS".

LAGOS: 6.27 N. 3.25 E.

DOCUMENTS: See Burutu.

PILOTAGE: Compulsory. Hoist "G" flag. Agent to give notice of ETA to Harbour Master as early as possible. VHF channel for Pilot 11. No pilot boat stationed outside.

ANCHORAGES:

	Length	*Draft*
Pool 1	450 ft.	24 ft.
Pool 2	600 ft.	28 ft.
Pool 3	450 ft.	26 ft.
Pool 4	450 ft.	26 ft.
Pool Buoy 5	350 ft.	19 ft.
Badagry Creek	300 ft.	16 ft.

RESTRICTIONS: Draft only.

MAX. SIZE:

	Length	*Draft*
Marina Buoys	700 ft.	26 ft.
Container Berth	720 ft.	27 ft.
Pool	600 ft.	28 ft.
APQs	600 ft.	27 ft.
Customs	520 ft.	24 ft.
PWA	580 ft.	25 dt.
BOP	500 ft.	26 ft.
Ijora	400 ft.	19 ft. 6 in.

HEALTH: Port Health Officer boards vessel on arrival. ETAs must be advised by ship or Agent direct to Port Health. Pratique automatic when from Nigerian port.

RADIO: Lagos Radio.

TUGS: No specific joining position, depending on tide and on Pilot's request, otherwise close to berth. Normally tug's line used. 2 tugs available 1,280 HP. 24 hour service available.

BERTHING: No specific arrival times required for berths, except for Petroleum Wharf where tankers need high water. Ebb tide required for Fish Wharf and Ijora Wharf.

BRIDGES: None.

STEVEDORES: Available.

RADAR/VHF: No port radar. Continuous VHF watch on Channels 11 and 16 maintained in Harbour Master's Office. Signal Station Channel 11.

MEDICAL: Agents to be given advance notice of medical attention required as early as possible. Hospital facilities available. International Certificates of smallpox and yellow fever required.

TANKERS: Length 580 ft. Draft 25 ft. (FW).

DENSITY: 1012.

FRESH WATER: Delivery by barges at between 20 to 40 tons per hour, approx. 11/3d. per ton. Advance notification needed.

FUEL: Fuel oil available, coal bunkers obtained from Ijora Wharf.

FIRE PRECAUTIONS: Tankers and vessels with explosives: fire-boat always in attendance with fire-control depot ashore working in conjunction with the Harbour Master on VHF Channel 11. Port area tugboats also equipped for fire fighting.

GANGWAY/DECK WATCHMEN: Advisable, available if required.
OPENING/CLOSING HATCHES: Stevedores/crew.
CUSTOMS ALLOWANCES: Tobacco allowance: 200 cigarettes per person reissue after 8 days. Wine/Spirit: One part bottle reissue to officers after 4 days.
IDENTIFICATION CARDS: Passports or identity cards.
CONSULS: Most countries maintain Embassies/High Commissions or Consuls.
REPAIRS: Major repairs available.
DRY DOCKS: Authority maintains large well-equipped dockyard which primarily for maintenance of Authority's own fleet, provides facilities to commercial interest. In installation is modern floating dock which has lifting capacity of 4,000 tons. Slipways also available for use of small craft.

In addition to facilities offered by Authority's dockyard, major shipping agencies in port maintain dockyard installations, including slipways for raking smaller vessels and lighters; can provide first-aid repair for main line vessels.
REPATRIATION: Facilities available for effecting crew changes and arranging any necessary repatriations.
AIRPORT: 8 miles from airport, which served by regular airlines.
TIME: GMT plus 1 hour.
HOLIDAYS: Fixed: New Year Day (1st January); National Day (1st October); Christmas Day (25th December); Boxing Day (26th December). Variable: Good Friday; Easter Monday; Eid-El-Fitir Festival; Eid-El-Kebir Festival; Maolud Nabiyyi (Mohammed's Birthday).
POLICE/AMBULANCE/FIRE: Police Apapa 45798, Lagos Custom 20020; Ambulance Apapa 41341/227; Fire Apapa 41741, Lagos Custom 20777, General Emergencies 999.
TELEPHONES: No arrangements for telephones on board.
GENERAL: 2 floating cranes 1×50 ton capacity, 1×100 ton capacity.
SERVICES: Small services available.
SHORE LEAVE: Crew members allowed ashore after clearance by Port Health and Immigration Authorities.
PORT AUTHORITY: Nigerian Ports Authority, 26–28 Marina,PMB 12588, Lagos. Tel. 26471.

AGENT: Scanship (Nigeria) Ltd. 38 Warehouse Road, Apapa. P.O.B. 2269, Lagos. Tel. 56276. Telex 244. Cables Scanship Lagos.

PORT HARCOURT: (incl. Okrika) 04.46 N. 07.01 E.

DOCUMENTS:
12 Crew Lists.
12 Passengers Lists.
4 Arms and Ammunition Lists.
4 Livestock Lists.
4 Ports of Call Lists.
1 Bonded Store List.
2 Vaccination Lists.
8 Manifests.
2 Bills of Lading.
2 Crew Declaration (Special Lists).

PILOTAGE: The Pilot Station for Port Harcourt is at Bonny, 15 miles from Fairway Buoy, 28 miles from Port Harcourt. The Harbour Master keeps watch on VHF Channels 16 and 14 and on 2182 from 0700 to 1800. As there presently is no radio station at Port Harcourt Masters should cable their Lagos Agent with a 48 hours ETA asking the Lagos Agent to pass the information to Port Harcourt. Pilot boards at Fairway Buoy from pilot-cutter green hull, stone colour superstructure.

Position of Fairway Buoy: 4° 12′ 56″ N., 7° 00′ 28″ E.

It should be noted that Bonny is an oil terminal and as such heavy traffic of tankers is continuous. If requested by Harbour Master to pass the channel from Fairway Buoy at Bonny and anchor at Bonny without Pilot, latest Notices to Mariners should be studied in order not to damage oil pipe-lines in prohibited anchorage areas.
ANCHORAGES: Position West of Fairway Buoy, depths 8–9 fathoms.
RESTRICTIONS: There is no pilotage after dark, and no navigation on the river after 1800 hours.
MAX. SIZE: Maximum draft is 25 ft. at high water, minimum depth in approaches 18 ft. datum. Max. length 600 ft. no restrictions on beam. Ebb tide reaches a max. of 3 knots off the berths and 2½ knots in the river, flood tide 2½ knots off berths and in the river.
HEALTH: Q-flag to be shown on arrival, except if from another Nigerian port, Yellow fever and small-pox inoculations compulsory. In case of suspected disease on board, advance notice to Agent advisory.
TUGS: Not available.
BERTHING: *Main Quay:* The main Quay is 3,459 ft. long and capable of berthing seven vessels, with drafts from 24 ft. to 26 ft.

The old quays at Port Harcourt have been completely reconditioned to enable them handle bigger ships. Dredging in front of these quays is in progress and when completed ships with drafts of up to 29 ft. will be able to use these berths.

Tanker Mooring Buoys. There is no wharf available for the use of tankers discharging bulk petroleum products. This operation is carried out from tanker mooring buoys discharging to shore installations by means of a floating pipe line. This buoy berth is capable of berthing tankers up to 585 ft.

Vessels berth and unberth on the flood tide during the hours of daylight only. Connection from ship to shore is by a floating pipeline of 6 in. diameter. Maximum rate of discharge is 350 tons per hour.

Coal Berth. Although the Coal Berth is situated within the Quay area, it is owned by the Government and operated by the Nigerian Railway Corporation. The berth consists of a central pier, carrying the conveyor belt and superstructure, and four dolphins, making the berth 500 ft. in length. The conveyor which has a capacity of 350 tons per hour is connected to storage hoppers of 3,000 tons capacity which are situated outside the Quay area.

B.O.P. Berth. This berth lies outside the Quay area, and is for the loading of palm oil by means of a direct pipe line from the installation of Bulk Oil Plants (Nigeria) Limited. It consists of a central "T" jetty with dolphins and is capable of berthing vessels up to 480 ft. in length. It is also used for the discharge of explosives as such cargo is not permitted to be handled across the general cargo Quay.

Oil is supplied by a 6-in. diameter pipe at a maximum rate of 250 tons per hour.

Okrika Oil Refinery: Okrika lies on the Bonny River, some 35 miles from Bonny Fairway Buoy. The approach is by a buoyed channel some 8 miles in length, dredged to a depth of 38 ft. chart datum. The river from Bonny to Okrika has been dredged as necessary and least depths are 29 ft. chart datum. Jetty at the oil refinery suitable for berthing coastal and ocean tankers up to 33,000 tons deadweight. The jetty is "L" shaped with a square dolphin at the end of the arm. Ocean tankers secure on the outside of the jetty making fast to two sets of mooring dolphins each end. The coastal vessels and barges are berthed on the inside of the jetty. Oil is supplied via gantry hoses on either side.
STEVEDORES: Gang requirements and hatch distribution should be included in 48-hours ETA cable to Agent. Discharging general cargo 8 tons per gang/hour, cement 15–20 tons per gang/hour, bagged cargo 20 tons per gang/hour, loading produce 15–20 tons gang/hour.
MEDICAL: Doctors available 24 hours, but limited supply of medicaments. General Hospital presently managed by USAID doctors. Yellow fever and smallpox vaccination required.
DENSITY: Appx. 1015 oz.
FRESH WATER: No restriction, from barge (15 ton/hour) quay (low pressure, max. 8 ton/hour), 11/6 per ton from barge, 8/4 per 1000 gallons from quay.
FUEL: Most standard lubricants available, but bunkers almost impossible as no bunker installations available (only by road-tankers) requirements by 48-hours ETA cable.
GANGWAY/DECK WATCHMEN: Recommended, 2/- per hour.
OPENING/CLOSING HATCHES: Normally by crew.
CUSTOMS ALLOWANCES: 200 cigarettes per man per 7 days. 1 wine or 1 btl spirits per officer per 7 days.
IDENTIFICATION CARDS: Crew to carry passport or seaman's book whilst ashore.
REPAIRS: Only very minor repairs available, no spares.
REPATRIATION: Possible via Lagos.
AIRPORT: 7 miles away, twice daily flights to Lagos, no international flights.
TIME: GMT plus 1 hour, no changes during the year.
HOLIDAYS: New Year (Jan. 1st); Id-El-Kabir (Feb. 16–17th); Good Friday and Easter Monday; National Day (Oct. 1st); Fasting Period (October 31st); Id-El-Fitri (Nov. 29–30th); Christmas Day (Dec. 25th); Boxing Day (Dec. 26th). The Muhamadan holidays are subject to changes. The port does not work on Dec. 25 and Good Friday, other days on overtime.
POLICE/AMBULANCE/FIRE: All can be contacted by tel. 999.
SHORE LEAVE: Allowed provided crew carry passport or seaman's book.

AGENT: Scanship (Nigeria) Limited, PO Box 432, Port Harcourt, tel. 8053. Telex Scanship Lagos 44 attention—Port Harcourt.

SAPELE: (incl. Koko) 05.55 N. 05.42 E.

DOCUMENTS:
Crew List.
Port of Call List.
Passenger List.
List of Arms and Ammunition.

These documents required by following Government Departments: Collector of Customs, Customs Preventive Service, Ports Health Authority, Police Authority/Immigration, Nigerian Produce Marketing Co., Nigerian Ports Authority NPA also require Inward and Outward Masters Declarations and all other documents such as Manifests and Bill of Lading, etc.
PILOTAGE: None.
ANCHORAGES: No laid-down areas.
RESTRICTIONS: None under normal conditions.
MAX. SIZE: Average length 400/450 ft., draft 16½ ft. plus tide for the day, minus Master's underkeel clearance.
HEALTH: Normal International Regulations, but between ports in Nigeria nothing required.
RADIO: No local radio station. ETA and ETD best passed via Lagos Radio to Lagos Agents who in turn advise local Agents.
TUGS: None available.
BERTHING: Berthing/unberthing normally done in daylight hours.
Sapele:

Berth	*Type*	*Length of Berth*	*Depth*	*Remarks*
1	Anchorage	500′	21′	Swinging Room
2	Anchorage & Stern to Buoy	No. Limit	22′	
3	Buoys Fore & Aft	750′	20′	
4	Buoys Fore & Aft	500′	17′	

5	Anchorage & Stern to Buoy	No. Limit	16′	
6	Buoys Fore & Aft	550′	19′	Draft limited by Pinnock shoal
7	Buoys Fore & Aft	550′	19′	,,
8	,,	600′	19′	,,
9	,,	550′	19′	,,
9a	Anchorage & Stern to Buoy	No. Limit	19′	,,
10	A. T. & P. Wharf	400 Wharf length	16′	,,
11		475′	15′	,,

N.B.: Berth 9a only used if port is full in emergency.

Koko: One wharf 450 ft. 24 ft.

STEVEDORES: Handled by Shipping Agents.
RADAR/VHF: Radar none. VHF channel 16, 14, 12.
MEDICAL: Local general hospital.
TANKERS: Only small coastal tankers.
DENSITY: River water almost fresh at all states of tide.
FRESH WATER: None available.
FUEL: None.
GANGWAY/DECK WATCHMEN: Supplied by Shipping Agents.
OPENING/CLOSING HATCHES: Either by crew or stevedores.
TOBACCO/WINE ALLOWANCE: 200 cigarettes per person per week. 1 bottle per officer per week.
CARGO GEAR: No extra requirements.
IDENTIFICATION CARDS: Seaman's identity card.
CONSULS: None.
REPAIRS: No facilities.
DRY DOCKS: None.
REPATRIATION: By road to Lagos and international airways or by road to Benin/Lagos.
AIRPORT: Benin 37 miles, internal only.
TIME: GMT plus 1 hour.
HOLIDAYS: Port closed only Christmas Day and Good Friday.
POLICE/FIRE: Police Sapele 19. No fire service.
TELEPHONES: No facilities exist for placing on board.
SERVICES: None.
SHORE LEAVE: Allowed.
PORT AUTHORITY: Nigerian Ports Authority, Sapele 221, Genports Sapele.
AGENT: Scanship (Nigeria) Ltd. Private Mail Bag 4030, Sapele Tel. 177.
N.B. Correspondence should be addressed to Warri office, see Burutu.

Norway

ALESUND: 62.27 N. 06.09 E.

DOCUMENTS:
1 Crew List.
1 Passenger List.
1 Customs Documents.
1 Health Documents.
3 Manifests.
3 Bills of Lading.
1 Ship's Papers.
1 Stores Lists (provisions).

PILOTAGE: From open sea, Pilot is taken on board at Rundo pilot station. Watch 24 hours a day. To be called 3–4 hours before ETA by VHF 16, or radio.
RADIO: Alesund Radio 2182. VHF 16. Harbour Office is manned 24 hours. Tel. 21425.
TUGS: Meet vessel normally before entering the harbour, or by order.
BERTHING: At the Southern Harbour there are the following commercial quays: Storneskaien: East side, length 97 m., depth alongside, 5 m. min.; South side, 143 m., depth 13 m.; West side, length 82 m., depth 5 m. min. Warehouse cap. 1,200 sq. m. Prestebrygga: North side, length 85 m., depth alongside, 6.5 m. min.; South side, length 110 m., depth 13 m.; West side, length 42 m., depth 5 m. min. Warehouse cap. 715 sq. m. Two quays for mooring: length 310 m., depth alongside 5 m.; and length 200 m., depth 9 m. respectively. At Northern Harbour there is one commercial quay. Skansekaien: North side, length 155 m., depth alongside, 6 m. South side, length 150 m. depth 5m. This quay forms protection for a small inner harbour with several smaller quays.
STEVEDORES: Obtained by Agent ETA 12 hours before ships arrival.
FRESH WATER: Available.
FUEL: Bunkering facilities from all major oil companies. Loading by barge or pipeline at berth.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: This work is normally carried out by crew.
CUSTOMS ALLOWANCE: Tobacco: 200 cigarettes. Wine/Spirit: 1 bottle of spirits.
IDENTIFICATION CARDS: Not required.
REPAIRS: Available. Floating dock 380 ft. by 50 ft. to lift 3,000 tons. Three patent slips for vessels up to 700 tons.
AIRPORT: Aalesund airport, Vigra. Passenger flights (three times a day) to and from Oslo. Trondheim, Bergen.
TIME: GMT plus 1 hr.
HOLIDAYS: 1st May; 17th May.
POLICE/AMBULANCE/FIRE: Police 21321; Ambulance 23348; Fire 014.
TELEPHONES: No arrangements for placing telephones on board.
PORT AUTHORITY: Havnefogden. Alesund Havnevesen, Alesund. Norway.

ÅLVIK: 60.26 N. 06.24 E.

Ålvik located in inner part of Hardangerfiord. Ferrosilisium works. Vessels from abroad may call Haugesund for inward Customs' clearance.
DOCUMENTS: See "Bergen".
PILOTAGE: Compulsory. Belonging to Bergen Customs' district.
LENGTH OF QUAY: 80 metres. 2 cranes, each 7·5 tons.
AGENT: Joachim Grieg & Co., Bergen.

ARDALSTANGEN: 61.14 N. 07.42 E.

Årdalstangen: Aluminium works. Located in innermost part of Sognefiord. 61° 14′ 03″ N. 7° 42′ 28″ E.
DOCUMENTS: See "Bergen".
PILOTAGE: Compulsory. Belonging to Bergen Customs' district and unless otherwise arranged beforehand vessels from abroad must call at Bergen for inward clearance. Aluminium works.
BERTHING: 1 quay 600 ft., 29 ft. depth alongside; 1 quay 210 ft., 18 ft. depth alongside.
Cranes up to 50 tons capacity. Ice free. Quay dues 10 øre per ton cargo loaded or discharged.
TRAFFIC: about 500 ships loading and discharging.
AGENT: Joachim Grieg & Co., Bergen. (See "Bergen".)

ARENDAL: 58.28 N. 08.46 E.

DOCUMENTS: See "Bergen".
PILOTAGE: Pilot station Merdøy. Contact by VHF/R/T. Pilot available day and night. Telephone 36247.
ANCHORAGE: Safe anchorage ground is readily available and there are numerous mooring places for vessels not docking alongside the quays.
MAX. SIZE:

	Depth Feet	*Length Metres*
Nye Tollbodkaien	33	165
Batterrikaien	33	110
Hotellbryggen	30	77
Malmkaien	28	30
Stenkaien	26	140
Utstikkerkaien i Barbu	24	58
Fryselagerkaien	22	76
Jaktekaien	20	50
Gamle Tollbodkaien	20	45
Kallevigs Brygge	20	43
Jernbanekaien	18	75
Langbryggen	15	120

No tide, even in exceptional weather conditions increase in water level, never exceeds, 3 ft.
TUGS: Two small tugs.
RADAR/VHF: Radar at pilot station. VHF see "Pilotage".
MEDICAL: Advance notice required for medical attention.
FRESH WATER: Available all quays.
FUEL: Advance notice required.
GANGWAY/DECK WATCHMEN: Necessary and recommended.
OPENING/CLOSING HATCHES: Crew or stevedores.
CERTIFICATES: Normal International Certificates required.
CUSTOMS ALLOWANCE: 200 cigarettes, 1 bottle spirits.
IDENTIFICATION CARDS: Not required.
CONSULS: Sweden, Denmark, Finland.
REPAIRS: Port has well-equipped workshop to carry out engine repairs as well as hull work above water line.
AIRPORT: Kjevik 60 km.
TIME: GMT plus 1 hour.
POLICE/AMBULANCE/FIRE: Police 22030; Fire Station 22255.
TELEPHONES: Can be placed aboard.
PORT AUTHORITY: Harbour Master, tel. 21071–23668.

BERGEN: 60.24 N. 05.19 E.

DOCUMENTS:
1 Provision List.
1 List of Bonded Stores.
1 Health Declaration.
2 Manifests.
2 Crew Lists.
2 Passenger Lists.
Certificate of Tonnage.
Dangerous Cargo List.

PILOTAGE: Compulsory. Main entrance to port at Marsteinen Lighthouse (pilot station) 60° 24′ N. 5° 18′ 50″ E. 24 nautical miles from town, but vessels from South may enter at Skudesnes (88 nautical miles) and from North at Stedje pilot station (32 nautical miles). VHF Channel 16. Practically no tide. Port free of ice throughout whole winter and well sheltered from all winds. Sound signals for pilot, three long and one short. Harbour pilotage not compulsory but advisable.

ANCHORAGE: Puddefiord. Good holding grounds. Depth 10 to 50 fathoms of water.
RESTRICTIONS: Vessels can enter day and night.
MAX. SIZE: Max. draft 35 ft. Vessels up to 50,000 tons have been berthed at Dokkeskyærsquay. Oil installation up to 30,000 tons d.w.
HEALTH: See "Documents". If vessel carries quarantine flag on contagious diseases, radio communication should be sent to Agents for instructions, otherwise no special regulation.
RADIO: Communication to Agent should be sent through Rogaland Radio or Bergen Radio.
TUGS: Two tugs, each 1,000 h.p. available. Ship's lines to be used, contractors Bergen Steamship Co. Tugs normally join vessel at Puddefiord or subject to requirements.
BERTHING: Berthing instructions from Harbour authorities through Agent's office.
BRIDGES: A bridge between Knarrevik and Drotningvik is under construction. Height of bridge from the water will be 50 metres at mean water level. Bridge position will be 5 miles from harbour in the entrance to port from South.
STEVEDORES: Stevedoring arranged by Agents subject to requirements. 24 hours notice, important obtain in good time accurate ETA. Ordinary working hours at port 0730–1600. Saturdays until 1300.
RADAR/VHF: Radar servicing for following types: Decca, Nera, RCA, AEI, Raytheon, Kelvin Hughes, Therma Sperry. Service arranged through port agent. VHF see "Pilotage".
MEDICAL: Masters to advise by radio prior arrival if medical attendance required on board. Hospital facilities available.
TANKERS: Discharge lines usually 6 and 8 in. No slop (residues) discharge facilities. Numbers of tanker berths 5: Shell, Esso, Fina, Mobil Oil, and BP. Max. drafts 30 ft.
DENSITY: Salt water.
FRESH WATER: From all quays and wharves with exception of some oil berths where water barge necessary. Price from quay approximately N.Kr. 1·0 per ton. From barge approx. N.Kr. 10.0 per ton.
FUEL: All grades of diesel, fuel and gas oil including lubricating oil available at all wharves in main entrance. Supplies also from barge subject reasonable notice.
FIRE PRECAUTIONS: No special precautions. Special harbour fire-fighting boat. As usual no smoking permitted during discharge operation.
GANGWAY/DECK WATCHMEN: Obtainable subject inquiry at N.Kr. 100.0 for 12 hours watch from 1900 to 0700 hours.
OPENING/CLOSING HATCHES: Crew allowed to open and close hatches.
SHIP'S CERTIFICATES: All certificates to be on board. Ship's tonnage certificate to be produced to Custom authorities upon arrival.
CUSTOMS ALLOWANCE: Tobacco, 20 cigarettes per day or 20 gramme tobacco per crew member. Wine and/or Spirit, 1 bottle spirit or wine for consumption on board allowed per crew member.
CREW IDENTIFICATION CARDS: Not required.
CONSULS:

Belgian	33 873	Panama	00 011
British	17 033	Peruvian	18 028
British	10 990	Portuguese	18 140
Danish	15 000	Spanish	14 192
Finnish	30 700	Swiss	15 115
French	30 050	Swedish	19 760
Guatemala	14 483	Turkey	10 105
Greek	15 090	German	19 984
Icelandic	19 680	Uruguay	13 307
Italian	18 135	Austrian	10 173
Dutch	56 000		

REPAIRS: All repairs possible.
DRY DOCKS: Major: Bergens Mekaniske Verksteder. Minor: Mjellem & Karlsen Verksted A/S, Bergen. 6 patent slips and 1 dry dock, 365 ft. long. Floating dock for vessels up to 20,000 tons d.w.
REPATRIATION: All facilities available.
AIRPORT: Flesland Airport, 12 miles outside Bergen. Bus service from town, daily connections with Europe and U.S.A.
TIME: GMT plus 1 hour.
HOLIDAYS: General holidays 1970. New Year's Day (January 1); Maundy Thursday Good Friday Easter Monday; Labour Day (May 1); Ascension Day (May 7); National Holiday (Sunday) (May 17); Christmas Eve (December 24); Christmas Day (December 25); Boxing Day (December 26); New Year's Eve (December 31).
POLICE/AMBULANCE/FIRE: Police 002; Ambulance 10 185; Fire 10 000.
TELEPHONES: Telephones may be installed on board during ship's stay at Dokkeskjæsquay or Skoltegrunnsquay if required. Approx. cost per day N.Kr. 200.0.
SERVICES: Compass adjusting, laundry, ship chandlers for delivery of provisions and bonded stores.
SHORE LEAVE: No restrictions.
DELAYS: Under normal conditions, no special delay should be expected.
AGENT: Messrs. Joachim Grieg & Co., Raadstuplass 2–3, PO Box 234–237, N–5001 Bergen. Tel. 18 140, after office hours: 80 835 and 56 302. Telegraphic address "Expeditor". Telex 42 700.

BODO: 67.17 N. 14.24 E.

DOCUMENTS:
2 Store Lists.
2 Crew Lists.
2 lists Crew's Personal Effects.
PILOTAGE: Sea pilot North of Fleinvær Island position 67° 12′, N. 13° 48′ E. White pilot boat with VHF Channel 16. Harbour Pilot outside breakwater head – 24 hours notice.
ANCHORAGE: Outside breakwater. According instructions from Sea or Harbour Pilot. No draft limitation.
RESTRICTIONS: None – weather permitting.
MAX. SIZE: Max. 18,000 dwt. for oil carriers with max. draft 32 ft. Otherwise max. draft 22 ft. along quays for coal, salt and warehouse goods.
RADIO: Bodö Radio/LGP.
TUGS: Not available.
BERTHING: Usually on arrival – otherwise harbour pilot will bring instructions from Agent or Port Authorities.
STEVEDORES: Ordered by Agents – working day and night.
RADAR/VHF: No radar service. VHF Harbour office and Bodö Radio.
MEDICAL: 24 hours notice of medical attention required. Hospital facilities available.
TANKERS: Shore lines 6, 8 and 12 in., 2 berths, slop facilities not available, max. draft 32 ft. Fresh water available.
DENSITY: 1025.
FRESH WATER: Available all quays.
FUEL: All kinds bunkers and oil without notice from two installations.
GANGWAY/DECK WATCHMAN: Available, but not compulsory.
OPENING/CLOSING HATCHES: Normally by crew.
CERTIFICATES: Ship's Register Certificates.
CUSTOMS ALLOWANCES: 200 cigarettes or 150 gr. tobacco and ½ bottle of spirit.
CARGO GEAR: No additional requirements. Ships gear to be used except for discharging coal, coke and salt where special cranes used.
IDENTIFICATION CARDS: Not required.
CONSULS:

Sweden	20115	Finland	20010
France	21000	Germany	20089
Denmark	21070		

REPAIRS: Minor deck and engine repairs possible.
DRY DOCKS None.
REPATRIATION: Good facilities.
AIRPORT: 2 km. distant. Regular airlines.
TIME: GMT plus one hour. Permanent.
HOLIDAYS: 1st May and 17th May (national holiday) Cargo work may be arranged.
POLICE/AMBULANCE/FIRE: Police 20020; Ambulance 22360;. Fire 22622.
TELEPHONES: No arrangements for placing telephones on board.
GENERAL: Imports oil, coal, coke and salt. Exports fish, herring, meal, herring oil.
SERVICES: Compass adjusting, all kinds of nautical instruments. Ships chandler.
SHORE LEAVE: No restrictions.
AGENT: Erling Sannes, Bodö. Tel 20010–21889 or 21457. Telegraphic address: Sannesbo. Telex. 64055–Sannesbo. Code New Boe. Agents, Brokers, Shipowners.

BREVIK: 59.03 N. 09.43 E.

DOCUMENTS:
Crew List.
Tobacco and Spirit List.
Cargo and Stores List.
3 copies of Manifest.
Declaration of Health List.
PILOTAGE: Langesund Pilot Station—call sign LHXP. Twenty-four hours prior notice and 2 hours before arrival. VHF Channel 16—radio telephone 2182. Pilot boat located 1 mile South-east of Langoytangen Lighthouse (pos. 58° 59′ 30″ N., 9° 45′ 30″ E.).
ANCHORAGE: At Helgerofjorden, 2 miles East of Langoytangen Lighthouse. Depths 15–25 fathoms.
RESTRICTIONS: No entry restrictions, except in bad visibility.
MAX. SIZE: Tankers draft 30 ft. 6 in., length 600 ft.; others draft 32 ft. 6 in., length 550 ft.; recommended by Pilots.
HEALTH: Pratique obtained when alongside wharf; arranged by customs.
RADIO: Rogaland Radio, call sign LGQ.
TUGS: Tugs not normally used in Brevik.
STEVEDORES: 24 hours prior notice required for ordering gangs.
MEDICAL: No advance notice required for medical attention.
TANKERS: Discharging hoses 8 in. diameter. No slop discharge facilities. 2 tanker berths draft 30 ft. 6 in.
DENSITY: Brackish water, density from 1012 to 1023.
FRESH WATER: Hoses from shore, capacity 10 tons per hour, kr. 2, per tons.
FUEL: All grades available.
GANGWAY/DECK WATCHMEN: Watchmen available but not compulsory. Kr. 10.0 per hour.
OPENING/CLOSING HATCHES: Normally carried out by crew members.
CERTIFICATES: Ship's Register, and Derat. Certificate required.
CUSTOMS ALLOWANCES: 200 cigarettes per man. One bottle of spirit per man.
IDENTIFICATION CARDS: Not needed.
CONSULS: Swedish Vice-Consulate, tel. 70040.
REPAIRS: All types of repairs possible (deck and engine).
REPATRIATION: Can be arranged.
AIRPORT: Fornebu—Oslo Airport—100 miles, served by regular airlines.

TIME: GMT plus 1 hour. No alterations during the year.
HOLIDAYS: New Year's Day; Day before Good Friday; Good Friday; Easter Monday; May 1st; Ascension Day; May 17th; 25th and 26th December. No work done on these days.
POLICE/AMBULANCE/FIRE: Police 71123; Ambulance 70111; Fire 71171.
TELEPHONES: Can be placed on board at no extra cost.
SHORE LEAVE: Crew members allowed ashore.
AGENT: S. Stiansen, Shipping Agents, Brevik, Norway. Tel. 70040; private 70664. Telex 16388. Telegrams "Stiansen".

BRONNOYSUND: 65.30 N. 12.13 E.

DOCUMENTS: See "Bergen".
PILOTAGE: Pilot ordered through Harbour office tel. 78. Cable address "Losforman".
ANCHORAGE: Prestoytaren. 65° 29.0′ N. 12° 11.5′ E. Depth 28 ft. to 180 ft.
MAX. SIZE: Largest ship approximately 5,000 GRT. Depth at Port Authorities quay 18 ft. to 24 ft. LWOST.
At tanker installations:

A/S Norwegian Esso	16 ft. LWOST
A/S Norske Shell Central fishing port	15 ft. LWOST
A/S Braendselolje, Salhus	16 ft. LWOST

RADIO: Rorvik radio station call signal: LGY. Hours of attendance 0800 to 2100.
TUGS: None.
STEVEDORES: Bronnoysund Discharge and Loading Society tel. 301.
MEDICAL: Nearest hospital Sandnessjoen 67 kilometres.
FRESH WATER: Delivered by hose to all Port Authority Berths. Cost N.Kr. 3.00 per ton.
FUEL: Delivered to all berths. 24 hour service.
DEVELOPMENTS: Deepening of central fishing port to 15 ft. at low water, expected ready end 1970.
GANGWAY/DECK WATCHMEN: Watchmen at gangways and pilot ladders optional. Can be ordered through Bronnoysund Discharge and Loading Society.
OPENING/CLOSING HATCHES: Usually by port workers.
CUSTOMS ALLOWANCES: Master 400 cigarettes or 40 grams tobacco; all other crew 200 cigarettes or 20 grams tobacco. Wine/spirits; Master 2 litres; all other crew ¾ litre.
IDENTIFICATION CARDS: Crew to possess identification card with passport photo.
CONSULS: None.
REPAIRS: Limited deck and engine repairs. Turner's shop and welder's shop available.
AIRPORT: Regular traffic North and South daily.
TIME: GMT plus 1.
HOLIDAYS: During Sundays and holidays not permitted discharge/load between 1000 to 1300, but dispensation can be obtained.
POLICE/AMBULANCE/FIRE: Police 45 and 450; Ambulance 28; Fire 19 and 106.
PORT AUTHORITY: Harbour Master, Torghattens Gate 30, tel. 200.

DRAMMEN: 59.45 N. 10.10 E.

DOCUMENTS:
Bill of Health.
2 Crew Lists.
2 Passenger Lists.
2 Customs Lists for crew members and passengers.
Bills of Lading.
3 Manifests for every port of discharge.
PILOTAGE: Give 6 hours notice by R/T 2182 kc/s or VHF Channel 16 to "Færder Pilot". Coast stations "Tjøme Radio" LGT or "Farsund Radio" LGZ can also be used. Harbour Pilots ordered through ship's Agents.
ANCHORAGES: Pilot service supplies information regarding anchorages. Reference also in *Den Norske Los* – "The Norwegian Pilot" volume 2, published by Norges Sjøkartverk.
RESTRICTIONS: Max. draught for main harbour 26 ft./7,92 metres, otherwise no entry restrictions.
BERTHING: *Main Harbour.*
Tangen Quays

Tollbukaia	length	180	metres
Kranbrygga	,,	108	,,
Myrakaia	,,	185	,,
Langbrygga	,,	255	,,
Tjømekaia	,,	170	,,

Max. draught 26,25 ft./8 metres.
Holmen Ost (Holmen East)
Havnelagerkai, length 100 metres, max. draught 26,25 ft./8 metres. Roll-on/roll-off quay length 60 metres, max. draught 19,69 ft./6 metres.
Holmen Syd (Holmen South)
Quay length 421 metres. Max. draught 29,53 ft./9 metres. Within port area are several private quays mostly used by coastal shipping. For tanker berths, see "Tankers".
HEALTH: International procedure followed to obtain pratique. In case of suspected diseases or fever inform Port Authorities, tel. 831085. When arriving from a Norwegian port pratique automatic.
RADIO: Tjøme Radio, call sign "LGT" Farsund Radio, call sign "LGZ". Oslo Radio, call sign "LGO". R/T 2182 kc/s or VHF Channel 16 can also be used.
TUGS: Under normal conditions not necessary except for large vessels, but available on request. Normally ship's hawsers or lines used for towing. Tugs ordered through Agent.
STEVEDORES: Labour must be ordered latest 15.30 hours day before arrival. Saturdays before 12.30 hours. For further advice contact ship's Agent.
RADAR/VHF: VHF Channel 16 and 11 when communicating with Drammen Port Authorities. No port radar service.
MEDICAL: In case of emergency, notice regarding required medical treatment must be given as soon as possible. First class hospital facilities available. No special inoculation or fever certificates necessary, except those according to international health regulations.
TANKERS:
Tronstad Berth
Wooden quay 92 metres long, max. draught 32,81 ft./10 metres. Fresh water available.
Pipeline connections: Gas oil 8 in.; light fuel oils 9 in.; asphalt 8 in.
Holmen South Berth
Concrete quay, max. draught 29,53 ft./9 metres. Fresh water available.
Pipeline connections: Gas oil 8 in.; light fuel oils 8 in.; paraffin 6 in. heavy fuel oil 4 in.
B.P. Berth, Solumstrand
9 metres wide quay at end of pier, max. draught 16,4 ft./5 metres.
Pipeline connections: Light gas oil 6 in.; petroleum 4 in.; white-spirit 3 in.; propane 2 in.
Bakketomta Berth, Lierstranda
Concrete quay, 23 metres long, max. draught 16 ft./4,88 metres.
Pipeline connections: Super petroleum 8 in.; petroleum 8 in.; light fuel oil 8 in.; gas oil-paraffin 6 in.; white spirit 4 in.
Esso Berth, Solumstrand
Concrete quay, 23 metres long, max. draught 16 ft./4,88 metres.
Pipeline connections: Light fuel oil 6 in. and 4 in.; gas oil 6 in.; Petroleum 6 in. and 4 in.
DEPTHS: Chart depths vary only slightly owing tidal fluctuations. Exceptional conditions, such as snow melting in spring, heavy rainfall and prevailing strong southerly or northerly winds will cause stronger currents and a variation in water levels.
FRESH WATER: Delivery by hose available anywhere at any time. Charges:
Not exceeding 10 tons N.kr. 25,00
From 11 to 25 tons N.kr. 2,00 per ton
From 25 to 50 tons N.kr. 1,75 per ton
For 50 tons or more N.kr. 1,50 per ton
Hose fees N.kr. 1,00 per metre. For freshwater delivery after working hours, an extra charge in addition to usual delivery fees.
FUEL: Tronstad berth: gas oil 200 sec. Holmen S.: fuel 2000 sec., marine diesel 200 sec. Bakketomta Lierstrand: Bunkering by tank-lorry possible if necessary. Esso Solumstrand: gas oil visc. 1,2 at 20 degrees cel.; diesel visc. 1,7 at 20 degrees cel. Lubricating greases and oils available.
FIRE PRECAUTIONS: International danger signals and precautions practised. Wires for towing must be ready for immediate use. In case of fire on board or in vicinity, vessel must leave quay and harbour as soon as possible.
DEVELOPMENTS: Increase of max. draught in main harbour to 10 metres/32,81 ft.
Planning of new roll-on/roll-off berths being carried out.
Latest developments in loading and discharging techniques under close observation.
GANGWAY/DECK WATCHMEN: Watchmen recommended – charges about N.kr. 140,00 for twelve-hour shift.
OPENING/CLOSING HATCHES: If necessary hatches can be opened or closed by stevedores, but usually by crew.
CERTIFICATES: Usual ship's certificates according to international regulations.
CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes/100 grams of tobacco allowed weekly. Wine or Spirits, 1 bottle wine or spirits usual weekly allowance.
CARGO GEAR: International Safety Regulations followed.
IDENTIFICATION CARDS: Not required.
CONSULS:

Belgium	tel.	831485
Denmark	,,	834380
Finland	,,	832985
France	,,	833590
Germany	,,	832480
Sweden	,,	838670

All other consulates situated in Oslo.
REPAIRS: Shipyard facilities for all kinds of deck and engine repairs available.
DRY DOCKS: Two floating docks, 20,000 and 3000 tons cap. Nearest dry docks in Horten and Oslo. Distance by sea respectively 24 miles and 46 miles
REPATRIATION: All facilities available.
AIRPORT: Nearest airport Oslo Airport, Fornebu, situated 16 miles by road from Drammen. Regular services to all parts of the world.
TIME: GMT plus 1 hour. Permanent.
HOLIDAYS: On Saturdays work stops at 1230, but if ships can be finished, loading and discharging is continued to 2230 hours.
All Sundays; 1st January; Maundy Thursday; Good Friday; Easter Monday; 1st May; Ascension Day (17th May); Whit Monday; Christmas Day; 26th December.
On Easter, Whit, Christmas, and New Year's Eve work stops at 1400 hours.

POLICE/AMBULANCE/FIRE: Fire-alarm accidents 832020; First-aid station 831585; Hospital 834585; Police 838170; Taxi 835060.
TELEPHONES: Two telephone kiosks situated Tangen quay. On Holmen S. quay connections for telephones under construction and will be completed in near future.
GENERAL: Notice will be given to local Agents regarding changes or new developments which can affect usual procedure in port.
SERVICES: Ice-breaker assistance available during winter months.
SHORE LEAVE: No restrictions on shore leave when all formalities in order.
DELAYS: Delays may occur, when very heavy traffic cause shortage of labour.
AUTHORITY: General Port Manager, Drammen Havnevesen, Hans Kiærs gt. 1, 3000 Drammen, Norway.

EGERSUND: 58.27 N. 06.00 E.

DOCUMENTS: Health Certificate (forms obtainable from customs when entering harbour). Crew List, Dangerous Cargo List, Ship's Register. Vessels bound for Egersund must be provided with document signed by Master, setting out specification of cargo to be discharged Egersund, also quantities all provisions and stores on board. Document must include name, tonnage, port of registration, last port, next port, and number of crew and passengers on board.
PILOTAGE: Pilot – if necessary – to be ordered latest 3 hours prior arrival pilot station. Order to be given to Pilot office – telephone 91.328 or to ship's Agent, giving ETA, name of vessel, gross tons, where Pilot required, draft in feet, and discharging/loading place. Vessels entering Egersund liable to inward and outward pilotage dues, mileage money according distance piloted; and pilot dues, whether services of Pilot used or not. Pilot station lying on Eigeroy – and Pilot available for Southern and Northern entrance, from pilot boat. Southern entrance mostly used, maximum draft 27 ft. In case of using Northern entrance, ship has to pass bridge between Eigeroy and the continent. Maximum height 23·5 m. Maximum draft 16 ft.
ANCHORAGE: Any place in harbour available for anchorage. Especially used is Hovlandsviken – 36 ft. draft.
MAX SIZE: Largest vessel which has entered Egersund – 25,000 dwt. Max. draft 27·5 ft. In harbour there are 2,000 ft. of quayage with 18–27 ft. alongside. One 30-ton crane.
RADIO: Rogaland Radio and Farsund Radio.
TUGS: Not available in Egersund.
STEVEDORES: Ordered by Agent – no ETA to stevedores necessary. Time for ordering gangs for next morning must be given by 1300 hours day before.
FRESH WATER: Can be delivered at most discharging/loading places. Cost per ton about kr. 2/-.
FUEL: All grades available.
GANGWAY/DECK WATCHMEN: Available – but not compulsory.
OPENING/CLOSING HATCHES: Crew allowed open and close.
CERTIFICATES: On first call Registered Tonnage Certificate necessary – thereafter not required unless gross/net tonnage changed.
CUSTOM ALLOWANCE: (Dependent size – destination, etc.) each crew member is allowed 100 cigarettes, 20 cigars or 100 grams tobacco and one bottle spirits.
CARGO GEAR: No additional requirements.
IDENTIFICATION CARDS: Not required.
CONSULS: Denmark and Sweden.
REPAIRS: All minor repairs possible. Service station for electronic aids.
HOLIDAYS: Work can usually be arranged on all holidays.
TELEPHONES: Police 91.600; Fire 91.500; Hospital 91.338/91.940; Ambulance 91.325.

AGENTS: Messrs. Per Håland Jr. A/S, PO Box 115, 4371 Egersund, Norway. A.O. Tel. Håland, Per Jr. 91.071; Leidland, Per I. 91.657; Stapnes, Arne J. 92.307. Telex 33090. Telegraph "PER". Tel. 91.700.

FLORO: 61.31 N. 05.02 E.

DOCUMENTS:
2 Manifests.
Crew List.
Provisions List.
Health Document.
Passenger List.

PILOTAGE: Nearest station Fedje (60′ 51′ N., 04′ 37′ E.). Distance to Florø harbour about 52 nautical miles. Pilotboat a white-painted cruiser-type marked "LOS" on both sides of bow.

Fixed watch on Fedje island covers both Holmengrå and Hellesøy. VHF Channels 8, 12 and 16 on M. wave. Listening first 10 minutes of every hour. ETA 24 hours before arrival. Telegram" Feielos". If bad weather, Pilot to be picked up on Eastern side of Fedje island.
ANCHORAGE: No anchorages close to pilot station. Florø harbour: space of ca. 1 square kilometre, depths from 15 to 30 fathoms.
RESTRICTIONS: Tide difference about 1·5 metres. Max. draft *entering* Florø harbour 36 ft.
MAX. SIZE: Entering Florø harbour: No restrictions in main harbour concerning length and breadth. Max. draft *berthing:* "Ankerløkken Ship Yard" 13 to 25 ft. in a length of 100 metres. "Fugleskjærkaia" 16 to 18 ft. in a length of 150 metres. "Gunhildvågen" (herring-factory) 25 ft. in a length of 120 metres.

NB. – "Gunhildvågen" lies outside main harbour, and has narrow entrance. Weather permitting, ships of 100 metres length and breadth 20 metres can pass.

STEVEDORES: ETA before 4 p.m. for gangs required next morning.
RADAR/VHF: Servicing can be arranged. VHF see "Pilotage".
MEDICAL: Hospital close to harbour, and available any time.
TANKERS: Harbour is only used by small tankers, about 500 to 1,000 reg. tons.
FRESH WATER: Only available alongside berth. Delivery 6 tons per hour at approximate cost of 4 crowns per ton in day-time.
FUEL: Ordinary fuel. Diesel and gas oil delivered by truck. Ships up to about 1,000 reg. tons receive oil-bunkers directly by berthing bunker station.
DEVELOPMENTS: In connection with harbour-works "Fugleskjærkai", to be built deep-sea pier (draft 30 ft.) length of about 105 metres and an area of about 9,000 square metres. Completion, earliest 1975.
GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: Mostly done by crew.
CREW IDENTIFICATION CARDS: Not required.
CONSULS: None.
REPAIRS: Most repairs possible.
DRYDOCKS: None.
AIRPORT: Harbour served by regular air transport (seaplanes twice a day). Airport to be completed 1971.
TIME: GMT plus 1 hour.
HOLIDAYS: Cargo work can be arranged any time, holidays included.
POLICE/AMBULANCE/FIRE: Police 2101; Ambulance 2521; Fire 2600.
TELEPHONES: Can be arranged on board alongside wharf at approximate cost of 300 crowns (kroner).
SHORE LEAVE: Permitted.
SERVICES: Servicing for all kinds of ships navigation instruments can be arranged, except adjusting radio bearings.
AUTHORITY: Harbourmaster's office tel. 2438, priv. 2602.

AGENT: K. Jansen, Shipping Agent, Stevedore, Shipbroker. Telephones: 2580–2303 A.O. 2222. Cable: Shipping. PO Box 15.

GLOMFJORD: 66.50 N. 13.19 E.

DOCUMENTS:
3 Crew Lists.
Customs List.
Shipping Manifest.
Health Statement.
Bill of Lading.
Ship's Certificate of tonnage.

PILOTAGE: Pilot station, approach from South, is Aasvær, latitude 66° 17′ N. longitude 12° 18′ E., VHF/radio telephone, frequency 2182.

Pilot station, approach from North, is Fleinvær, latitude 67° 13′ N., longitude 13° 42′ E. Order Pilot over Bodø Radio, tel. Bodø 22115.
ANCHORAGE: No berth for anchoring in Glomfjord but possible anchor at Sandaabukten close to Glomfjord.
MAX. SIZE: Quay length 317 metres and depth 8 metres.
HEALTH: Health certificate—only for first port in Norway.
RADIO: Sandnessjøen or Bodø Radio station.
TUGS: None.
BERTHING: No specific requirements relating to berthing.
STEVEDORES: In accordance with Charter Party.
RADAR/VHF: Service station for radar is in Bodø. VHF see "Pilotage".
MEDICAL: Medical aid in Glomfjord, and hospital in Bodø.
TIDE: Difference between high and low water about 3 metres.
FRESH WATER: Alongside quay. Price N.kr. 1.– per ton.
FUEL: None.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CERTIFICATES: Usual certificates.
CUSTOMS ALLOWANCES: 200 gr. tobacco or 200 cigarettes per man. ¾ l. spirit or ¾ l. wine per man.
CARGO GEAR: Discharging by cranes on quay. Loading by conveyor.
IDENTIFICATION CARDS: Usual passport necessary.
CONSULS/REPAIRS/REPATRIATION: None.
AIRPORT: Airport in Bodø .
TIME: GMT plus one hour. Permanent.
HOLIDAYS: See "Drammen".
POLICE/AMBULANCE/FIRE: Police station 6147 Glomfjord.
TELEPHONES: No arrangements for placing on board.
PORT REGULATIONS: No particular or unusual regulations. Control by passing gate between dock area and surrounding field.
AUTHORITY: Glomfjord Salpeterfabriker, 8160 Glomfjord. Tel. 6321. Telex 64061 Bodø.

HALDEN: 59.08 N. 11.25 E.

DOCUMENTS: See "Bergen".
PILOTAGE: Pilot boat at Faerder light station. Pilot boat at Herføl Losstation – Hvaler. Ordering usually over Radio Land Station. Tjømø Radio = LGT (also VHF). Signals according to ordinary international requirements. Exact area for pilot boat: Faerder light station (Store Faerder); Herføl pilot station; Hvasser pilot station.
ANCHORAGE: At Faerder light station in Oslofiord – Singlefiorden west side.
RESTRICTIONS: No special restrictions but larger vessels have to take necessary care with passing Svinesund. The tide current altering according to high and low water time.

MAX. SIZE: For the harbour inside Svinesund (Main harbour) length 560 ft., beam 70 ft., draft 25 ft.
HEALTH: Pratique, ordinary.
TUGS: If wanted; outside Sponviksskansen light with the entrance to Svinesund. Usual, ship's lines.
RADIO: All radio services over Tjømø Radio – Land Station (use the ordinary international frequency (600–705–800 metres).
TANKERS: Maximum 20,000 dwt are received.
FRESH WATER: Yes, available; good quality.
FUEL: Available.
FIRE PRECAUTIONS: According to Harbour regulations.
GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: Carried out by crew.
IDENTIFICATION CARDS: Required.
REPAIRS: Only small repairs carried out.
DRY DOCKS: None.
REPATRIATION: No facilities.
AIRPORT: Nearest Tombo (Islo).
TIME: 1 hour behind GMT.
POLICE/AMBULANCE/FIRE: Fire 81212; Police 82250.
TELEPHONES: None available for shipboard use.
SHORE LEAVE: Allowed.
PORT AUTHORITY: Tel. 83200 – 81208 – 82104.

HAMMERFEST: 70.40 N. 23.40 E.

DOCUMENTS: See "Bergen".
PILOTAGE: Entering from sea, a state Pilot is compulsory as one has to pass through prohibited sea area. Pilot should be ordered 24 hours in advance, and boards ship either at Hasvik (situated at the S.W. end of Soroy Island) or at Tarhalsen (situated at Easternmost tip of same island). Harbour Pilot boards outside harbour breakwaters.
ANCHORAGE: Anchoring in harbour or as appointed by the state Pilot or harbour Pilot.
MAX. SIZE: Alongside quay passenger ships up to 26,000 grt, with draught maximum 30 ft. For anchorage no limitation.
RADIO: Hammerfest Radio, equipped with VHF.
TUGS: None available.
MEDICAL: Hospital facilities available at Hammerfest.
TANKERS: General regulations only.
DENSITY: Salt water.
FRESH WATER: Capacity 200 tons per hour at Harbour Board quay, no water barge. Cost: Kr. 2,50 per ton.
FUEL: All grades, except heavy fuel oil, available.
CUSTOMS ALLOWANCES: See "Stavanger".
IDENTIFICATION CARDS: Not needed.
CONSULS: French, Danish, Finnish, Icelandic and Swedish Vice-Consuls.
REPAIRS: Slipway for smaller ships, up to 200 ft. Only minor repairs and radar repairs available.
DRY DOCKS: None.
REPATRIATION: Daily connection by ship and air.
AIRPORT: Three hours by bus. Regular service several times a day.
PORT AUTHORITY: Hammerfest Havnevesen, Postboks 123, Hammerfest.

HARSTAD: 68.48 N. 16.39 E.

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
De-Rat Certificate.
PILOTAGE: If entering via Andenes, 12 hours advance notice of ETA in order to arrange pilot. If entering via Lödingen, 2 hours notice. VHF Channel 16 both at Lödingen and on pilot-cutter at Andenes.
ANCHORAGE: Inside harbour limits, fairly good anchorages available, Pilot will assist.
RESTRICTIONS: No restrictions, only all foreign ships must have a coast-pilot on board in inland waters.
MAX. SIZE: Any sizes can anchor in harbour.
HEALTH: In case of suspected disease doctor has to be called by radio before entering. After calling at another Norwegian port and no disease, pratique is not necessary.
RADIO: Routing of ETA cables to Agents at Harstad is best over Harstad Radio.
TUGS: 2 small tugs available.
RADAR/VHF: No radar; VHF, see "Pilotage".
MEDICAL: No advance notice required. Hospital facilities available. No medical information required if no suspected disease on board.
TANKERS: 2 berths. Esso 33 ft. B.P. 24 ft.
TIDE: Rise in tide about 6 ft.
FRESH WATER: Available at most quays.
FUEL: All grades available. In the winter 3–4 hours notice required.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: By crew.
CERTIFICATES: Usual International certificates.
CUSTOMS ALLOWANCE: Tobacco: 200 cigarettes or equal amount of tobacco. Wine and/or Spirits: Spirit half a bottle per person.
IDENTIFICATION CARDS: Not needed.
CONSULS: Per Kind & Son – Iceland. O. Galschiödt – Finland. Kr. Holst – Denmark.
REPAIRS: All types of repairs possible.
DRY DOCKS: One dry dock 110 metres long, 17 metres wide.
REPATRIATION: Facilities available.
AIRPORT: 5 hours by road, several flights per day North and South. Inland traffic.
TIME: GMT plus 1 hour.
HOLIDAYS: Cargo work can be arranged on holidays, except 1st and 17th May, Easter Day and Christmas Day.
POLICE/AMBULANCE/FIRE: Tel. 62010–62000–61122.
TELEPHONES: Available, can be arranged by Agent or Dockyard.
SERVICES: Harbour Office, Tel. 62880 62892. Compass adjusting.
SHORE LEAVE: Allowed.
AUTHORITY: Harstad Havnekontor, Postboks 193. Tel. 62880.

HEROYA: 59.07 N. 09.38 E.

DOCUMENTS:
Clearance documents – forms obtainable from Custom officers on arrival.
Deratting Certificate.
Bill of lading.
Manifest.
2 Crew Lists.
Ship's Register.
PILOTAGE: Ships Agent gives ETA pilot station 24 hours before arrival and direct to Pilots 2 hours before arrival. Telegraphic address: Pilotstation, Langesund. VHF Channel 16 to be used when contacting Pilots. Pilot boards at Steingrunnen light buoy Langesund bay, 58° 55′ N.; 09° 44′ E. Flag, sound and morse signal: G. Pilotage compulsory for all foreign vessels but dispensation can be obtained for smaller Scandinavian vessels.
ANCHORAGES: All anchoring at Frierfjorden.
RESTRICTIONS: No restriction on night entry except for large vessels when Pilots prefer daylight.
MAX. SIZE: Max. draft 32 ft. 6 in., max. length 600 ft. entering Kjörttingen between Langesund and Brevik.
HEALTH: See "Documents". Norwegian Health Certificate required on clearance inwards.
RADIO: Cable Agents giving ETA, draft and cash required via Tjøme Radio/LGT or Farsund Radio/LGZ.
TUG: Tugs join at berthing place. Ship's lines used.
BERTHING: No specific requirements relating to berth.
BRIDGES: Brevik bridge max. height 45 metres. Porsgrunn bridge only when proceeding to Menstad, Borgestad, Waterloo and Skien, liftbridge with breadth of 30 metres. Sound signals for passing bridge inward, one long and two short. Outward signals, one long and one short.
STEVEDORES: Ordered by Shippers/Receivers or Agents.
RADAR: Radar/radio serving can be arranged through Agents.
MEDICAL: All medical assistance to be arranged via Agents.
TANKERS: Discharge lines 4 in., 6 in., 8 in.
DENSITY: Brackish 4–6 in. allowance.
FRESH WATER: Obtainable various quays:
N.Kr. 2,– per ton for the first 5 tons (min. n.kr. 8,–)
N.Kr. 1,– per ton for the next 54 tons
N.Kr. 0,50 per ton for the excess quantity
FUEL: All grades available.
FIRE PRECAUTIONS: Tankers discharging, smoking only by officers in saloon, crew in messroom.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: Crew normally open and close Otherwise according Charter Party.
CERTIFICATES: Registered tonnage certificate; Deratting certificate. Otherwise normal international certificates.
CUSTOMS ALLOWANCES: 400 cigarettes for the Master and 200 for each crew member. *Wine and/or spirits*, 4 bottles spirit for Master and half bottle for each crew member.
CARGO GEAR: No additional requirements, but using vessel's rain tents.
IDENTIFICATION CARDS: Only necessary at quays belonging to Norsk Hydro. Special identification cards will be delivered to Master on arrival.
CONSULS: Belgium 20083 (Skien), Denmark 50069, Germany 25093 (Skien), Holland 22 742 (Skien), Finland 52620.
REPAIRS: Repairs possible.
DRY DOCK: Draft 14 ft., length 155 metres, breadth 20 metres, also 4 smaller docks.
REPATRIATION: Facilities exist for effecting crew changes and repatriation.
AIRPORT: 12 km. to Skien Airport. 2 daily flights to Oslo.
TIME: GMT plus one hour. Permanent.
HOLIDAYS: New Year's Day, Maundy Day, Good Friday, Easter Eve (half day), Easter Monday, Christmas Eve (Half day), Christmas Day, 26th December, New Year's Eve (half day).
POLICE/AMBULANCE/FIRE: Police 51040; Ambulance 51070; Fire 51522. Other numbers: Pilot station 73135; Tug station 50844; Norsk Hydro Central 51120; Porsgrunn Bridge 52492; Custom House 54540; Taxi 54112; Harbour office: 52308.

AGENT: Messrs. Nils P. Höyer & Son A/S, Storgaten 107, PO Box 204, 3901 Porsgrunn, Norway. Office tel. 54088. Telex 18010. Telegr. address "Hoyership". After office numbers: 24424 (Skien). 20625 (Skien). 53546.

HORTEN: (on West Side Oslo Fjord): 59.24 N. 10.28 E.

DOCUMENTS: Health Certificate, Provision List, etc., all forms obtainable from Custom Officer boarding on arrival. Ship's International Register and 2 copies of Manifest (with or without freight).
PILOTAGE: Compulsory for foreign ships over 50 GRT. Pilot station at Hvasser (Sandøsund) outer Oslofjord, tel. Hvasser 178 via Tjøme Radio, VHF Channel 16 and RT 2182 kc/s. Cutter or motor-cruiser at Fæder lighthouse bearing 3 miles North-N.E. White hulls with word LOS in black letters. Pilot usually ordered through Agent. Inner Harbour, Horten, compulsory Harbour Pilot ordered through Agent.
ANCHORAGE: Langgrunn outside Horten. Up to any size vessel.
RESTRICTIONS: No restrictions night entry, but inner harbour at Horten only entered with Harbour Pilot on board.
MAX. SIZE: Tankers up to max. length 900 ft. (anchored moorings outside jetty). Deep-water Wharf, length of Quay N.E. side 530 ft. Draft 28 ft.
HEALTH: See "Documents". Advise Agent if suspect any disease or fever.
RADIO: Cable Agent giving ETA via Tjømeradio.
TUGS: Tugs if required use ship's line. Tugs ordered through Agent.
BERTHING: Max. draft alongside quay 28 ft.
STEVEDORES: Ordered by Agents.
RADAR/VHF: No radar service at Horten. Local Harbour Master's Office can be contacted by VHF Channels 14 or 16. Hortens Brygge's "Pilotboat" when in service VHF Channel 16.
MEDICAL: No special notice required, but preferred if urgent. Local hospital—Horten Sykehus tel. 43191.
TANKERS: Tank Cleaning Installation for slop discharge. Draft 23/40 ft. at oil jetty.
DENSITY: About 1022.
FRESH WATER: Available at most berths and from lighter. Price from shore kr. 1.50 per cbm. from lighter about kr. 10.– per ton.
FUEL: All grades. Direct from Installation and also by lighter. If large quantities, give earliest possible notice.
FIRE PRECAUTIONS: Usual restrictions and No Smoking inside Cleaning Installation gate.
DEVELOPMENTS: Committee at present working with plans for building more berths for ferries and traffic.
GANGWAY DECK WATCHMEN: Available, not compulsory.
OPENING/CLOSING HATCHES: Usually opened/closed by vessel's crew.
CERTIFICATES: Ship's International Register and usual certificates.
CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes or 250 grammes tobacco 200 leaves cigarette paper for persons over 15 years only. Wine and/or Spirit, Spirit of max. 60% 1 bottle (¾ litre) and 1 litre wine (1¼ bottle) – 2 litres of wine if no spirits and 2 litres of beer (for persons over 21 years only).
CARGO GEAR: No additional requirements except when extra heavy lifts.
IDENTIFICATION CARDS: Not needed.
CONSULS: Only Finnish Consul in Horten tel. 42189, but most important consulates in Tønsberg – 18 kilometre distant. British Vice-Consul, Tønsberg tel. 11605, Dutch Vice-Consulate 13224.
REPAIRS: Any kind can be carried out.
DRY DOCKS: Dry docks for vessels up to about 60,000 dwt. at A/S Horten Verft.
REPATRIATION: Crew changes, etc., can be arranged.
AIRPORT: Nearest international Airport is Oslo Airport (Fornebu), but charter flights may be arranged to and from Sandefjord Airport—any size of plane, and small aircraft at Jarlsberg Airfield. Distance to Sandefjord about 30 kilometre, to Jarlsberg about 18 kilometre.
TIME: GMT plus 1 hour. No alterations during year.
HOLIDAYS: New Year's day; Thursday before Good Friday; Good Friday; Easter Monday; 1st May; 7th May (Ascension Day); 17th May; Whit Monday; Christmas Day; 26th December. 24th December is half holiday – work stops at noon or 1300.
POLICE/AMBULANCE/FIRE: Horten for immediate help phone 000 covering Police, Ambulance and Fire.
TELEPHONES: Can be placed on board at Deepwater Wharf, the Cleaning Installation and the Dockyard (A/S Horten Verft) at comparatively cheap rates.
GENERAL: A/S Horten Verft are licensed Sulzer builders. Important Electronic Industry.
SERVICES: Tank cleaning and facilities for discharge of tank-washings. Adjusting of all kinds of ship's instruments.
SHORE LEAVE: Crew members are allowed on shore.
PORT REGULATIONS: Compulsory harbour Pilot when calling at Inner Harbour and yard (A/S Horten Verft.)

AGENT: Hortens Brygge A/S, PO Box 156, 3191 Hórten, Telegraphic Address: "Bryggen". Tel. 41100, 41745 and 42078. Telex 16545. After Office Hours: Berntsen 43917, Kristensen 43719, Bøe 43517, Abrahamsen 43317.
Agents, Chartering, Tramp, and Liner, Insurance Agents, Stevedores, Travel, and Forwarding Agents. "Pilot-boat" and lorries.

HOYANGER: 61.10 N. 06.04 E.

Høyanger – Aluminium Works – located North of Bergen in outer part of Sognefiord. 61° 10′ 18″ N. 6° 04′ 07″ E.
DOCUMENTS: See "Bergen".
PILOTAGE: Compulsory. Belonging to Bergen Customs district and unless otherwise arranged beforehand vessels from abroad must call Bergen for inward clearance.
LENGTH OF QUAY: 360 ft. Depth alongside: 27 ft. Cranes. Ice free. Harbour dues: 20 øre per net. reg. ton. Quay dues: 10 ore per net reg. ton.

AGENT: Joachim Grieg & Co., Bergen. Telegraphic address: 'Expeditør". Telex. 42700. Tel. 18140.

HUSNES: 59.52 N. 05.46 E.

DOCUMENTS:
3 Crew Lists.
2 Passenger Lists.
2 Bills of Lading.
2 Manifests.
PILOTAGE: No pilotage in port. Sea Pilots in stations at Skudesnes, Kvitsoy (or Kopervik) and Utsira.
ANCHORAGE: 59° 53′ N. 05° 45′ E. in 20 metres.
MAX. SIZE: Limited to depth of water at quay.
HEALTH: Custom authorities to be advised on entrance.
RADIO: Best radio stations: Rogaland Radio. ETA to receiver's cable address: "Søral" Uskedal.
TUGS: Normally not necessary. If wanted, can be ordered from Bergen or Haugesund.
LENGTH OF QUAY: 240 metres. Depth alongside: South 10 metres, North 17 metres. 2 cranes, on quay, each 8 tons.
MAX. SIZE: Limited to 40/50,000 tons. Estimated disbursement: about N.Kr. 35,000. – based upon full cargo.
Aluminium usually discharged from bulk vessels with self-unloader. Output usually 300/400 tons per hour.
STEVEDORES: Normal working time: Monday–Friday 0600–2200. Sunday 0600–1400.
MEDICAL: Hospital at Stord (about one hour by ferry and car).
TANKERS: Discharging line 9 in.
FRESH WATER: Available, direct from quay to ship. No charge.
FUEL: None available.
GANGWAY/DECK WATCHMEN: Crew.
OPENING/CLOSING HATCHES: To be carried out by crew.
CARGO GEAR: Per Norwegian safety regulations for loading and discharging.
IDENTIFICATION CARDS: Crew need cards signed by Master.
CONSULS: None.
REPAIRS: Only small workshops.
DRY DOCKS: None.
REPATRIATION: No facilities for obtaining new crew (Haugesund or Bergen).
AIRPORT: Bergen–Flesland. 2–2½ hours from Husnes to Bergen by hydrofoil, and ½ hour by plane.
POLICE/AMBULANCE/FIRE: Alarm telephone number 121 or 65.
TELEPHONES: Agent has one telephone, which can be placed on board. (No. Uskedal 5436.)
SERVICES: No services at quay. Tank cleaning at Bergen, compass adjusting at Haugesund.
SHORE LEAVE: Permitted. Crew required proceed direct from quay to gate of plant.
AUTHORITY: *Shippers/Receivers:* Sør-Norge Aluminium a/s, 5460 Husnes, Norway. Tel. Uskedal 5120. Telex 42420 "Soral".

AGENTS: Hagbart Thorsen, Tel. Uskedal 5247 (office); Uskedal 5266 (private). Telex 41516.

KIRKENES: in Bökfjord 69.36 N. 30.03 E.

DOCUMENTS:
3 Crew Lists.
Bill of Health.
Bill of Lading.
Ship's Certificates.
PILOTAGE: Pilot to be notified 4 hours in advance, boards vessel at Oksebaasen, and to be contacted over Channel 16 VHF. Pilot vessel carries white flag H.
ANCHORAGE: As directed by Pilot.
MAX. SIZE: Oil carriers 20,000 d.w., draft 24 ft. 6 in. Iron ore carriers 70.000 d.w. draft 44 ft.
HEALTH: If any contagious sickness quarantine to be informed by radio.
RADIO: Vardö Radio.
TUGS: Available 1300 h.p. Join vessel within harbour basin. Tugs' lines to be used.
BERTHING: Vessel to employ harbour Pilot.
RADAR/VHF: No radar facilities. VHF see "Pilotage".
MEDICAL: Agents to receive advance notice of required medical attention. Hospital facilities available.
TANKERS: Diameter of load/discharge lines 8 inches. Max. draft 24 ft. 6 in.
DENSITY: Specific weight of water at 17·5 centigrades = 1·02622 – 1·011 (varies very much with time of year).
FRESH WATER: Available, delivered through pipes from quay.
FUEL: None.
DEVELOPMENTS: Loading installations and loading berth of A/S Sydvaranger under reconstruction, expected finished summer of 1971, abe to receive vessels of 100,000/125,000 tons. Draft 44 ft.
WATCHMEN: Not necessary.
HATCHES: Opening/closing hatches must be carried out by crew.
CUSTOMS ALLOWANCES: (Tobacco), 100 cigarettes or 100 gram tobacco for each crew member. (Wines/Spirits), 1 opened bottle of hard liquor, 1 opened bottle of wine, Reasonable amount of beer.

CARGO GEAR: No shore gear available.
IDENTIFICATION CARDS: Not needed.
CONSULS: Sweden, Finland, West Germany.
REPAIRS: No repairs possible.
DRY DOCKS: None.
REPATRIATION: Facilities exist for crew changing, but normally no crew available. Arranging repatriation possible.
AIRPORT: Distance to airport 10 kilometres. Airport served by regular airlines, 2 flights per day.
TIME: GMT plus 1. Permanent.
HOLIDAYS: 1st May, 17th May. Work carried out if permission given by the authorities.
EMERGENCIES: Fire alarm 91942; Ambulance 91701; Police 91151.
TELEPHONES: Ship's telephone connections available.
SERVICES: Compass adjusting.
SHORE LEAVE: Crew members allowed ashore.

AGENTS: Aktieselskabet Sydvaranger, 9900 Kirkenes. Tel. 91410 during office hours (0730–1500). Telex 64108.
R. Bugge Postboks 158. Tel. 1115/6. Cables: "Havnefogden".

KRAGERO: 58.52 N. 09.25 E.

DOCUMENTS:
Ship's Register.
Passenger List.
Crew List.
1 List of Articles – radios cigarettes, tobacco, spirits, etc.
If on inspection, articles or quantities not in conformity or in excess, Master responsible, articles removed and heavy fine imposed.
PILOT: Has to be ordered by Agent on given ETA. The Pilot boat will be at the light buoy one hour ahead of time given. Listening on Radio 2182 kc/s or VHF Channel 16. Calling "Pilotboat Kragerø".
ANCHORAGE: Almost anywhere in the Fjord, watch out for sign of waterpipes and telephone cables.
RESTRICTIONS: Weather permitting draft up to 26 feet.
RADIO: Tjømo Radio station or Farsund Radio Station.
TUGS: Only small tugs in harbour, tugs available from nearby town order to be given 24 hours in advance.
STEVEDORES: To be ordered by Agent. Notice to be given before 15.30 for next morning, or 3 hours before work to start.
MEDICAL: Doctor and hospital facilities available.
FRESH WATER: At centre quay – N Kr. 3/– per ton.
FUEL: May be available with trucks ordered from nearby town.
OPENING/CLOSING HATCHES: To be carried out by crew.
CUSTOMS ALLOWANCES: 100 cigarettes or 50 cigars. One bottle wine or spirits per man.
CONSULS: France Tel: 81555. Denmark Tel: 81055. Netherlands Tel: 81020.
REPAIRS: Small repairs may be available.
DRY DOCKS: For ships up to 350 dwt.
AIRPORT: Kristiansand 170 Km. away. Oslo 200 Km.
HOLIDAYS: Work can be arranged on most Holidays, except New Year's Day, Easter Day, 1st and 17th May and Christmas Day.
TELEPHONES: Police: 81401. Ambulance 81436. Fire and First Aid 81200. On most berths telephones are available.
SHORE LEAVE: No restrictions.

AGENT: N. P. Olsen & Son, owner Burton Lyng Olsen, Dampskibskaien nr. 40. Telephone 81020 (3 lines) Telegram address "Expedtionen". 18066 Olsen N – Telex.

KRISTIANSAND: 58.09 N. 08.00 E.

DOCUMENTS:
3 Cargo Manifests for Customs
Tobacco/Spirits List
Bill of Health (if arriving from outside Scandinavia)
Passenger List for Immigration
No Crew List required
PILOTAGE: Oksøy Pilot Station. Compulsory pilotage for non-Norwegian ships, 2 hours notice minimum, contact on ordinary shipping channel, or VHF call channel 16, pilot boat marked "LOS" on each bow, international light or sound signals, pilot boarding between Oksøy and Grønningen Lighthouse, no special anchorage for vessel awaiting a pilot, but pilots available around clock.
ANCHORAGE: Several good and safe anchorages in inner and outer harbour for vessels of any size.
MAX. SIZE: Any size in harbour. Max. 25,000 dwt. at quay.
RADIO: Kristiansand Radio. Call sign LGR. Farsund Radio LGZ.
TUGS: Lekterkompaniet. Signal: L, Tel. 21195. 3 tug-boats 700–180–180 h.p. A/S Sørslep. Tel. 22590. Night: 29521. 2 Tugs 725–325 h.p. 1 mooring boat.
STEVEDORES: ETA to Agent who arranges stevedoring.
RADAR/VHF: Both at Oksøy Pilot Station.
MEDICAL: Hospital in Kristiansand. Doctor available around clock.
TANKERS: B.P. Bunker Station. 1 Berth depth 33 ft. Shell Bunker Station Odderøy, 1 Berth depth 31 ft.
FRESH WATER: Available from quays. No water barges.
FUEL: All grades up to 2000 sec. available at short notice.
DEVELOPMENTS: New roll on/roll off berth just finished, and another planned with areas for storing containers/flats etc.
GANGWAY/DECK WATCHMEN: Available at Kr. 9.35 per hour.
OPENING/CLOSING HATCHES: Normally carried out by crew, but can be done by stevedores.
CUSTOMS ALLOWANCES: 200 cigarettes or equivalent tobacco for each member crew per 10 days and 1 bottle spirits.

CONSULS:

Sweden	Tel. 26160	France	Tel. 26210
Denmark	,, 23097	Netherlands	,, 26990
Finland	,, 29596	Greece	,, 24446
Great Britain	,, 24452	Iceland	,, 21068
Germany	,, 22455	Portugal	,, 29616
Spain	,, 21040		

REPAIRS: All types of deck and engine repairs possible.
DRY DOCKS: Largest dry dock; length 689 ft. width, 100 ft. width at entrance, 95·9 ft. Depth 25 ft. for vessels up to 13,000 dwt.
REPATRIATION: Can be arranged.
AIRPORT: Situated 17 km. from harbour, served by regular air lines.
TIME: GMT plus 1 hour, permanent.
TELEPHONE: Police, 29500; Ambulance, 26200; Fire, 21010. Possible to place telephone on board at some quays.

AGENT: Kristiansand Shipping and Terminal Service A/S and Co. Box 251, 4601 Kristiansand. Tel. 26160 (10 lines). Telex: 16563 KST. Cables: "Terminal Kristiansand".

LARVIK: 59.03 N. 10.02 E.

DOCUMENTS:
Maritime Declaration of Health.
Tolliste i.e. tobacco & curio list for total number of crew.
1 "Varefortegnelse med proviantliste", i.e. cargo & provisions list, (2 copies required for bulk cargoes).
"General-varefortegnelse", i.e. list of general cargo – 3 copies required.
3 Ship's Manifest.
3 Bills of Lading.
Custom Off. will accept tobacco & curio lists, also provision lists filled in on foreign forms, if all goods correctly stated.
PILOTAGE: Telegraphic address: Losstasjonen, Stavern. Pilot cutter can also be reached by VHF Channel 16. If possible 4 hours advance notice requested, minimum 2 hours required for pilot vessel to be on station. Pilot listening on 2182 kc. every hour from full hour to 10 min. past. Description of pilot boat: white painted, teak wheelhouse, 2 masts, "Los" on both sides of bow. Light and sound signals: international signal "G" with flag, sound or light. Exact area where pilot vessel situated when on station: "Rakke" sound and light buoy, 5 cables off. In poor weather pilot will board vessels off "Ramsholmflu" light and bell buoy. If Pilots not available, oilot vessel will conduct vessels to safe anchorage.
ANCHORAGE: Safe anchorages at end of fjord, west side. Masters should consult Pilots and/or charts before anchoring. Ample water and good holding ground for all sizes of vessels.
MAX. SIZE: Largest vessel berthed at Larvik Canal Quay, LOA 644 ft. 8 in., breadth 83 ft. 3 in., max. draught 32 ft. 6 in.
HEALTH: Advise Agents of any suspected disease or fever on board by radio or telephone before entering. Vessel will then anchor in anchorage and be boarded by state doctor. When vessel is healthy, Custom Officer will grant pratique.
RADIO: Tjømøe Radio LGT, Rogaland Radio LGQ.
TUGS: No tugs at Larvik. Tugs to be ordered via ship's Agents from Fredrikstad or Porsgrunn. If tugs required Agents should be given 12 to 24 hours notice. Tugs join vessel in fjord off harbour breakwater. Extra charges for use of tug's lines kr. 50.–.
BERTHING: Draught restrictions: Max. draught Canal Quay 32 ft. 6 in. MLW.
STEVEDORES: Gangs to be ordered before 1600 and cranes before 1500 for following day. During office hours 2 hours notice required.
RADAR/VHF: No radar services. VHF on pilot vessel.
MEDICAL: No advance notice required, unless in urgent medical cases and when ambulance needed. No particular inoculations required.
TANKERS: For larger oil-tankers for asphalt works, 8 in. connections required; for coasting vessels, 6 in. connections used. Fuel oil and diesel oil shipped in coastal vessels require 6 in. connections; kerosene, white spirit and gasoline, 4 in. connections. No slop tanks. Two berths for tankers, one for larger vessels and one for coasters. Max. draft in both berths 32 ft. 6 in.
DENSITY: Salt water, slightly brackish at times caused by South & South-east winds. Average density in port 1,20 approx.
FRESH WATER: Delivered by hose from wharf. Charges 1 kr. per ton; hire of hoses (extra charges exceeding 30 metres) 15 kr. per metre; transport charges 10 kr. plus wages for man attending hoses.
FUEL: Fuel oil, gas oil, diesel oil, delivery rate by tank lorry 20 t. per hour.
FIRE PRECAUTIONS: Any vessel discharging benzine must have city fireguard on watch. 30 m. clearance required to next vessel. Ships loading explosives require city fireguard on watch on board.
DEVELOPMENTS: A new quay 120 metres long with 9 metres depth is under construction West side, South of the present canal. Adjacent to this berth is also under construction a Ro/Ro-berth for ships up to O.A. length of 125 metres and 8 metres draught. This building program will be completed August 1971.
GANGWAY/DECK WATCHMEN: Not compulsory, but recommended for larger oversea vessels. Cost of watchman per hour kr. 10,– minimum charges 120 kr. for 12 hours.
OPENING/CLOSING HATCHES: Usually done by ship's crew.
CERTIFICATES: Vessels must have all usual International Certificates, no special certificates required.
CUSTOMS ALLOWANCES: Every crew member allowed 1 bottle wine or spirits, and 200 cigarettes out of bond for use in port.

This allowance is for 10 days. After this period new tobacco allowance is granted, but no new spirit issue.
CARGO GEAR: No additional requirements.
IDENTIFICATION CARDS: Not required.
CONSULS: Danish, tel. 84040, French Vice-Consulate tel. 82 030, Swedish and Dutch Vice-Consulates tel. 82 090, Finnish Vice-Consulate tel. 81 000.
REPAIRS: Minor deck and engine repairs only.
REPATRIATION: Facilities for effecting crew changes and necessary repatriation by railway, continental ferry and by air.
AIRPORT: Distances from airport: Skien, regular service to Oslo 40 km. Torp, charter planes, 35 km. Fornebu, 130 km., world-wide service. Private airport open for small aircraft at Larvik.
TIME: Local time, GMT plus one hour. Permanent.
HOLIDAYS: New Years Day; Ash Thursday, Good Friday; Easter Monday; May 1st & 17th; Ascension Day; Whit Monday; Christmas Day; Boxing Day.
POLICE/AMBULANCE/FIRE: Tel. Police 82204, Ambulance 81234, Fire 81288.
TELEPHONES: Arrangements exist for placing telephones on board, Charges 40 kr. for one week's hire, plus cost of phone calls.
AUTHORITY: Captain of the Port, Havnefogden, Larvik Kommune.

LILLESAND: 58.15 N. 08.23 E.

DOCUMENTS:
Health Certificate.
Crew List.
Cargo List.
Manifest.
Passenger List.
Bill of Measurement.
Rat Certificate.
PILOTAGE: Ships arriving from South and West cable: Oksø pilot station, VHF Channel 16. Pilot to be taken on board at Oksø pilot station or if bad weather, inside Oksø.
Ships arriving from East cable: Merdø pilot station, VHF Channel 16. Pilot to be taken on board at Torungen, or if bad weather, inside Merdø. Pilot boat is 45 ft. long and marked "Los".
ANCHORAGE: Tingsakerfjorden – depth 40 metres.
MAX. SIZE: See "Berthing".
RADIO: Cable Agent giving ETA via Farsund or Tjøme Radio.
TUGS: Normally join at Kristiansand. Tugs lines to be used. Charges N.kr. 300.– per hour for tug use before reaching ship, and between N.kr. 300.– and 500.– for assistance.
BERTHING: *The Kokkenesquay – Kokkeneskaia.* Length 80 metres with free water in both ends, Depth 10 metres. There is one crane with a lifting capacity of maximum 30 tons.
The Langquay – Langbrygga. Length 70 metres with free water in the deepest end, depth 10 metres reducing at inner end to 2 metres. Messrs. K/S Bjørum-Sibelco/Quarzwerke A/S & Co. have one quay.
The Fosbaekquay – Fosbaekkaia. Length 50 metres with free water in both ends, depth 10 metres.
STEVEDORES: Work taking place between 19.00 and next day at 10.00 ETA to be required at 16.00, holidays at 12.30. For work on Saturdays between 12.30 and in normal time ETA to be required at least 3 hours before work starts.
FRESH WATER: Delivery by hose from quay, price N.kr. 2.– per ton of water and about N.kr. 15.– per hour.
FUEL: None available.
GANGWAY/DECK WATCHMEN: Available, price N.kr. 12.60 in normal time, 18.90 in overtime and 25.20 on holidays.
OPENING/CLOSING HATCHES: May be performed by ship's crew.
CUSTOMS ALLOWANCE: 200 cigarettes or 250 gram of tobacco, ¾ litre of spirits and 1 litre of wine.
IDENTIFICATION CARDS: Not required.
CONSULS: Denmark telephone 262.
REPAIRS: Some small repairs possible and electrical repairs.
DRY DOCKS: None.
AIRPORT: About 30 kilometres to airport.
HOLIDAYS: New Year's Evening no work after 12.30; New Year's Day no work; Maunday Thursday, Good Friday no work; Easter Evening no work after 12.30; Easter Sunday no work; Easter Monday, May 1st and 17th no work; Ascension Day no work; Whitsun Evening no work after 12.30; Whit Sunday 1st no work; Whit Sunday 2nd, Christmas Eve no work after 12.30; Christmas Day no work, and December 26th no work.
POLICE/AMBULANCE/FIRE: Police 170; Ambulance 18; Fire Brigade call the switchboard.

AGENT: Hansen & Narvesen, Lillesand, Norway. Liner and Travel Agents, stevedoring. Tel. 11 and 411. Cables Expeditioned. A.O. tel. 411.

MAALOY: 61.55 N. 05.07 E.

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
1 Health List.
3 Manifests.
1 Bill of Lading.
Goods Lists including Stores, 3 if general cargo and 1 if goods or oil in bulk.
PILOTAGE: Harbour Pilot available, ordered from Harbour Office, tel. 201. No coastal pilots in harbour. Coastal pilots ordered from Bergen through Maaloy Skipsekspedisjon, tel 121, and must be requested at least 24 hours before arrival.
ANCHORAGE: Good holding ground in about 17 fathoms of water 300 metres off-shore from middle of harbour.
MAX. SIZE: Entrance from South through main channel 33 ft. and entrance from North about 60 ft. The main quay 295 ft. long and from 24 to 36 ft. deep alongside. No cranes available at the dock.
RADIO: No radio or VHF stations. Nearest radio station, Aalesund Radio and Floro Radio.
TUGS: No tugs operate in Harbour.
STEVEDORES: From Maaloy Skipsekspedisjon, tel 121.
MEDICAL: Tel. 68 or 296. Nearest hospital Nordfjordeid Sykehus, 1 hour by car.
FRESH WATER: Available at main quay and delivered from a fresh-water line at quay. The water cost 2 krones per ton.
FUEL: Bunkers for vessel up to about 1,500 tons dwt. Esso, Shell, B.P. and Mobil Oil. Three bunker boats available.
GANGWAY/DECK WATCHMEN: Available in the harbour.
OPENING/CLOSING HATCHES: Done by crew.
CUSTOMS ALLOWANCE: Tobacco: Wine/Spirits: 200 cigarettes or 100 gram tobacco. 1 bottle of spirit and 1 bottle of wine.
CONSULS: No consuls.
REPAIRS: Minor repairs only possible.
AIRPORT: Nearest airport Vigra (Aalesund) 4 hours by sea, and Flesland Airport (Bergen) 8 hours night service by sea. Air route Bergen–Maaloy every day except holidays.
TIME: GMT plus 1 hour.
HOLIDAYS: 1st January; Easter Sunday; Easter Monday; Thursday and Friday before Easter; 1st May; 17th May; Whit Sunday and Whit Monday; Christmas Day and Boxing Day.
POLICE/AMBULANCE/FIRE: Police tel. 104; Fire and Ambulance contact telephone station.
TELEPHONES: Can be placed on board and cost same as on shore.
SERVICES: No tank cleaning service available. Compass adjusting.
SHORE LEAVE: No restrictions about shore leave.
PORT AUTHORITY: Harbour Master, tel. 201.

MANDAL: 58.02 N. 07.29 E.

DOCUMENTS:
Bill of Measurement.
General Cargo List (two copies).
Cargo and Provisions List (ship's stores).
Deratting Certificate.
Maritime Declaration of Health.
Tobacco List.
PILOTAGE: Pilot station on Oksøy lighthouse outside Kristiansand. Telephone 32834 via Kristiansand radio.
ANCHORAGE: Mannefjorden. Depth approx. 30 ft. Bankefjorden, shallow entrance with approx. depth 15 ft.
MAX. SIZE: Ship up to approx. 12,000 br. reg. ton. No tide problems. Oil carriers to installations outside main port area up to 20,000 tons
HEALTH: Contact Agent for pratique.
RADIO: Farsund Radio or Kristiansand Radio.
TUGS: No tugs available in harbour. Can be ordered from Kristiansand at 5 hours notice.
STEVEDORES: 6 hours notice to Agent to arrange gangs.
RADAR/VHF: Nil.
MEDICAL: No advance notice required. Hospital facilities available.
DENSITY: 1026.
FRESH WATER: Delivered by local firemen. Rate of delivery 20 tons per hour.
FUEL: None.
GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CERTIFICATES: Certificate of Nationality.
CUSTOMS ALLOWANCE: Tobacco: 200 gr. Tobacco or 200 cigarettes. Wine and/or Spirits: 2 litre alcohol for ship's Master, ¾ litre for crew.
IDENTIFICATION CARDS: Not needed.
CONSULS: Sweden 62521; Finland 61288; Denmark 61799.
REPAIRS: All types of deck and engine repairs can be carried out.
DRY DOCKS: Nill.
AIRPORT: Kristiansand Airport at Kjevik. Distance from Mandal 64 km. Airport served by regular airlines.
TIME: GMT plus 1 hour.
HOLIDAYS: The only holidays that one cannot arrange cargo work Christmas Eve (after 2 p.m.) Christmas Day, Easter Day, 1st May, 17th May (Independence Day). The rest of the year cargo work can be carried out day and night.
POLICE/AMBULANCE/FIRE: Police 61211; Ambulance 61113; Fire 61112.
TELEPHONES: Telephones available at quay.
GENERAL: Mandal main harbour is Kleven, situated 1 km. East of Mandal town. There is also some kind of a harbour in Mandal River, running through town. River entrance is shallow, 12 ft. In South-easterly strong winds it can be impossible to go up the river. Kleven harbour is a good harbour in all weather conditions. There is one 90 metre quay 30 ft. deep and one 45 metre quay 17 ft. deep.
SERVICES: No services for tank cleaning. Compass adjusting and all kinds of electronic repairs.
SHORE LEAVE: No restrictions.

AGENT: T. Bessesen A/S, Rutebilstasjonen, Mandal, Bessesen, 62521–62511. After office hours: 62552 Director; 62268, 61227 quay-foreman.

MO-I-RANA: 66.19 N. 14.08 E.

DOCUMENTS:
1 Cargo List.
1 Stores List.
1 Sealing Certificate.
1 Health Certificate.
2 Crew Lists.
2 Passenger Lists.
(All Forms obtainable from Customs by clearance on board).
PILOTAGE: Asvaer pilot station, 66° 17′ N. – 12° 09′ E. (lighthouse). Order preferably through Agent or direct to station 24 hours before arrival. Two boats: L/K "Asvaer and L/K "Asvaer II" both painted white, two yellow masts and yellow funnel. "LOS" painted in black on both sides. Radio (frequency 2182) and VHF Ch. 16. Pilots embark at Asvaer Lighthouse. Pilots advise alternative place or anchorage if necessary. Pilot compulsory unless vessel ballasting for loading at another port in Norway.
ANCHORAGE: In the fjord at Utskarpen bay or in the inner harbour. To be advised by pilot.
HEALTH: See Documents. No animals allowed on shore.
RADIO: From south; Rogaland Radio/LGQ, LGW, LGB. Within 24 hours off; Rørvik Radio/LGD. From North; Vadso/LGV or Hammerfest/LGI or Tromsø/LGE or Bodoe Radios/LGP.
TUGS: Available and recommended for vessels above 13,000 dwt. 24 hours notice to be given. Ships' lines used.
BERTHING: Harbour pilot recommended but not compulsory for small vessels. Details given through pilot/harbour pilot.

Koksverket Pier	37 ft.	depth alongside
Town Pier	20 ft.	,, ,,
Jernverket Pier (Steel)	26 ft.	,, ,,
Andfiskaa Pier	23 ft.	,, ,,

STEVEDORES: Ordered by Agents preferably in office hours 0900–1600. Exact time for commencement of work to be arranged with agent. By delays vessel to pay for waiting hours for workers if delay not reported. If such report after office hours, vessel to pay for 2 hours.
VHF: At harbour office 0900–1600 hrs. (Channel 16).
MEDICAL: If in need of doctor/dentist preferably inform Agent from sea if vessel stays only 1 day.
FRESH WATER: Available at all piers from shore installations. At present nkr. 2.50 per ton.
FUEL: All types available.
DEVELOPMENTS: New deepwater pier in 50 ft. water at Town pier planned to be opened 1972.
GANGWAY/DECK WATCHMAN: Available but not compulsory.
OPENING/CLOSING HATCHES: Crew allowed to open/close.
CUSTOMS ALLOWANCES: Per 10 days in Norway per crew member – 200 cigarettes or 200 gr. tobacco and 2 packages cig. paper, and one bottle spirits.
CARGO GEAR: Winchmen from shore required acc. to local tariffs.
REPAIRS: Small damages can be repaired.
AIRPORT: 12 km. to local airport "Rana Airport" connection with Bodoe (North) twice per day and Trondheim (South) twice per day.
TIME: GMT plus 1 hour permanent.
HOLIDAYS: New Year's Day; Thursday before Good Friday; Good Friday; Easter Monday; Labour Day; National Day (17th May); Ascension Day; Whit Monday; Christmas Day and Second Christmas Day. No work can be arranged on any of these days.
TELEPHONES: Accidents/hospital: 51233; Ambulance: 51510; Fire: 51222 and Police: 51122.
SHORE LEAVE: No restrictions.
AGENT: L. A. Meyers Skipsekspedisjon, Chartering, Tramp & Liner Agents, Forwarding Agents, PO Box 216, N–8600, Mo-i Rana. Cables: "Meyership". Telex: 55166. Telephones: 50161/50163.

MOLDE: 62.44 N. 07.10 E.

DOCUMENTS:
Health Certificate.
Crew Lists.
Passenger List.
Dangerous Cargo List.
Ship's Register.
PILOTAGE: Telegraphic address "Alesund Radio". Address of pilot station "Rundo".
ANCHORAGE: A well-protected harbour. Depth from 15 to 20 fathoms. Tide rises about 6 ft.
RADIO: Alesund Radio.
TUGS: None.
BERTHING: Depths alongside quay 25 to 32 ft. LW.
STEVEDORES: Available, ordered by Agents.
FRESH WATER: By shore installation. Approx. cost per ton Kr. 1,50.
GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: Normally by crew.
IDENTIFICATION CARDS: Not required.
CONSULS: Denmark 51766; Sweden 53133.
REPAIRS: Most repairs possible.
POLICE/AMBULANCE/FIRE: Police 51111; Ambulance 52011; Fire 51100.
AIRPORT: Vigra 35 miles distant.
AUTHORITY: Molde Havnevesen, Molde.

MOSJOEN: 65.51 N. 13.11 E.

DOCUMENTS:
Health Certificate.
Crew List.
Passenger List.
Ship's Register.
Cargo List.
Bonded Store List.
PILOTAGE: Pilot station at Asvaer, location 66° 15′ 9″ N. 12° 18′ 03″ E. Telegraphic address: Pilot Station, Asvaer. VHF Channel 16. Telegraph ETA 24 hours prior to arrival. Piloting around clock.
ANCHORAGES: Hellesvik. Location 66° 01′ 30″ N. 12° 54′ 20″ E.
RESTRICTIONS: No restrictions night entry. If draft above 33 ft. enter on high tide and commence discharging immediately.
HEALTH: Free pratique given automatically when "Q" flag not to be flown.
MEDICAL: Master to advise prior to arrival if medical attention required. Hospital facilities available.
RADIO: Rørvik Radio LGD.
TUGS: Stationed at Sandnessjøen. Have to be ordered through agents 24 hours prior to arrival. Normally used by vessels above 20,000 dwt.
BERTHING: Draft above 33 ft. berthed only on high tide and commence discharging immediately. No restrictions on length and breadth.
STEVEDORES: Ordered through Agents. No ETA to stevedores necessary.
DENSITY: Brackish in port.
FRESH WATER: Supplied from installations at berth.
FUEL: Gas oil, delivered by lorries.
GANGWAY/DECK WATCHMEN: Available, but not compulsory.
OPENING/CLOSING HATCHES: Performed by vessel's crew.
CUSTOMS ALLOWANCE: 1 bottle spirits, 200 cigarettes, 200 gr. tobacco.
IDENTIFICATION CARDS: Not required.
CONSULS: None.
REPAIRS: Minor repairs possible.
TIME: GMT plus 1 hour. No alterations during year.
HOLIDAYS: New Year's Day; Good Friday; Maunday Thursday; Easter Monday; Workers' Day (1st May); 17th May; Ascension Day; Whit Monday; Christmas Day; Boxing Day.
POLICE/AMBULANCE/FIRE: Fire 70222; First Aid 70800; Police 71611.

AGENT: A. B. Jurgensen, PO. Box 243, Mosjen. Tel. 70 490, 71522, A.O. 70 273 71109. Telex 50999 Cable: Megler.

NAMSOS: 64.28 N. 11.30 E.

DOCUMENTS:
Crew list.
2 Passenger lists.
2 Health Certificates.
Manifests.
Ship's papers.
PILOTAGE: Sea pilot stationed at Namsos. Contact through Rørvik Radio. Pilot boat: white painted 46 ft. long. Usual signals. Pilot boards at 64.38′ N. 10.51′ E. Pilot can be ordered by ship's Agent.
ANCHORAGE: Good anchorage inside harbour.
MAX. SIZE: Vessels up to 15,000 tons d.w. have entered harbour. 3 small oil berths with depth 18 ft. LW.
HEALTH: Normal Norwegian regulations.
RADIO: Rørvik Radio.
TUGS: No tugs in Namsos. 1 tug stationed at Bangsund and can be hired.
STEVEDORES: Notify day before arrival to arrange gangs.
RADAR/VHF: No radar or VHF service in the harbour.
TANKER: 3 tanker berths 18 ft. alongside L.W.
DENSITY: Average density 1020 in spring, and in summer 1015.
FRESH WATER: Available by hose. Capacity 10–15 tons/hour.
FUEL: All grades available.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Stevedores operate hatches.
CERTIFICATES: Usual international certificates.
IDENTIFICATION CARDS: Not needed.
CONSULS: None.
REPAIRS: Small repairs available.
REPATRIATION: Organized by seamen's office.
AIRPORT: 4 km. from town. Regular service twice a day South and North.
TIME: European standard time. GMT plus 1 hour.
POLICE/AMBULANCE/FIRE: Police 72151; Ambulance 72500; Fire 72000.
TELEPHONES: Can be placed on board.
SHORE LEAVE: Crew allowed ashore.
DELAYS: None expected.
AUTHORITY: Namsos Havnevesen Boks 107.7801 Namsos. Tel. office 42400. Harbourmaster 72401.

NARVIK: 68.26 N. 17.25 E.

DOCUMENTS:
Health Declaration in Norwegian form (if not available another form is possible.)
6 Crew Lists.
1 Provision List.

1 Private Customs List.
Passenger List.
PILOTAGE: Tranoy Pilot station. Position 68.11 N. 15.34 E. Pilots request 24 hours notice. Cable address: Tranoy pilot station. Before arrival pilot station Pilots should be called on VHF Channel 16.
ANCHORAGE: Narvik Harbour. Pilot will advise anchorage.
RESTRICTIONS: No restrictions on night entry.
RADIO: Cable Agents giving ETA, draft and cash required. Radio station: Rogaland Radio/LGB but other stations can be used.
TUGS: Must be employed for tankers.
HEALTH: Free pratique, otherwise see "Documents".
BERTHING: Ore-berth maximum draft 44 ft. Maximum dwt. 70,000 but larger vessels may be accepted. In that case drawings of the ship have to be sent to LKAB, Narvik.
STEVEDORES: Ordered by Agent. Not necessary to contact stevedores.
DENSITY: Fresh.
FRESH WATER: Ore berth has supply of fresh water. Otherwise delivery by tugs.
FUEL: Only clean oil (diesel) and lubricating oil available.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: May be handled by ship's crew.
CUSTOMS ALLOWANCES: 200 cigarettes or 250 grams tobacco and ¾ litre spirit or 2 bottles of wine. Must be declared on customs list together with radios, tape recorders, binoculars, etc.
IDENTIFICATION CARDS: Not required.
CONSULS: Swedish, Danish, English, West German.
REPAIRS: Only small deck and engine repairs possible.
DRY DOCKS: None.
AIRPORT: Bardujoss 3 hours bus trip from port. South-bound planes twice a day.
TIME: GMT plus 1 hour.
HOLIDAYS: New Year's Day; May 1st; May 17th; Easter; Christmas Day; December 26th.
POLICE/AMBULANCE/FIRE: Police 41060; Hospital 44044; immediate help 4300 (only at night time); Ambulance 43600; Fire 41122.
SHORE LEAVE: Allowed.

AGENT: E. F. Bjørnstad, PO Box 147, Narvik, Norway. Tel. 41100. Cables Bjørnstad. Telex 64095. Chartering, Tramp & Line Agents. Travel Agents.

RISOR: 58.43 N. 09.14 E.

DOCUMENTS:
3 Crew Lists.
3 Customs Lists.
Ship's Register.
Bill of Lading.
PILOTAGE: VHF Channel 16. 45 ft. long boat "Los" on both sides Will be instructed by Pilot over VHF.
ANCHORAGE: In 15 fathoms depth.
MAX. SIZE: 10,000 dwt, draft 28 ft.
RADIO: Farsund and Tjomoy Radio.
TUGS: No tugs for berthing.
STEVEDORES: Available 24 hours notice of ETA required.
RADAR/VHF: VHF Channel 16. No radar.
FRESH WATER: By hose, Kr. 4.00 per ton.
FUEL: Small quantity gas oil only.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: By stevedores.
CUSTOMS ALLOWANCE: Tobacco: Wine/Spirits: 200 cigarettes per crew member for 10 days. 3 bottles spirit for ship's Master only for 10 days.
IDENTIFICATION CARDS: Not needed.
CONSULS: French and Swedish.
REPAIRS: All possible.
DRY DOCKS: Floating dock, 1,000 dw.
AIRPORT: 10 miles; every day service.
TIME: GMT plus 1 hour.
HOLIDAYS: Work can be arranged by 100% overtime.
TELEPHONES: Can be arranged on board.
PORT AUTHORITY: Harbour Master, Risor Havnekontor.

SARPSBORG: 59.17 N. 11.07 E.

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
1 Health Certificate.
3 Manifests.
1 Bill/Lading.
2 Tobacco/spirit Lists.
PILOTAGE: Pilot ordered by Faerder Losstasjon or Herfol Losstasjon via Tjome Radio. Harbour office can be contacted by VHF.
ANCHORAGE: Between Struten Light and Stromtangen Light.
MAX. SIZE: 24 ft. draft.
HEALTH: No particular action necessary, but Agent to be informed.
RADIO: Tjome Radio.
TUGS: Small harbour tug available.
STEVEDORES: Ordered through Agent.
MEDICAL: If medical attention necessary Agent must be informed in advance.
FRESH WATER: Only at Alvim Kai, average 15 tons per hour. Costs n.kr 6 per ton m/m n.kr 60.
FUEL: Fuel obtained only with tank cars.
GANGWAY/DECK WATCHMEN: No gangways from shore. Watchman obtained at a cost of n.kr 13 per hour. Sundays n.kr 23,50 per hour.
OPENING/CLOSING HATCHES: Carried out by crew.
CUSTOMS ALLOWANCES: 100 gr. tobacco or 200 cigarettes per crew member. Wine 1 litre per member or 1 bottle of spirit.
IDENTIFICATION CARDS: Have to be used for Melloes Quai only.
CONSULS: Denmark, Finland, Iceland, Sweden, Greece, all have vice-consulates.
REPAIRS: Deck and engine repairs possible.
DRY DOCKS: One for 3,100 tons dwt.
REPATRIATION: No facilities.
AIRPORT: 110 km. from Sarpsborg Fornebu Airport. Served by regular airlines.
TIME: GMT plus 1 hour.
HOLIDAYS: 1st January; 1st May; 17th May; 25th/26th December. No work on these days.
POLICE/AMBULANCE/FIRE: Police 52000; Ambulance 52040; Fire 51234.
TELEPHONES: No arrangements exist for placing telephones on board.
SHORE LEAVE: No restriction.

AGENTS: N. K. Witnes A/S., Box 540, N–1701 Sarpsborg, Norway. Telex 16526. Wship n, te.l 53637, AO 54518, 55995. tel. 53647.

SAUDA: 59.40 N. 06.22 E.

DOCUMENTS:
Health Certificate.
Crew List.
Deratting Certificate.
Ship's Register.
PILOTAGE: Skudefjorden Pilot Station, tel. 86 Kvitsøy, position 59° 05′ N., 05° 20′ E.
ANCHORAGES: Safe anchorages everywhere in Sauda Harbour area.
ENTRY RESTRICTIONS: No restrictions night entry – but sea Pilots usually refuse to take in vessels over 10,000 tons dw. between 1800 hours and 0600 hours during winter time, November–January.
SIZE: Draft 30 ft. – but vessels over 30 ft. are allowed to get alongside at owner's own risk. Length/breadth no restriction.
RADIO: Cable Agents giving ETA, draft and cash requirement via Rogaland Radio.
TUGS: Not necessary.
BERTHING: May take place at any time provided quay available.
STEVEDORES: Ordered by Agents.
RADAR/VHF: Radar repairer to be ordered from Stavanger. No VHF station at Sauda.
MEDICAL: Masters to advise by radio prior arrival if medical attendance required aboard. Modern hospital.
DENSITY: Brackish in port area, average salinity 2·39%.
FRESH WATER: Good fresh water available at N.Kr. 80.00 per delivery irrespective of quantity.
FUEL: No fuel available at Sauda – must be ordered from Stavanger.
WATCHMEN: Available, but not compulsory.
HATCHES: Crew allowed open and close.
CERTIFICATES: Registered Tonnage Certificate required.
CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes per crew member (Captain double up). Wine/Spirit, 3 bottles for Captain and 1 bottle either spirit or wine for each crew member.
CARGO GEAR: No additional requirement.
IDENTIFICATION CARDS: Admittance cards to be filled in to pass the gate.
CONSULS: No consulate at Sauda. Nearest in Stavanger.
REPAIRS: Minor repairs possible.
DRY DOCKS: No dry dock at Sauda. Nearest in Stavanger and Haugesund.
REPATRIATION: Any repatriation may take place.
AIRPORT: Nearest airport in Stavanger.
TIME: GMT. plus 1 hour.
HOLIDAYS: New Year's Day; Maundy Thursday; Good Friday; Easter Monday; Labour Day (May 1st); National Day (May 17th); Ascension Day; Whit Monday; Christmas Day; Second Christmas Day (December 26th) (no work on these days).
POLICE/AMBULANCE/FIRE: Police 52300; Ambulance 52811; Fire 52200.
TELEPHONE: If wanted, telephone may be placed on board (apparatus No. 52163) free of charge.
PORT REGULATIONS: Strictly prohibited throw wastes or garbage into sea within port area.
DELAYS: All vessels loaded/unloaded in turn – very seldom any congestion in port.

AGENT: Electric Furnace Products Co. Ltd., 4201 Sauda, Norway. Tel. 52561 or 52570. Telegram "Saudecia". Telex 33166 EFPCo N.

SKIEN (incl. Menstad): 59.12 N. 09.38 E.

DOCUMENTS:
Clearance documents, forms obtainable from Custom Officers on arrival.
Deratisation Certificate.
Bill of Lading.
Manifests.

2 Crew lists.
Ship's Register.

PILOTAGE: Ship's Agent gives ETA pilot station 24 hours before arrival and direct to Pilots 2 hours before arrival. Telegraphic address: Pilot station, Langesund. VHF Channel 16 to be used when contacting Pilots. Pilot boards at Steingrunnen light buoy, Langesund bay, 58.55 N. 09.44 E. Flag, sound and morse signal: G. Pilotage compulsory for all foreign vessels but dispensation can be obtained for smaller Scandinavian vessels.

BRIDGES: On passage from sea, vessels pass Porsgrunn where there is a lifting bridge with breadth 30 metres. Signals for passing bridge inward: one long and two short sound signals. Outward signals, one long and one short sound. There is also a bridge at Brevik: Max. height 45 metres.

BERTHING: Between Porsgrunn and Skien, Norsk Hydro have loading place, Menstad, for vessels up to 425 ft. length and max. draft 18 ft. Between Menstad and Skien Grain Silo for vessels with max. length 425 ft. and max. draft 18 ft. At Skien vessel's length must not exceed 335 ft. and max. draft 18 ft.

DENSITY: At Menstad and Skien practically fresh water. In spring strong current in river might prevent entry to port of Skien.

STEVEDORES: Ordered by Agents.

FRESH WATER: Obtainable, at cheap price.

WATCHMEN: Available but not compulsory.

RADIO: Tjøme Radio/LGT or Farsund Radio/LGZ.

OPENING/CLOSING HATCHES: By crew or stevedores.

CUSTOMS ALLOWANCES: 400 cigarettes and 4 bottles spirit for the Master. 200 cigarettes and half a bottle spirit for each crew member.

CONSULS: Belgium, Holland, Denmark, Sweden, Germany, Finland.

REPAIRS: All repairs possible. Dry dock: Lifting capacity: 2,000 tons. Radar/radio services can be arranged through Agents.

MEDICAL: All medical assistance to be arranged via Agents.

TIME: GMT plus 1 hour. Permanent.

HOLIDAYS: New Year's Day; Maundy Thursday; Good Friday; Easter Eve (half day); Easter Monday; Labour Day (1st May); Ascension Day; National Holiday (17th May); Whit Monday; Christmas Eve (half day); Christmas Day; (26th December), New Year's Eve (half day).

REPATRIATION: Facilities exist for effecting crew changes and repatriation.

RESTRICTIONS: No restrictions on night entry for vessels of above mentioned sizes.

AIRPORT: Local at Skien, International at Oslo.

AGENT: Nils P. Höyer & Son A/S., Skistredet 10, PO Box 60, 3701 Skien, Norway. Office tel. 21020. Telex 11435. Cables "Hoyership". After office hours: Mr. Smith 25890.

SLAGEN: 59.19 N. 10.32 E.

Oil refinery pier operated by A/S Esso Raffineriet, Norge.

DOCUMENTS:
Ship's Register.
Crew List.
Customs Manifest for each crew member (cigarettes, spirits, etc.).
Store List.
Cargo Papers.
Health Certificate.

PILOTAGE: All foreign ships must have Pilot. Pilot obtainable at Store Ferder, East. Boats are white with name "Los". Deep water available and no special anchorage place if waiting for Pilot. Call Pilot at least two hours in advance by VHF Channel 16 or radio telephone.

ANCHORAGE: North-north-west of pier head. Particulars regarding anchorage will be given by Pilot.

MAX. SIZE: Berth No. 1 Draft 65 ft., length 1,200 ft. Berth No. 2 draft 34 ft., length 630 ft. Berth No. 3 for coasters and barges.

RADIO: Cable Agent ETA, cash, bunkers, personnel, bonded stores, or other special requirements. Radio telephone contact should be established with Marine Office on VHF or via Tjøme Radio. Call name Marine Office "Slagen Havne radio" on VHF.

TUGS: Are available (1,000 i.h.p. – 3,200 i.h.p.)

BERTHING: The East side of the pier (crude side) is used for loading and discharging. The West side (product side) is used for loading products only.

MEDICAL: Medical attention and hospital facilities available.

DENSITY: Occasionally brackish.

FRESH WATER: Available by tugs/barges

FUEL: All grades available.

FIRE PRECAUTIONS: Special safety regulation forms given when berthed.

GANGWAY/DECK WATCHMEN: Tankers discharging crude oil must have watchmen in order to prevent spilling oil.

CUSTOMS ALLOWANCE: 200 cigarettes/or 200 grammes tobacco and one bottle spirits for each man.

IDENTIFICATION CARDS: Gate pass delivered to ship when berthed.

CONSULS: Great Britain, France, Netherlands and Spain. All vice-consulates.

REPAIRS: All types of repairs available.

DRY DOCKS: Available at Sandefjord about 35 miles from Slagen.

REPATRIATION: Changes of crew are available. Transportation by train and plane from Oslo (about 100 kilometres from Slagen), passenger lines from Oslo. Hotel accommodation available at Tønsberg (10 kilometres from Slagen).

TIME: GMT plus 1 hour.

HOLIDAYS: New Year's Day; Maunday Thursday; Good Friday; Easter Monday; Labour Day (1st May) 17th May; Ascension Day; Whit Sunday and Whit Monday; Christmas 25th and 26th: Discharging/loading all days.

POLICE/AMBULANCE/FIRE: Police Tønsberg 13355; Ambulance Fire local at the refinery.

TELEPHONES: Available at berth.

SERVICES: Most all services of equipment available from Tønsberg and/or Oslo. Tanker cleaning. Available at Horten (about 15 miles from Slagen).

SHORE LEAVE: Crew members allowed to go ashore.

AGENT: Sev. Dahl A/S, Storgt 15, PO Box 128, 3101 Tønsberg, Ship and Insurance brokers, Lloyd's Agent, Chartering, sale and purchase of tankers and motor ships. Tel. 14027 – 14028 – 14432 – 14194. Telex 11557, "Sdahl". Telegram: "Severin", Tønsberg.

STAVANGER: 58.58 N. 05.44 E.

DOCUMENTS:
Declaration of Health, one copy.
List of Goods, including stores, one copy.
Crews List of Goods liable to duty, one copy.
List of Goods, two copies for each port of discharge. All bills of lading to be entered with marks, numbers, weight and quantity.
General List of Goods, one copy.
A form for entering ports of call where discharging will take place.

PILOTAGE: Vessels approaching from sea and desiring a Pilot should order at least 24 hours notice in so far as possible and confirm arrival at pilot station at 2 hours notice. Advance order can be sent in following manners:

(*a*) From ships at sea over radio direct to sea pilot watch (calling frequency 2182 kc/s, from two minutes past until ten minutes past each full hour, or over VHF radio-telephone calling, frequency 156.80 mc/s; Channel 16).
(*b*) From ships at sea over coastal radio station to pilot station or pilot office.
(*c*) From broker or shipowner over telephone to sea pilot station or to any pilot office which will immediately convey report to sea pilot station.

Vessels lying in port and desiring Pilot will order Pilot from nearest pilot office during its office hours and if possible at four hours notice.

Vessels approaching from sea as well as vessels lying in port shall when making an advance order state name and destination of vessel and whether one or two Pilots are desired.

Pilot will be despatched to ships in accordance with advance orders, and vessels are therefore requested to comply with foregoing rules as far as possible in order to avoid having to wait for Pilot.

International provisions for summoning Pilots by signal flags or blue lights, etc., are still in force, but should in future be used as a supplement to radio communications or as sole communication in emergencies.

Pilots are taken on board at:

A Feistein Lighthouse, 19 miles South of Stavanger, or in bad weather 6 miles North of lighthouse under the lee of Rott.

B Skudefjorden, 18 miles North-west of Stavanger. In bad weather under the lee of Karmøy or Kvitsøy, as weather permits.

Pilot boats are stationed at Tananger and Kvitsøy. No boats are out cruising.

ANCHORAGE: Found in the Byfjord, 3 nautical miles North of Stavanger. Harbour pilots recommended when anchoring.

MAX. SIZE: Largest depth alongside goods and passenger quays is 30 ft. Depth alongside oil refinery 16, 5 metres. Maximum draft for tankers, 48 ft.

TUGS: Normally not used.

STEVEDORES: No particular ETA advices required.

RADAR/VHF: No radar service for inner harbour. At Kvitsøy pilot station radar service may be obtained over VHF Channel 16.

MEDICAL: Agents should get advance notice to secure speedy service. Hospital facilities available.

TANKERS: Discharge at Sola refinery terminal where there are 3 berths, depth alongside up to 16,5 metres. It is intended to enlarge these facilities to accommodate 200,000 dwt. vessels with restricted draft.

DENSITY: 1.025, no change in relation to state of tide.

FRESH WATER: Delivered from quay or from water boat. Kr. 2,00 per ton.

FUEL: Normal grades available without advance notice.

GANGWAY/DECK WATCHMEN: Not required.

OPENING/CLOSING HATCHES: Usually carried out by crew.

CUSTOMS ALLOWANCE: Tobacco: 20 cigarettes per day. Wine and/or Spirit: Two bottles of wine or one bottle of brandy.

CONSULS: Germany, C. Middelthon, tel. 21.040; Denmark, Leifbuch Hansen, tel. 27.575; U.K. Colin W. Peck, tel. 23.652; Sweden, Charles R. Bergesen, tel. 27.500.

REPAIRS: All kinds of repairs available.

DRY DOCKS: One, 545 by 75 by 24 ft. Marine slipway up to 1,500 tons dw.

AIRPORT: 10 km. from port. Airlines to Continent, U.S.A.

TIMES: GMT plus 1 hour. No alterations during year.

HOLIDAYS: 1st January; Maunday Thursday; Good Friday; Easter Monday; 1st May; 17th May; Whit Monday; Christmas Day and Boxing Day.

POLICE/AMBULANCE/FIRE: Police tel. 31.520; Ambulance 21.500; Fire 22111.

TELEPHONES: There are arrangements for placing telephones on board.

SHORE LEAVE: No restrictions.
PORT AUTHORITY: Stavanger havnevesen, Stavanger. Tel. 32.045.

SUNNDALSORA: 62.41 N. 08.36 E.

DOCUMENTS:
Crew List.
Passenger List.
Health Certificate.
Ship's Manifest, and one manifest with list of provisions.
PILOTAGE: Radio-telephone to pilot station at "Grip" in good time before arrival.
ANCHORAGES: Poor conditions in "Sunndalsfjord".
MAX. SIZE: Up to 25,000 tons dead weight.
HEALTH: No special requirements.
RADIO: Aalesund Radio; Kristiansund Radio.
TUGS: Not available and not required.
BERTHING: Notice should be given to Aardal & Sunndal Verk, tel. 91551, in good time before arrival.
STEVEDORES: No notice required.
MEDICAL: Doctor and hospital available in case of urgent need.
TANKERS: The usual rules for tankers to be complied with.
FRESH WATER: Available N.kr. 1,50 per ton.
FUEL: Mobil Oil and BP supply.
GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: Carried out by crew.
CERTIFICATES: Health certificate. Deratisation certificate.
CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes per crew member/passenger allowed to be held out of Bond. Wine/Spirits, one bottle (¾ l.) of each kind per person allowed to be held out of Bond.
CARGO GEAR: Ordinary rules apply.
IDENTIFICATION CARDS: Aardal & Sunndal Verk demands identification cards, obtained from Dockmaster.
CONSULS/DRY DOCKS: None.
REPAIRS: No facilities. Nearest Molde or Kristiansund.
REPATRIATION: Offices for effecting crew changes and repatriation available.
AIRPORT: Vigra (Aalesund), 100 miles distance and Kristiansund 60 miles. Both with regular air service.
TIME: GMT plus one hour. Permanent.
HOLIDAYS: Official holidays 1st May and 17th May. Extremely difficult to get any cargo work done on those days.
POLICE/AMBULANCE/FIRE: Police 91166; Ambulance (doctor) 91479; Fire 91122.
TELEPHONE: Telephone may be rented from Aardal & Sunndal Verk.
SERVICES: Not available. Nearest Kristiansund.
SHORE LEAVE: Crew members allowed ashore.
PORT REGULATIONS: Forbidden to take photographs within boundaries of Aardal & Sunndal Verk.
DELAYS: Usually no delay if notice of arrival given to Agent in good time.
AUTHORITY: Sunndal havnevesen. Tel. 91241.

SVOLVAER: 68.14 N. 14.35 E.

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
Custom Documents.
Stores List.
Manifests.
Bill of Lading.
Ship's Papers.
Valid Deratisation Exemption Certificate.
Ships arriving from Finland, Denmark, and Sweden need customs permit from last port.
PILOTAGE: Vessel approaching Svolvaer may call Bobø Radio, 2182 kc. by radio asking for Svolver harbour pilot. Telegraph ETA Svolaver 48 hours before arrival. All communication with harbour pilot boat is via Bodø Radio. No VHF. Exact position for pilot boat is 68° 11′ 30″ N. 14° 36′ 00″ E. In the event of bad weather call Lødingen Pilot station, position 68° 24′ 00″ N. 16° 02′ 00″ E., via Bodø Radio for further information. Different types of pilot boats are used, but usually the pilot boat fly's pilot flag. No special requirements for boarding, except usual pilot ladder.
ANCHORAGES: Boundaries for safe anchorage 68° 13′ 36″ N. 14° 37′ 00″ E., 68° 13′ 48″ N. 14° 36′ 12″ E. Depths in area about 25 fathoms.
RESTRICTIONS: Ships of 2,000 tons or more berthing at daylight only.
MAX. SIZE: Maximum permissible length 520 ft., draft 30 ft.
HEALTH: Pratique is automatic given by radio. Vessel only required fly yellow flag. In event of any suspected disease or fever on board call Svolvaer Harbour master by telephone via Bodø Radio (2182) kc/s.
RADIO: Call Bodø Radio by RT 2182 kc/s.
TUGS: No tugs available.
STEVEDORES: All information regarding gangs, loading and discharging rates can be obtained by calling ship's Agent in Svolvaer via Bodø Radio.
MEDICAL: Hospital facilities available.
TANKERS: There are two discharging berths for oil carriers in Svolvaer. Diameter of lines at B.P. berth 6 in. and 8 in., at Shell 8 in. At the Shell berth tankers moor stern to and discharge through stern lines.
DENSITY: Density in port is 1025.
FRESH WATER: Is delivered from piers by hose with a rate of about 20 tons per hour. Cost about N.kr. 2. per ton. Water is not available at B.P. berth.
FUEL: All kind of fuel oil is available.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Normally done by ship's crew, but can also be done by stevedores.
CERTIFICATES: Ship's Register Certificates.
CUSTOMS ALLOWANCE: Tobacco: Quantity for each crew member is 20 cigarettes or 20 gr. tobacco and 20 leaves cigarette papers per day. Wine and/or Spirit: For crew members 1 bottle spirit or wine (¾ litre) for each passenger ¼ litre.
IDENTIFICATION CARDS: Not required.
CONSULS: Swedish and Italian consulates. Lloyd's sub agent.
REPAIRS: Nearly all types of engine and deck repairs. Both for internal combustion and turbine engines.
DRY DOCKS: No dry docks in port, only slipways for ships up to 160 ft.
REPATRIATION: Facilities for effecting crew changes are available.
AIRPORT: Nearest airport is in Bodø, served by regular airlines. Between May and October Svolvaer is also served by regular seaplanes.
TIME: Local time is GMT plus 1 hour.
HOLIDAYS: Official holidays stated by Norwegian Government.
POLICE/AMBULANCE/FIRE: Call telegraph station Svolvaer.
TELEPHONES: Phones on pier.
GENERAL: Svolvaer is the main port in Lofoten Island, and a typical fishing harbour. Radar-Decca-Radio and VHF service, and all other electrical services can be executed.
PORT AUTHORITY: Harbour Master Svolvaer, tel. 143 or private 779.

THAMSHAVN (THAMSHAMN): 63.20 N. 09.52 E.

DOCUMENTS:
Health Certificate.
Crew List.
Passenger List.
Store List.
Bill of Lading.
3 Manifests.
PILOTAGE: 24 hours prior arrival Grip Pilot-Station, Pilots can be ordered by cable to "Loskontoret, Kristiansund N." or by telephoning Kristiansund Pilot Office, tel. 74333 during office hours, and 71481 private. Pilots can also be ordered by radio tel. No. 2182 direct to Grip Pilot Station or through Agents. Use Channel 16 for VHF., contact to Kristiansund Pilot Office, Grip Pilot-Station or pilot boat. Pilot boat equipped with radio telephone 2182, carries red and white flag during day and white and red light during night. Pilot boat located at Grip island where Pilot will be taken on board.
ANCHORAGE: Vessels should anchor 150 metres off piers where depth between 26 and 30 metres. Anchoring between piers and buoys is not permitted.
MAX. SIZE: Depth at Import Quay 20 ft. MLW. Ships of 28 ft. draft can load at Pyrites Quay.
RADIO: Vessel should route ETA cables to Agent through Rogaland Radio or Aalesund Radio.
TUGS: No tugs needed or available.
BERTHING: Berthing only between 07.00 and 24.00 hours.
STEVEDORES: Arranged by Agent. No ETA to stevedores necessary.
RADAR/VHF: No port radar VHF see "Pilotage".
MEDICAL: Hospital facilities available.
FRESH WATER: Available, delivered from berth. Cost kr. 1,50 per ton (approx).
FUEL: No fuel supplies available. Nearest port for such supplies is Trondheim.
DEVELOPMENTS: Presently no actual developments, but there are certain plans under discussion.
GANGWAY/DECK WATCHMEN: Not compulsory, and this service is left to the discretion of the Master.
OPENING/CLOSING HATCHES: By crew.
CERTIFICATES: Ship's Register.
CUSTOMS ALLOWANCES: Each crew member allowed 20 cigarettes on shore. When leaving ship, 200 cigarettes and 1 bottle of wine or 1 bottle of spirit permitted.
IDENTIFICATION CARDS: Not required.
CONSULS: Nearest consul available in Trondheim.
REPAIRS: Only small repairs can be carried out.
DRY DOCKS: None.
AIRPORT: Nearest airport, Vaernes, 62 miles N.E. Served by regular airlines with several flights per day.
TIME: GMT plus 1 hour. Permanent.
HOLIDAYS: January 1st; Easter Holidays; Ascension Day; Whit Monday; 1st and 17th of May; December 25th and 26th.
POLICE/AMBULANCE/FIRE: All mentioned services obtained through Agent or by contacting local telephone exchange.
TELEPHONES: No facilities for placing telephones on board ships.
SERVICES: Provisions available.
SHORE LEAVE: Permitted.
AGENT: Rederi- A/S Orkla, 7340 Lökken Verk, Norway, tel. (074) 86848 Lökken Verk or Orkanger No. 341. Telegrams "Transport", Lökken Verk. Telex 55109.

TONSBERG: 59.16 N. 10.25 E.

DOCUMENTS:
Ship's Register.
Crew Lists.
Customs Manifest for each crew member (cigarettes, spirits, etc.).
Store List. Cargo Papers. Health Certificate.
PILOTAGE: Sea pilots obtainable from Ferder pilot station. Pilots normally take vessels to berth; also harbour pilot on the spot.
ANCHORAGES: Good anchorages at Byfjorden and Traela; anchorages for large vessels are found in Narverødbukten and Husøyflaker.
MAX. SIZE: 18 ft. draft for East entrance and 21 ft. draft for West entrance. Up to 30,000 tons in ballast.
RADIO: Cable ETA via Tjøme Radio prior arrival.
TUGS: Are available.
BRIDGE: One bascule bridge over East entrance. Working days open 0600 to 2200 hours, holidays 0900 to 1300 and 1400 to 1700 hours. Signal 1 long and 2 short to open bridge. Opening can also be arranged during night time. Horizontal clearance 88 ft., depth 22 ft.
MEDICAL: Medical, dental and hopital facilities available.
DENSITY: Occasionally brackish.
FRESH WATER: Available from hydrants at quays.
FUEL: Delivered by lorry.
GANGWAY/DECK WATCHMEN: Available on request.
CUSTOMS ALLOWANCE: 200 cigarettes or tobacco and one bottle spirits, for each man.
CONSULS: England, France, Netherlands and Spain. All vice-consuls.
REPAIRS: All types of repairs available.
DRY DOCKS: At Kaldnesmek, a shipyard for total length of 515 ft. The shipyard is building ships up to about 30,000 dwt.
REPATRIATION: Available by train from Tønsberg, plane and passenger lines from Oslo (about 100 kilometres from Tønsberg). Fairly good hotel accommodation in Tønsberg).
TIME: GMT plus 1 hour.
HOLIDAYS: New Year's Day; Maunday Thursday; Good Friday; Easter Monday; Labour Day (1st May); 17th Ascension Day; Whit Monday, Christmas (25th and 26th December). Mostly no working.
POLICE/AMBULANCE/FIRE: Police 13355; Ambulance 13370; Fire 11656.
TELEPHONE: No line available on board vessel.
SERVICE: Mostly all services or equipments available from Tønsberg or Oslo. Inform prior arrival.
SHORE LEAVE: Crew members allowed to go ashore.
DELAYS: Ice during January and February, but port kept open by ice breakers.

AGENT: Sev. Dahl A/S, Storgt, 15, PO Box 128, 3101 Tønsberg. Ship & Insurance brokers. Lloyd's agent. Chartering, Sale & Purchase of tankers and motorships. Tel. 14027 – 14028 – 14194. Telex 11557, Backanswer "Sdahl".

TROMSO: 69.39 N. 18.58 E.

DOCUMENTS:
Crew Lists.
Passenger Lists.
Ship's Register.
Stores Lists.
Health Certificates.
PILOTAGE: Telegraphic address of pilot station is "Tromso Pilot Station". Order latest 12 hours before arrival.
ANCHORAGE: Depth at anchorage is 15–25 metres.
RESTRICTIONS: No restrictions on night entry.
RADIO: Tromso Radio VHF Channel 16–26.
TUGS: If necessary, join vessel North or South end of harbour.
BERTHING: Ships 10,000 tons gross can berth at Town Quay, 24 ft. deep. Esso pier (20,000 brt.) 31 ft. deep.
BRIDGES: Tromso Bridge. 60 m. wide, 36.5 m. high.
STEVEDORES: Ordered by Agent. No ETA to stevedores necessary.
RADAR/VHF: No radar. Harbour Office Channel 16. 15–20 miles from town.
MEDICAL: Master to advise by Radio prior to arrival if medical attention required aboard.
TANKERS: There are three oil berths:
B.P.–20 ft. depth.
Esso–31 ft. depth.
Shell–30 ft. depth.
FRESH WATER: Most berths supplied by pipeline. Approximate cost per ton from Kr. 3.–.
FUEL: All grades available.
FIRE PRECAUTIONS: When tankers discharging, smoking allowed only in saloon, and messroom.
DEVELOPMENTS: New pier North of bridge for ships up to 20,000 brt. Depth 31 ft. Completion end 1971 earliest.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: Crew allowed to open and close.
CERTIFICATES: Tonnage Certificate.
CUSTOMS ALLOWANCE: Crew members 100 cigarettes or 20 cigars or 100 grams tobacco, and 1 bottle spirits.
IDENTIFICATION CARDS: Not required.
CONSULS:

Belgium	81074–82417	Sweden	85090–81336
Denmark	81148–82310	Germany	81088–85665
France	81044–85663	Italy	85040–82604
Great Britain	83701–81735	Netherlands	85040–82604

REPAIRS: All engine and instrument repairs.
DRY DOCKS: 4 slip-ways 80–222 ft.
AIRPORT: 5 km. from town.
TIME: GMT plus 1 hour.
HOLIDAYS: No work on New Year's Day and Christmas Day.
POLICE/AMBULANCE/FIRE: Police 81060; Ambulance 81100; Fire 81122. Taxi 82020–82021. Port Pilot Station 81191–85237.
DELAYS: Minor delays only.
SERVICES: Compass adjusting.
PORT AUTHORITY: Harbour Master, tel. number 81191–83146. Harbour assistant 81191–82698.

TRONDHEIM: 63.25 N. 10.24 E.

DOCUMENTS: See "Bergen".
PILOTAGE: Harbour Pilot: Havne Kontoret, tel. 28015 or VHF Channel 16.
RESTRICTIONS: The fjord is very deep and easy to enter. The channel is clear and ice-free throughout the year.
MAX. SIZE: Controlled by depth at berth. See below.
HEALTH: Call "Havne Kontoret" by radio for free pratique.
RADIO: Orlandet Radio (also VHF).
TUGS: Arranged by Agent.
BERTHING:

River Harbour	Quays 1–10	Depth alongside up to 26 ft.			
Outer Harbour	,, 12–18	,,	,,	,,	,, 18 ,,
Inner Harbour	,, 19–24	,,	,,	,,	,, 20 ,,
Ilha Pier	,, 26–32	,,	,,	,,	,, 29 ,,
Pier II	,, A–D	,,	,,	,,	,, 33 ,,
Rosenborg Quay	Length 630 ft.	,,	,,	16.5 ft.	
Thaulow Quay	,, 187 ,,	,,	,,	15	,,
Transit Quay	,, 411 ,,	,,	,,	29	,,
Coal Crane Pier	,, 700 ,,	,,	,,	23	,,

BRIDGES: Skansen Bridge, Jernbanebrua, and Brattor Bridge divide Inner Harbour.
STEVEDORES: Available.
MEDICAL: All facilities available.
TANKERS: Berth Depth 9–12 m. Total length of quays 270 m. easy access. Mobil, Esso and Shell installations.
FRESH WATER: By hose from quay Kr. 1.20 per ton.
FUEL: Available.
DEVELOPMENTS: Plans for reconstruction of outer Basin with new bridges also planned.
CUSTOMS ALLOWANCES: 200 cigarettes and 1 bottle spirit, one bottle wine allowed each man.
IDENTIFICATION CARDS: Required.
CONSULS:

Belgium	Tel. 30 070	Ireland	Tel. 22 861
Costa Rica	,, 30 000	Italy	,, 21 114
Denmark	,, 20 580	Holland	,, 21 174
Finland	,, 28 626	Portugal	,, 21 140
France	,, 28 526	Great Britain	,, 31 500
Germany	,, 21 767	Spain	,, 20 689
Greece	,, 29 771	Sweden	,, 31 000

REPAIRS: All types of deck and engine repairs are possible.
DRY DOCKS: One available with capacity of 3,600 tons deadweight and a floating dock for vessels of 8,000 DW.
REPATRIATION: Can be arranged.
AIRPORT: 35 km. away from port. Regular airlines.
TIME: GMT plus 1 hour.
HOLIDAYS: Christmas (2 days); Easter, April; 1st, 15th and 17th May; Whitsun 2 days; Sunday, Monday.
POLICE/AMBULANCE/FIRE: Police 27500; Ambulance 21–510; Fire 21–505.
SHORE LEAVE: Allowed.
PORT AUTHORITY: Trondheim Havnekontor, tel. 28015–28016.

VADSO: 70.04 N. 29.45 E.

DOCUMENTS:
Trade Certificate.
Tonnage Certificate.
Certificate of Nationality.
Number of Crew and Passenger Lists.
Customs and Health Documents.
Manifests and Bills of Lading.
PILOTAGE: Vessels approaching from sea and desiring Pilot should order at 24 hours notice and confirm arrival at Pilot Office, Vadso, at 2 hours notice. The advance order can be sent over coastal radio station to Pilot Office, the Harbour Master, Vadso, tel. Vadso 51235 or 51143. Harbour Pilot has to be taken on board in position Lat. 70° 45′ N. Long. 29° 41′ E.
ANCHORAGES: Anchorage for vessels up to 400 tons in basin, with depths varying between 14 and 21 ft. Larger vessels anchor W. of the mole in 16 to 20 m. Outer harbour inside breakwater, inner harbour, further to East. Entrance to inner harbour is by buoyed and lighted channel 1,560 ft. long and 115 ft. wide, this has been extended by the addition of a fishery basin 750 ft. long 800 ft. wide. Outer harbour is 1,000 ft. long, 700 ft. wide, depths 15 to 30 ft.
MAX. SIZE: Maximum length of vessel 300 ft. and breadth 45 ft. Draft 16 ft. Ship about 3,000 gross reg. tons.
HEALTH: Health documents necessary.

RADIO: Call Vardo Coastal Radio Station, through which contact by telephone Agent or Harbour Master or Vadso Harbour.
STEVEDORES: Stevedores arranged. Agent telephone 51395 Vadso.
TANKERS: Only small tankers can discharge. Discharging berth only for 500 gross reg. tons tankers, draft 13 ft.
FUEL: Gas and diesel oil. Water available on all quays.
GANGWAY/DECK WATCHMEN: Watchmen necessary. Master can use ship's crew as gangway and deck watchmen. Not necessary to use watchmen from the Watchmen Service.
CUSTOMS ALLOWANCE: Tobacco: Wine/Spirit: For 10 days, each crew 200 cigarettes, or 200 grams tobacco. ¼ litre spirit, for each crew member.
CONSULS: Finland, tel. 51225 Vadso.
REPAIRS: Only smaller types of deck and engine repairs are possible.
AIRPORT: Distance to airport by sea 24 miles. By bus 160 km. Airport served by regular airlines; SAS two flights per day.
TIME: Local time, GMT plus 1 hour.
POLICE/AMBLANCE/FIRE: Police 51271 or 51593 Vadso; Ambulance 51845 or 51691 Vadso; Fire 51122 or 51554 Vadso.
PORT AUTHORITY: Harbour Authority, Harbour Master, tel. 51235 or 51143.

Ocean Island

OCEAN ISLAND: 00.52 S. 169.35 E.

DOCUMENTS:
Clearance from last overseas port.
2 Crew Lists.
4 Passenger Lists.
Bonded Stores List including Narcotics List (in duplicate).
Crew Store List (sometimes called search list or curio list).
4 Manifests.
1 International Health Declaration.
Documents to be completed when ship arrives Ocean Island:
List of unmanifested cargo; Passenger's Baggage Declaration, if any, 1 copy per passenger.
PILOTAGE: Pilotage available on request without charge and Masters advised avail themselves this service. Necessary that Masters, through Ocean Island Radio, inform telegraphic address "Phoscom Ocean" of ETA 48 hours before arrival, confirming or altering this 12 hours before arrival. Phoscom reply through Ocean Island Radio on receipt of second message giving time for vessel to close in to a half mile West of loading plants, where pilot will board. In case of adverse weather or congestion, Masters notified by radio or by VHF channel 16, 156·8 Mcs, with range of about 40 miles. Vessels handled inwards in daylight only, and should fly G flag when approaching island. A safe and clean pilot ladder should be provided, and a good lee made for pilot to embark.
ANCHORAGES: No anchorages available owing to extreme depths of water. Vessels waiting normally drift off and return at daybreak or when instructed to do so.
RESTRICTIONS: Tide and draft have no bearing on entry but normal not to handle vessels into berth in darkness. However, vessels are unmoored at all hours.
MAX. SIZE: Vessels have been handled up to overall length of 575 ft. Beam should not exceed 75 ft., draft limitations 34 ft. 6 in.
HEALTH: Masters of vessels approaching Ocean Island required to send telegram addressed "Quarantine Officer, Ocean Island" within 24 hours of arrival. Telegrams should state name of last port, date, presence of any infectious disease. On receipt quarantine officer will send reply indicating whether or not pratique granted. It is still necessary to fill out International Declaration of Health and hand to Boarding Officer after berthing.
RADIO: Ocean Island Radio station call sign VQK. Daylight range not great but traffic may be passed through C2N Nauru.
TUGS: No tugs required for berthing.
BERTHING: Such special requirements which relate to berthing are contained in a Letter of Advice to Ship Masters issued by the BPC.
STEVEDORES: As stevedoring is carried out by Phoscom, no separate advice required. Loading rate of bulk phosphate is as high as 1,300 tons per hour.
RADAR/VHF: No radar at Ocean Island. VHF Channel 16 156·8 Mc/s.
MEDICAL: Medical treatment can be given on short notice. Limited hospital facilities available, and emergency surgery can be carried out. Smallpox vaccination required, and cholera if vessel from infected area.
TANKERS: Maximum length 600 ft., no draft restrictions. Eight-inch discharge line to shore storage tanks.
DENSITY: Normal salt water all states of tides.
FRESH WATER: Island water imported, and water will be supplied only in emergency.
FUEL: Island stocks are imported for use in phosphate industry, and only limited quantities of heavy fuel or diesel oil available in extreme urgency.
GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: Carried out by crew.
CERTIFICATES: Deratisation certificate only.
CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes or ½ lb. tobacco or 50 cigars for use on board; 25 cigarettes or 1 oz. of tobacco may be taken ashore for own personal consumption. Wine/Spirit, 1 bottle only for use on board; No bottles may be taken ashore.
CARGO GEAR: Cargo gear should be up to standard demanded in Australian ports.
IDENTIFICATION CARDS: Some form of identification, passport, discharge book, or identity card should be carried by crew members.
CONSULS: None.
REPAIRS: Small repairs such as welding, brazing, lathe work, etc., can be carried out, but only when essential to allow vessel to proceed on voyage. Main engines cannot be immobilised whilst the vessel moored to any section of buoy system.
DRY DOCKS: None.
REPATRIATION: Repatriation can be arranged. No facilities for crew changes.
AIRPORT: No airport at Ocean Island.
TIME: GMT plus 11½ hours.
HOLIDAYS: Christmas Day, New Year's Day, and Good Friday normally closed holidays. Other National holidays occur during year but normally work carries on, on these days.
POLICE/AMBULANCE/FIRE: All emergencies handled by Harbour Masters, one of whom remains aboard vessel throughout time vessel attached to mooring system.
TELEPHONES: Telephones are put aboard for use of island staff working vessel.
GENERAL: Shore labour normally boards vessel with pilot to assist in mooring to buoy system.
SERVICES: No special services available.
SHORE LEAVE: This may be granted at discretion of Master, but should in all cases terminate at 5 p.m.
PORT REGULATIONS: No vessel may immobilise main engines whilst moored to buoy system. Main engines should be on instant readiness, deck power should be available at all times, and vessel must proceed to sea when instructed to do so by Harbour Master.
DELAYS: Normally no delays expected. Vessels could wait a day, or possibly two due to port congestion, but this seldom happens, delays can occur due to adverse weather, duration of which unpredictable.
AUTHORITY: The Harbour Master, appointed by The British Phosphate Commissioners, Ocean Island. Telegraphic address Phoscom Ocean Island.

Oman, (Sultanate of)

MINA-AL-FAHAL: 23.39 N. 58.32 E.

DOCUMENTS:
2 copies Crew Lists.
2 copies Medical Attendance Forms required for ship's crews visiting doctor.
1 copy Arrival Report form (supplied by Berthing Master).
2 copies Maritime Declaration of Health.
3 copies Mail Lists.
PILOTAGE: Pilot boards in vicinity of anchorage. Pilot ladder to be rigged on port side and good lee provided. Port derrick to be rigged ready for taking on board mooring and hose connecting equipment at same time as Pilot boards.
ANCHORAGE: North of prohibited area in position approximately 1 mile E.S.E. of Fahal Island. Prohibited area enclosed by parallels 23° 40′ N. and coastline and meridians 58° 30.8′ E. and 58° 33.2′ E.
RESTRICTIONS: Open sea approaches.
MAX. SIZE: No length limitation. Draft up to 72 ft. Tankers up to 280,000 dwt. can be accommodated.
HEALTH: When advising ETA, include in message whether any sickness on board.
RADIO: ETA messages to be sent to Petro Muscat via Cable & Wireless Muscat Radio.

Operating Periods	*Frequencies*		*Traffic List*
GMT	*Calling*	*Working*	*Sent*
04.00–06.00	500	458	04.00
06.00–06.30	8714	8714	06.00
07.30–08.00	13128	13128	07.30
08.00–10.00	500	458	08.00

Radio-telephone calls by individual arrangements Muscat radio frequencies: Calling 2182 kc/s. Working 2607 or 3745 kc/s.
VHF Communications call sign Fahal Control. Channel 16 calling and safety. Working Channels 12, 13, 14 and 20. 24-hour listening watch maintained. Range approximately 50 miles from Northern approach and 20 miles from Eastern approach.
TUGS: None available and not required.
BERTHS: Single buoy moorings (SBM) with floating hose strings. *SBM No. 1*: 2×810 ft., 20 in. crude oil hoses (reduced to 16 in. at ship's end) and 2×840 ft., 8 in. bunker hoses. No. 1 also for F.O. imports and is VLCC berth. *SBM No. 2*: 2×720 ft., 16 in. crude hoses and 2×750 ft., 8 in. bunker hoses. *SBM No. 3*: 2×720 ft., 5800 tph, No. 2–5200. Bunker rate about 450 tph all buoys.
BERTHING: Vessels berth head on to buoy. Two 12 in. 110 ft. (150 ft. at SBM No. 1) nylon lines from buoy are secured on forecastle head, using equipment provided by Terminal. A suitable messenger rope should be ready for use (provided by the ship). No moorings aft. Berthing Master will advise mooring procedure.
HOSE CONNECTIONS: Amidships. Derrick must plumb over manifold and have minimum SWL 5 tons with equipment in good condition. Any reducers required will be supplied by Terminal.

Connecting and disconnecting by ship's personnel with advice from Berthing Master's Assistant.
MEDICAL: Emergency medical treatment from shore staff. No dentist.
BALLAST: No facilities for reception of dirty ballast.
DENSITY: Approximately 1026.
FRESH WATER: Not available.
FUEL: Fuel oil only available. Lubricants, quantity limited, supplied in drums only.
REPATRIATION: Crew changes and repatriation are not practicable at this port owing to complicated visa formalities.
TIME: GMT plus 4 hours all year round.
SHORE LEAVE: Not possible.
GENERAL: *Liquor.* Trading in liquor strictly prohibited and no alcoholic drink should be offered to Arab nationals.

Cargo Ships. Will anchor in one of following positions: (*a*) Fahal Island bearing 340 degrees (True) distance two miles. Water depth 42 ft. (*b*) Fahal Island bearing 350 degrees (True) distance 1¾ miles. Water depth 42 ft. (*c*) Fahal Island bearing 340 degrees (True) distance 1½ miles. Water depth 57 ft. The Portmaster will allocate an anchorage to incoming vessels.
AUTHORITY: Petroleum Development (Oman) Ltd., PO Box 81, Muscat, Arabian Gulf. Cables "Petro-Muscat". Telex Muscat 214.
AGENT: See "Bahrain".

MUSCAT: 23.37 N. 58.36 E.

DOCUMENTS:
Required on Arrival:
2 Copies Crew List.
1 Copy Maritime Health Declaration form with ports of call from commencement of voyage.
1 Copy Vaccination List.
3 Copies Passenger List.
3 Copies in transit Passenger List.
2 Copies Cargo Manifest.
3 Copies Hatch List.
To be airmailed in advance:
4 Copies Cargo Manifest.
1 Copy Freight Manifest.
1 Stowage Plan.
PILOTAGE: None available.
ANCHORAGE: In Muscat bay with Lighthouse (Fl. every 6 sec.) bearing 90° true.

Leading line is formed by a red light on a flagstaff and a white light, situated at a wall behind this flagstaff. The wall is built in a V shaped opening in the mountain. Both flagstaff and wall can be easily spotted.

It is not advisable for a large ship to proceed further into the bay. Ships, anchored in the above-mentioned position, are well sheltered from all winds, except those from Northerly direction.
RADIO: Muscat Radio keeps a listening watch on the international R/T call frequency of 2182 KHz. This service is available during the period 08.00–14.00 and 15.30–18.00 local time, Saturday/Thursday and 08.00–14.00 on Friday. Range 200 miles.
TUGS: None available.
BERTHING: All the import cargo is discharged at anchorage. Vessels anchor at the entrance of the bay ½ mile off shore.

Immediately next to Muscat, but in a separate bay divided by a high mountain lies the twin town of Muttrah. All export cargo is loaded at Muttrah where vessels also anchor at entrance of the bay ½ mile off shore.
STEVEDORES: The labour position is fair, except in the date-picking season June to August.

Total of 9 barges are available for landing cargo ex vessesl. Landing rates Bagged cargo: 4/600 tons per day; general: 200 tons per day; timber 100/150 tons per day during fair weather provided no congestion on jetty or in the bay and if cargo stowed in more than three hatches.
Working Hours: From sunrise to sunset.
FRESHWATER: Not available.
FUEL: Not available.
REPATRIATION: Crew changes and repatriation not practicable at this port owing to complicated visa formalities.
TIME: GMT plus 4 hours all year round.
AUTHORITY: Director General of Customs, Muscat.

Pakistan

CHALNA (Khulna): 22.35 N. 89.32 E.

DOCUMENTS: See "Karachi".
PILOTAGE: Compulsory. Master should in addition to usual ETA to agents keep in touch with pilot vessels stationed at Hiran Point about 45 miles from the base calling AQFA or AQFI, depending on which vessel is stationed at the time. Pilot vessels are equipped with radio and maintain regular watches on 500 metres from 0600 to 0800. 1000 to 1200, 1400 to 1600 and 1800 to 2000 local time. If a message is not being picked up, by Khulna Radio call sign ASV it should be relayed through Chittagong Radio or the pilot vessel.

Ships over 17 ft. draft are usually piloted on the flood to cross the bar and the pilot vessel, which has been in contact with the incoming ship leaves from Hiran Point, in time to coincide with the arrival of the vessels at the pilotage ground, situated about 7 miles North-west of Fairway "Lighted" buoy where ships can anchor in 9 fathoms of water. The channel from Fairway up to the Anchorage has been marked with lighted buoys and pilotage is done in daylight.

In rough weather and especially during the monsoon, ships are led into calm waters by the pilot vessel, which maintains close radio contact, and Pilots board inside the river.
ANCHORAGE: Chalna port consists of a sheltered deep-water anchorage at Mangla on Pussur River.

Depth of water 19 ft. to 45 ft. at LLWD. Distance from sea 64 miles.
RESTRICTIONS: Entrance to the Pussur river is about 6 miles wide at the mouth and has a bar over about 5 miles where the depth is 3 fathoms.
MAX. SIZE: Ships drawing up to 23 ft. can cross the bar in all seasons. In S.W. monsoons vessels up to 24 ft. 5 in. can be accommodated on spring tide.
HEALTH: On arrival at the mouth of the Pussur River, vessels are required to wireless "Quarantine" Khulna, giving health report, to avoid difficulties with Port Health Authorities.
TUGS: Two powerful tugs available to assist in emergency. Not required for berthing.
BERTHING: Fifteen swinging moorings and unlimited anchor berths. No jetty or wharves available in the harbour.
DENSITY: The density of water at the Outer Bar varies from 1.005 to 1.025 and at Mangla from 1.002 to 1.020.
FRESH WATER: Available by barges.
BUNKERS: Coal and fuel oil can be arranged in emergency cases. Usually 5 days notice required.
WATCHMEN: On orders from the Master, the stevedores will arrange to supply watchmen by day and night.
CARGO GEAR: All loading and discharging is performed by ship's derricks.
HOLIDAYS: Eid-ul-Azha (27th/28th February); Pakistan Day (24th March); Muharram (29th March); Eid e Miland un Nabi (29th May); Independence Day (14th August); Defence Day (6th September); Death of Quaid-e-Azam (11th September); Revolution Day (27th October); Jamat-ul-Wida (5th December); Eid-ul-Fitr (11th/12th December); Christmas Day (25th December).
DEVELOPMENT: East Bank of the Pussur River in the present harbour area has been selected for constructing a permanent port. First phase of the permanent port scheme would provide 8 general cargo berths, one foodgrain terminal, and one bulk cargo terminal with transit sheds, warehouses and cargo handling equipment, and also an oil terminal and one repair berth with slipway and workshop. Work on this project has already been started and it is expected to be completed by 1972.
GENERAL: Since there is no shore accommodation available at the Anchorage a Customs Officer and two Licensed Measurers have to be accommodated on board. Also a cabin or covered deck space has to be provided for the members of the stevedore company's staff.
AUTHORITY: Port Director, Port of Chalna, PO Town Khalishpur, Khulna, East Pakistan.

AGENT: See "Chittagong".

CHITTAGONG: 22.21 N. 19.53 E.

DOCUMENTS: *Before vessel's arrival:*
2 copies Freight Manifest.
2 sets Bill of Lading.
3 copies Stowage Plan.
15 copies Passenger List.
4 copies Cargo Manifest.
3 copies Hatch Lists.
1 copy Exception Lists.
2 copies Passenger Money Manifest.
With vessel:
2 copies Cargo Manifest.
Last Port Clearance.
Passenger Lists, disembarking and transit – 6 copies each.
Crew Lists – 4 copies plus 2 for Immigration Police.
List of favour Parcels 2 copies.
Currency declaration of ship's money, officers and crew.
Ships Stores Lists on local Customs forms. 3 copies.
Cargo Gear Certificates.
Deratisation Exemption Certificate.
International Load Line Certificate.
Radio & Safety Equipment Certificates.
PILOTAGE: Pilotage is compulsory. Pilots board and leave vessels at the Outer Anchorage.
ANCHORAGE: The Anchorage is considered safe and the holding ground is good. The bed of the river is soft mud and is harmless in case of grounding.
RESTRICTIONS: Though a river port, Chittagong is a tidal harbour, and presently ships enter and leave only on the day tides, therefore, ships should endeavour to arrive at least three hours before high water of the day's tide. The channel width for navigation is 800 ft. at its narrowest point. There are no signals or markers for night navigation.

During Spring tides vessels under 7 knots will not be handled. Vessels over 10 knots having efficient steering and bridge control, can be brought in with 9/12 in. more than the predicted draft for the day.

Vessels with a speed of over 10 knots but less than 500 ft. length overall and fitted with VHF radio telephone are entitled to an additional draft of 4 in.
MAX. SIZE: Anticipated safe drafts are predicted three months in advance. The depth of water over the Outer, Inner and Gupta Bars

is maintained at 12 ft. at low water throughout the year. The bars are situated at distances of half, one and 4-3/4 miles from the entrance. In order to calculate the draft for entering and leaving port, the depth of 12 ft. over the bars is added to the height of water in the tide tables for day tides. Tankers: see below.

HEALTH: All vessels must send the standard quarantine messages by radio. Vessels which have touched ports between port Sudan and Durban, on the East Coast of Africa including these two ports, or any other yellow fever port or other port on the continent of Africa, or ports which are declared from time to time as quarantine areas, are suspected vessels on account of yellow fever or jigger, or other infectious disease as the case may be and may not have communication with the shore till declared by the Port Health Officer, who attends only between sunrise and sunset, except in special circumstances. The incubation period for yellow fever is 9 days, but vessels arriving later than 9 days are still not free from quarantine because there is no incubation period for jigger.

TUGS: Available, under direction of Pilot.

BERTHING: Thirteen berths of varying lengths having a continuous jetty face of 7,000 ft. Twelve berths are equipped with cranes and all are rail served. In addition, there are two pontoon jetties, and two light jetties without cranes and rail tracks. These are suitable for 500 ft. vessels.

There are 8 mooring berths, of which 2 have pontoons for supporting pipe lines. The largest can take a 500 ft. vessel.

TANKERS: Crude oil tankers up to draft 34 ft. can be handled at offshore oil terminal. A special Pilot is required to place the tanker alongside the buoy.

FRESH WATER: Available from quays.

FUEL: All grades available at oil berths. Otherwise supplied by barge.

REPAIRS: Facilities for repairs available. No dry docks. Ships' engines may not be dismantled or immobilised whilst at berths or moorings without the prior sanction of the port Authority.

STEVEDORES: Working Hours, Monday to Thursday and Saturday day shift, 0730–1200 and 1330 to 1700. Night shift, 2000–2400 and 0000–0400. Friday, day shift, 0700–1130 and 1400–1700.

HOLIDAYS: Eid-ul-Azha (27/28th February); Pakistan Day (24th March); Muarram (29th March); Eid e Miland un Nabi (29th May); Independence Day (14th August); Defence Day (6th September); Death of Quaid-e-Azam (11th September); Revolution Day (27th October); Jamat-ul-Wida) (5th December); Eid-ul-Fitr (11th/12th December); Christmas Day (25th December).

CARGO GEAR CERTIFICATES: International Cargo Gear Test Certificates not more than twelve months old must be presented to the Dock Labour Inspector before a vessel is allowed to use derricks/winches. Annealing and testing of gear at Chittagong is an expensive process. In certain cases dispensation can be obtained at the discretion of the Dock Labour Inspector.

AIRPORT: Patenga Airport. 5 miles from city.

AUTHORITY: Chittagong Port Trust.

AGENT: Maritime Agencies Ltd., Third floor, Eastern Federal Building, Quaid-e-Azam Road. PO Box 387. Tel. 84029. Cables: "Maritime Chittagong".

KARACHI: 24.52 N. 67.00 E.

DOCUMENTS: *Required before vessel's arrival:*

2 copies Freight Manifest.
2 sets Bills of Loading.
3 copies Stowage Plan.
2 copies Passenger manifests.
3 copies Cargo Manifest.
3 copies Hatch Lists.
1 copy Exception Lists.
6 copies Passenger Lists.

With vessel:

2 copies Cargo manifest.
Last Port Clearance Certificate.
6 copies each Passenger List, disembarking and transit.
4 copies plus 2 for Immigration Police Crew Lists.
2 copies List of favour parcels.
Currency declaration of ship's money, officers and crew.

PILOTAGE: Pilotage is compulsory for ship of 200 nrt and upwards. Pilot boards at the Outer Anchorage.

Vessels are piloted day and night, subject to tides, length and draft, to berths lying on the East and West of the fairway, which is 4·27 miles long. Pilotage distance is about 5 to 6 miles.

ANCHORAGE: Outer Anchorage where ships await berth safe except during the S.W. monsoon from mid-May to September. During monsoon no anchorage is recommended. Vessels should anchor a safe distance outside the breakwater within Lighthouse bearings 045 and 025. Depth of water at the anchorage is about 9 fathoms.

RESTRICTIONS: Datum depth is 27 ft. A draft over 32 ft. is not recommended due to varying depths at berths, and siltation in the ship channel.

Berthing at any time, except vessels with bridge aft which permitted daylight only.

Sailings permitted during flood tide only. Tankers with LOA over 525 ft. Permitted to sail on flood tide during daylight hours only. Vessels with bridge aft permitted to sail on flood tide during daylight hours only.

MAX. SIZE:

	Length	*Draft*
Bulk carriers and general cargo (dry cargo)	945 ft.	32 ft.
Bulk oil tankers, white oil product	525 ft.	32 ft.
Bulk oil tankers, black oils.	650 ft.	32 ft.

HEALTH: All vessels which have touched any port or ports between Port Sudan and Durban, on the East Coast of Africa, including these ports, are considered "suspected" vessels on account of yellow fever and jigger and may not have communication with the shore till cleared at berth by the Port Health Officer, who attends only between sunrise and sunset, except in special circumstances. The incubation period for yellow fever under the rules is given as 9 days, but vessels arriving later than 9 days are still not free from quarantine because there is no incubation period for jigger.

TUGS: Towage is rendered by Port Trust tugs on signal from the Pilot. Towage is not provided outside the breakwater except in very special circumstances at the direction of the Deputy Conservator. There are four diesel tugs, all owned by the Port Trust.

BERTHING: *East Wharf:* Seventeen berths, total quayage 8622 ft. Berth Nos. 5 to 17 are on a concrete quay wall of the latest type. All berths are rail-served. Berth lengths vary from 430 ft. to 550 ft. and depths from 26 ft. to 32 ft.

West Wharf: Four berths on a concrete quay wall with a total length of 2,300 ft. There are three berths of 575 ft. and one of 600 ft. Depths vary from 31 ft. to 32 ft.

Bulk Oil Pier and Extension: Three berths, 403 ft., 664 ft. and 1,000 ft. with depths of 29 ft. 3 in., 31 ft. 0 in., and 36 ft. 0 in. respectively. Berths lie in a North-South direction on the Eastern edge of the channel.

Lighterage Berths: Two new lighterage berths of 600 ft. length each have been constructed. These berths have depths of 24 ft. alongside and can easily accommodate small medium draft sea-going ships.

STEVEDORES: Working Hours: Monday through Thursday and Saturday, day shift: 0730–1130 and 1230–1630. On Fridays day shift: 0730–1230 and 1400–1630. Mondays through Saturday, night shift: 1900–2300 and 2300 to 0330 next day.

Overtime periods: 0330–0630, 1130–1230, 1630–1830.

TANKERS: Mineral oils discharged at the Bulk Oil Pier, three berths, and at West Wharf berth 20. Heavy grades may be discharged at the steamer wharves but dangerous petroleum only at the Oil Pier.

Vegetable oils are handled at both the terminals mentioned above, and at East Wharf berth 9.

Slop reception facilities: Not available.

FRESH WATER: Available. Cost per ton ex wharf Rs 11.00 per 1,000 gallons. Cost per ton ex barge Rs 18.50 per 1,000 gallons.

FUEL: In addition to coal, three grades of petroleum are available-furnace oil, light diesel oil and high speed diesel oil. Furnace oil can be supplied by pipeline at all berths Light diesel only at berths 1 to 4. At other berths supply is made by tank wagons and lorries. Large quantities can be supplied by pipeline at the Bulk Oil Pier only. Oil companies with installations are: Esso Standard Eastern, Burmah Shell Oil Storage & Distributing Co. Ltd., Caltex (Pakistan) Ltd. and Pakistan National Oils Ltd.

REPAIRS: Minor repairs are carried out at the anchorage during non-monsoon. There is only one dry dock length 600 ft., breadth 90 ft.

No vessel may immobilise her engines for repairs or cleaning without the consent of the Deputy Conservator of the Port.

DEVELOPMENTS: 1. Dredging and widening and deepening of channel and reclamation at Keamari. 2. Reconstruction of berths 1–4, East Wharves. 3. Additional berths at West Wharf Nos. 22–24 under construction and expect to be in commission in 1971.

The scheme for the provision of 4 medium draft berths in continuation of the lighterage berth and 4 more berths in line with the Oil Pier is under study.

HOLIDAYS: Eid-ul-Azha (27th/28th February); Pakistan Day (24th March); Muharram (29th March); Eid e Miland un Nabi (29th May); Independence Day (6th September); Defence Day (6th September); Death of Quaid-e-Azam (11th September); Revolution Day (27th October); Jamat-ul-Wida (5th December); Eid-ul-Fitr (11th/12th December); Christmas Day (25th December).

TIME: GMT plus 4½ hours all year round.

AIRPORT: Karachi Airport, seven miles from city. International connections to all parts of the world.

AUTHORITY: Karachi Port Trust, POB 4725. Cables: "Porttrust Karachi".

Panama

BALBOA: 08.58 N. 79.34 W.

(N.B. For items not listed below, see "Panama Canal".)

ANCHORAGES: Between Taboguilla Is. and Canal entrance buoy. Good holding ground.

RESTRICTIONS: Port open throughout 24 hours.

MAX. SIZE: Harbour limitations generally unrestricted as to length and beam. Depth about 40 ft. low water. Vessels in excess of 38 ft. 6 in. draft not handled during period 2·5 hours before and 2 hours after low water.

TUGS: Available and assigned for berthing by Pilot. Tug's lines used at no extra charge.

BERTHING: No specific requirements as to arrival times. Nine berths available.

(Pleasure yachts may be permitted to dock at Panama Canal Yacht Club or Balboa Yacht Club after clearance by boarding officer and after Master has received permission from Port Captain,

Customs authorities and Yacht Club officials concerned. Chief Customs Inspector shall have authority to grant or deny such permission at his discretion.)
STEVEDORES: Endeavour arrange arrival to avoid cost of "stand by" as Agent arranges gangs for 07.00 or 17.00 commencement.
TANKERS: One berth for vessels up to 40 ft. draft.
FRESH WATER: Available. Cost (approx.) 48 cents per 100 c.ft.
FUEL: Bunker "C", diesel, light fuel and light diesel available at Government wharves from commercial companies. Rate of delivery 2,000 bbls. per hour.
REPAIRS: Emergency repairs possible.
DRY DOCK: Length 1044 ft., generally reserved for Canal Company vessels, but arrangements may be made for emergency dry-docking.
POLICE/AMBULANCE/FIRE: Emergency tel. 110; routine Police business 2–1277.
TELEPHONES: May be placed aboard through arrangement with Port Captain.
SHORE LEAVE: Generally permitted.
CUSTOMS: Customs and Immigration Inspection Service available Monday to Saturday from 07.00 to 17.00. Charges for such service after hours and on Sundays and holidays set forth in Panama Canal Tariff. Current charges between 5 p.m. and 9 p.m. and from 5 a.m. to 7 a.m. are $20.00 per inspector. From 9 p.m. to 5 a.m. on week-days and on Sundays and holidays is $32.00 per inspector. Number of inspectors required will be determined by Chief Customs and Immigration Inspector of port.
DELAYS: Delays in berthing, load or discharge or bunkering are minimal and infrequent. Eight hours is considered excessive.
AUTHORITY: Panama Canal Company, Balboa Hts., Canal Zone. Cable "Pancanco". Captain of the Port (Balboa): tel. 2–2631.
AGENT: C. Fernie & Co., Inc. PO Box 212. Cable Address: "Fernie–Balboa". Telephone Nos.: Balboa 1657–1371. After office hours telephone numbers: Panama 64–4310, Panama 64–4313.
All correspondence should be addressed to Cristobal, Canal Zone.

CRISTOBAL: 09.21 N. 79.54 W.

(N.B. For items not listed below, see "Panama Canal".)
PILOTAGE (also see "Panama Canal"): Pilotage into Cristobal not compulsory, although services of Pilot outside breakwater are available on request.
Vessels arriving outside Cristobal Breakwater who have requested an outside Pilot are required to *heave to and make a good lee.*
A pilot ladder rigged with appropriate spreaders and well illuminated at night to be provided by vessel. Accommodation ladders not acceptable for embarking Pilots outside breakwater.
ANCHORAGE: Vessels will ordinarily proceed to anchorage area according to length and draft unless otherwise directed. Arriving vessels expected anchor as far to South and inward from main channel in their anchorage area as is consistent with safety. Vessels anchoring in non-designated areas may be required to move.
Anchorage Area "A". For all ships with a deep salt-water draft of not less than 34 ft. and not in excess of 39 ft. Minimum charted depth is 40 ft.
This area starting at Lat. 9° 23′ 21″ N., Long. 79° 55′ 21″W.,
thence to Lat. 9° 22′ 48″ N., Long. 79° 56′ 15″ W.,
thence to Lat. 9° 22′ 14″ N., Long. 79° 56′ 15″ W.,
thence to Lat. 9° 21′ 56″ N., Long. 79° 55′ 48″ W.,
thence to Lat. 9° 21′ 25″ N., Long. 79° 55′ 48″ W.,
thence to Lat. 9° 21′ 25″ N., Long. 79° 55′ 21″ W.,
thence due North to starting-point. However, restricted area North and East of Buoy 2, as charted, must be observed. Explosive sector charted in this area to be avoided whenever possible.
Anchorage Area "B". For all ships with salt-water draft under 32 ft. Minimum depth is 29 ft. Explosive sector restricted to vessels carrying explosives or specially designated vessels. All ships of such length as to under no circumstances swing into Anchorage Area "A".
This area starting at Lat. 9° 22′ 48″ N., Long. 79° 56′ 15″ W.,
thence to Lat. 9° 22′ 32″ N., Long. 79° 56′ 41″ W.,
thence to Lat. 9° 21′ 42″ N., Long. 79° 56′ 41″ W.,
thence to Lat. 9° 21′ 52″ N., Long. 79° 56′ 00″ W.,
thence to Lat. 9° 21′ 25″ N., Long. 79° 56′ 00″ W.,
thence to Lat. 9° 21′ 25″ N., Long. 79° 55′ 48″ W.,
thence to Lat. 9° 21′ 56″ N., Long. 79° 55′ 48″ W.,
thence to Lat. 9° 22′ 14″ N., Long. 79° 56′ 15″ W.,
thence due North to starting-point.
Anchorage Area "C". Required pilotage waters for inbound vessels.
This area starting at Lat. 9° 21′ 25″ N., Long. 79° 55′ 21″ W.,
thence to Lat. 9° 21′ 25″ N., Long. 79° 56′ 00″ W.,
thence to Lat. 9° 20′ 48″ N., Long. 79° 55′ 57″ W.,
thence to Lat. 9° 20′ 27″ N., Long. 79° 55′ 21″ W.,
thence due North to starting-point. Restricted area East and South of Buoy 2, as charted, must be observed.
Anchorage Area "D". For all ships of over 350 ft. in length and a deep salt-water draft of less than 35 ft. except where minimum charted depth is 32 ft.
This area starting at Lat. 9° 23′ 19″ N., Long. 79° 55′ 15″ W.,
thence to Lat. 9° 22′ 55″ N., Long. 79° 54′ 21″ W.,
thence to Lat. 9° 22′ 22″ N., Long. 79° 54′ 21″ W.,
thence to Lat. 9° 22′ 02″ N., Long. 79° 54′ 55″ W.,
thence to Lat. 9° 22′ 02″ N., Long. 79° 55′ 15″ W.,
thence due North to starting-point.
Anchorage Area "E". For all ships less than 350 ft. and small craft. Minimum charted depth of water is 24 ft.
This area starting at Lat. 9° 22′ 55″ N., Long. 79° 54′ 21″ W.,
thence to Lat. 9° 22′ 27″ N., Long. 79° 53′ 54″ W.,
thence to Lat. 9° 22′ 22″ N., Long. 79° 53′ 54″ W.,
thence to Lat. 9° 22′ 22″ N., Long. 79° 54′ 21″ W.,
thence due North to starting-point.
Anchorage Area "F". For small craft and yachts. Pilotage for this area will be decided by Cristobal Port Captain, based on merit of each individual case. Under no circumstances may a vessel proceed to this area prior to being cleared by Boarding Officials. (Bounded by Channel Buoy "3" by a direct line through Buoys "A," "B," "C," "L4," "L2" and return to Buoy "3".)
Prohibited Anchorage. Eastern side of channel, Canal Zone waters South of Lat. 9° 22′ 02″ N. to Mole Buoy in order to give clear access to Colon Harbor. Also, no vessel or craft may proceed south of Lat. 9° 21′ 25″ N. prior to being cleared by Boarding Officials. No vessel may anchor with any part of the vessel in the main channel or closer than 300 yards to either East or West breakwater lights.
In cases due to harbour congestion, any vessel may be directed to anchor to Westward outside breakwater entrance and given an order as to the time it is to pass through the breakwater entrance.
RESTRICTIONS: Port open throughout 24 hours.
MAX. SIZE: Harbour limitations generally unrestricted as to length and beam. Draft 40 ft.
TUGS: Available and assigned for berthing by Pilot. Tug's lines used at no extra charge.
BERTHING: No specific requirements as to arrival times. Fifteen cargo and bunkering berths.
STEVEDORES: Endeavour arrange arrival to avoid cost of "stand by" as Agent arranges gangs for 07.00 or 17.00 commencement.
TANKERS: Four berths available.
FRESH WATER: Available. Cost (approx.) 48 cents per 100 c. ft.
FUEL: Bunker "C", diesel, light fuel and light diesel available at Government wharves from commercial companies. Rate of delivery 2,000 bbls. per hour.
REPAIRS: Emergency repairs possible.
DRY DOCK: Length 386 ft., breadth 60 ft., depth over blocks 20 ft. 6 in. MLW.
POLICE/AMBULANCE/FIRE: Emergency number 110. Routine Police business 3–2111.
TELEPHONES: May be placed aboard through arrangement with Port Captain.
SHORE LEAVE: Generally permitted.
CUSTOMS: Customs and Immigration Inspection Service available Monday to Saturday from 07.00 to 17.00. Charges for such service after hours and on Sundays and holidays set forth in Panama Canal Tariff. Current charges between 5 p.m. and 9 p.m. and from 5 a.m. to 7 a.m. are $20.00 per inspector. From 9 p.m. to 5 a.m. on week-days and on Sundays and holidays is $32.00 per inspector. Number of inspectors required will be determined by Chief Customs and Immigration Inspector of port.
DELAYS: Delays in berthing, load or discharge or bunkering are minimal and infrequent. Eight hours is considered excessive.
AUTHORITY: Panama Canal Company, Balboa Heights, Canal Zone. Captain of the Port (Cristobal), tel. 3–1639.
AGENT: C. Fernie & Co., Inc. PO Box 5042, Cable address: "Fernie–Cristobal". Telephone Nos.: Cristobal 1772–1295–2914–2128. Telex Nos.: ITT–3482020, TR–9211 "Fernie Pa". After office hours telephone numbers. Cristobal 2468, Cristobal 2568.

PANAMA CANAL (entering Cristobal or Balboa)

BOARDING OFFICER: Arriving vessels will be boarded upon arrival inside the breakwater at the Atlantic entrance or off the seaward end of the dredged channel at the Pacific entrance by a Canal boarding officer in accordance with procedures and boarding hours established for the boarding of vessels at the respective ports by the Canal authorities.
Vessels shall be entered at Canal Zone port of arrival by boarding officer and it is not necessary for masters to come ashore for that purpose. A transiting vessel entered at Balboa is required to clear from Cristobal, and vice versa.
Anchoring to await boarding officer: When a vessel is not boarded immediately on arrival, it shall anchor in the appropriate, designated anchorage area and await the boarding officer. See "Anchorages".
VESSEL'S IDENTIFICATION: Every vessel shall hoist its signal letters when approaching and entering a terminal port, and those arriving at night shall promptly signal their names by flashing light to the signal station. This communication of the vessel's name by signal letters or flashing light is mandatory even though the vessel communicates by voice radio. (Also see "Radio".)
ORDER OF TRANSIT: Canal authorities may dispatch vessels through Canal in any order and at any time they may see fit. Priority of arrival at a terminal does not give any vessel the right to pass through the Canal ahead of another that may arrive later, although order of arrival will be a consideration in determining order of passage.
N.B. A vessel in excess of 150 ft. in length that is not equipped with properly operating rudder-angle and engine-revolution indicators, so located as to be readily visible to a pilot on the bridge, will be subject to delay in transiting to the extent the Canal authorities deem necessary or appropriate in order to minimize, in the light of the type and volume of Canal traffic and of other factors relating to the safety of Canal operations, the increased hazards of navigation resulting from failure of the vessel to be so equipped. (In practice this regulation is thought to require that the indicators should be located on wings of bridge as well as inside wheelhouse for vessels over 80 ft. beam.)

DOCUMENTS: All documents listed below shall be ready for immediate delivery to boarding officer when he boards vessel upon each arrival of vessel in Canal Zone:

Documents required	*From ships which transit Canal but do not take on or discharge passengers or cargo at Canal Zone ports (number of sets)*	*From ships taking on or discharging passengers or cargo at Canal Zone ports (number of sets)*
(1) Ship's information and quarantine declaration (Panama Canal Form 4398)	1	1
(2) Clearance from last port	*1	*1
(3) All certificates of a sanitary nature	*1	*1
(4) Passenger list: Passengers transiting only (on Panama Canal Form 20)	**2	**2
(5) Passenger list: Passengers for discharge (on Panama Canal Form 18–9)	0	**4
(6) Crew list (on Panama Canal Form 1509–10)	2	2
(7) Store list	†1	†1
(8) Cargo declaration (Panama Canal Form 4363)	1	‡1
(9) Manifest of local cargo	0	4
(10) Panama Canal tonnage certificate	1	††1
(11) National register	*1	*1
(12) General arrangement and engine room plans	‡1	††1
(13) Report of structural alterations and of changes in use of tanks or other spaces since last transit	1	††1
(14) Declaration by all vessels except ships of war of all arms and munitions of war aboard other than explosives declared separately	**2	**2
(15) Declaration as to vessel's port(s) of departure, destination, and ports of call, within the last three months, with the corresponding actual or approximate dates	1	1

* For examination and possible retention.
** Not required unless such persons or cargo are carried.
† Required if ship during transit is laid up for repairs, regardless of whether passengers or cargo are taken on or discharged.
†† Not required unless ship transits Canal.
‡ For taking up and subsequent return through Agent or otherwise.

Documents required at ports. In case a vessel takes on or discharges passengers or cargo at only one Canal Zone port and does not transit Canal, documents indicated in column two are required. In case a ship docks or takes on or discharges passengers or cargo at both Cristobal and Balboa, or at a port other then port of entry, all documents in column two are required at first port and, in addition, four copies of document (9) required at second port.

Crew list. For purposes of additional identification of crew members, all copies of crew list shall include for each seaman the serial number of his certificate of identification, continuous discharge book, pass-port or other satisfactory identifying documentation. In addition, the given name and middle initial, as well as family name, shall be shown for all seamen.

Passenger list. All copies of passenger lists shall be accurate and legible and shall be delivered to boarding officer. The list shall show passengers in alphabetical order. Passengers who are to be discharged at Canal Zone ports shall be listed separately from other passengers aboard who are only to transit Canal. In event any passenger listed for discharge fails to disembark, or any passenger listed for transit disembarks, notice shall be given promptly by Master through his ship's agent to Port Captain and a supplementary passenger list (same number of copies as is required for an original list of disembarking passengers) showing required information concerning such passengers shall be furnished promptly to Chief Customs Inspector prior to clearing Canal Zone waters.

(It is understood that "Advance Documents" are no longer required by Authorities. However, Agents request copies of Crew and Passenger Lists in advance, which should, if possible, be airmailed from last Port.)

PILOTAGE: Pilot is mandatory entering either from Balboa or Cristobal and is supplied without special request. Should vessel desire Pilot to meet it outside Atlantic Breakwater, it should remain there and make signal to that effect. Vessels shall furnish a safe, clean, well-lighted pilot ladder, and will be required to make a lee in rough weather. Vessel normally boarded inside breakwater at a point north of the Mole Beacon at the Atlantic Entrance, and in Merchant Vessel Anchorage to seaward of Buoys 1 and 2 at Pacific Entrance.

STEERING LIGHT: All vessels with the bridge more than 250 ft. from the stem must have a steering light at or near the stem. The light may be any colour except white, green or amber, must not be visible forward of the beam, and must be of such an intensity and so fixed as to be clearly visible from the navigation bridge.

ANCHORAGES: No vessel shall anchor within navigable waters of Canal Zone in other than a designated anchorage.

1. *Merchant Vessel Anchorages.* (a) *Atlantic entrance merchant-vessel anchorage.* An area to the west of the Canal channel bounded as follows: Starting at a point "A", located in position 9° 21′ 25″ N., 79° 55′ 31″ W., and marked by gas buoy No. 2, thence 900 yd. 270° true to a point "B" located in position 9° 21′ 25″ N., 79° 55′ 58″ W., thence to lighted buoy "I", thence to lighted buoy "H", thence due North to a point "C" located in position 9° 22′ 07″ N., 79° 56′ 41″ W., thence 2,800 yd. 59° true to a point "D" located in position 9° 22′ 50″ N., 79° 55′ 29″ W., and thence to the starting-point. The line extending due West from the Cristobal Mole through lighted beacon No. 1 and lighted buoy No. 2 (9° 21′ 25″ North) marks the Southern limit of the anchorage area. No vessel shall pass this line without having been passed by the boarding officer and without having a Canal pilot on board.

(*b*) *Gatun Lake anchorage basin.* An area immediately East of the Canal channel line, bounded by a line extending to a point 450 yd., 120° true from the East wing-wall at the South end of Gatun Locks, thence 690 yd., 148° true to flashing white lighted buoy "A" thence 700 yards, 070° true to flashing white lighted buoy "1" thence 1,130 yards, 148° true to quick flashing white lighted buoy "3" thence 2,800 yards, 224° true through fixed white lighted buoy "5" and black can buoy "7" to the Canal channel line at flashing white lighted buoy "9"; the channel prism line being the westerly boundary line of the anchorage area.

(c) *Pacific entrance merchant-vessel anchorage.* An area bounded as follows: beginning at a point in position 8° 51′ 50″ N., 79° 30′ 00″ W., marked by a lighted whistle buoy which is painted with alternating black and white vertical stripes and which shows short-long flashing white light every 8 seconds, i.e. light 0.4 second, eclipse 0.4 second, light 1.6 seconds, eclipse 5.6 seconds; thence due East to longitude 79° 28′ 00″ W.; thence due North to latitude 8° 54′ 31″ N., thence due West toward Flamenco Island Light to a point 8° 54′ 31″ N., 79° 30′ 46″ W.; thence South-westward touching the North-west corner of San Jose Rock to position 8° 53′ 27″ N., 79° 31′ 23″ W., marked by canal-entrance lighted buoy No. 2; thence South-eastward to the point of beginning.

2. *Anchorage areas for ships loaded with hazardous cargoes.* (a) *Atlantic end.* Area included in rectangle 1,000 yd. wide immediately South of West breakwater, starting at a point on West breakwater 1,000 yd. from West Breakwater Light and thence extending westward 2,000 yd. along breakwater.

(b) *Pacific end.* Area South of Naos Island bounded on the East by a line drawn South (true) from entrance gas buoy No. 1; on the South by a line drawn east (true) from Tortolita Island, and on the North and West by the curve of 30-ft. depth.

Vessels carrying explosive cargoes shall anchor in the explosive anchorage areas, on arrival at the Canal Zone, and there await instructions.

MAX. SIZE: N.B. The following paragraphs serve as an approximate guide to permitted size of vessel in transmitting Canal, but Owners and Operators should always seek official clarification and ruling from: The Chief Navigation Division, Panama Canal Company, Box 5012, Balboa, Canal Zone.

1. **General.** Based on experience to date, Panama Canal Company has determined that 106·0 ft. is the widest beam commercial vessel acceptable for regular transit. Wider vessels, not exceeding an extreme beam of 107·0 ft., may be permitted to transit on an experimental basis only. In addition, container vessels and other light draft vessels (not exceeding 37 ft. TFW draft) up to 950 ft. in overall length are accepted.

Principals who are engaged in the operation of bulk carriers and tankers are reminded of the necessity for avoiding arrival at the Canal with maximum drafts in excess of allowances. Allowable drafts, based on Gatun Lake levels, are established for the safety of the vessel, and cannot be exceeded.

Operators of vessels requiring to make initial transit of Canal in excess of 34 ft. Panama Canal fresh water draft should, without delay, contact Agents or Authorities asking to be provided with Marine Director's Memorandum 13 – 70 – Shipping, together with Enclosures nos. 1, and 2. (Also see item no. 6).

Because of increasing need for dispatching large ships as early as possible in the morning, consistent with safe practice, it is important that information provided in advance of initial transit include capacity plans, general arrangement plans, engine-room plans, and whenever possible, photostatic copies of national register, load-line certificates and Panama Canal tonnage certificates. This advance information will minimize the time spent aboard by admeasurers before commencement of initial transit.

2. *Initial transit draft.* Maximum draft (deepest point of immersion) allowed for initial transit of Canal (except for identical sister-ships) will be limited to 37 ft. Panama Canal fresh water. This maximum draft further limited by draft limits established by bilge radius, beam limitations of paragraph 5, and maximum TFW draft allowed for Canal as promulgated periodically by Chief, Navigation Division, because of Gatun Lake level. This will normally be:

Gatun Lake level	*Normal Panama Canal draft restriction*	*Initial maximum Panama Canal fresh water draft*
Over 86′6″	40′0″	37′0″
86′0″ to 86′6″	39′6″	37′0″
85′6″ to 86′0″	39′0″	37′0″
85′0″ to 85′6″	38′6″	37′0″
84′6″ to 85′0″	38′0″	37′0″
84′0″ to 84′6″	37′6″	37′0″
83′6″ to 84′0″	37′0″	37′0″
83′0″ to 83′6″	36′6″	36′6″
82′6″ to 83′0″	36′0″	36′0″

3. *Maximum transit draft.* After initial transit made at, or less than, authorised initial transit draft, maximum draft for succeeding transits

will be maximum allowable Panama Canal fresh water draft for particular vessel, based on all relevant factors. After initial transit, Owners, Operators or Agents will request authorised maximum draft from the Chief, Navigation Division. This request will be returned with approved maximum Panama Canal fresh water draft stamped thereon.

4. *Transit drafts for sister-ships.* Identical sisters are not limited to initial transit draft established in paragraph 2. Transits of such vessels will be permitted at maximum Panama Canal fresh water draft authorised an identical sister, lake level permitting.

5. *Limitations for extreme beams in excess of* 104 *ft.* 0 *in.* Vessels with extreme beam in excess of 104·0 ft., which have previously been qualified and authorised may transit on a regular basis at a *maximum* Panama Canal fresh water draft of 38 ft. 6 in., lake level permitting and provided bilge radius restriction is not exceeded. Such vessels may request experimental transits over 38 ft. 6 in. after a successful transit at or near 38 ft. 6 in. Ordinarily this will be granted in 6 in. increments if handling characteristics and lockage times are satisfactory and bilge radius, lake level, and load-line limits restrictions are not exceeded. A release, as specified in subparagraph 8e, will be required for the initial experimental transit for each 6 in. incremental increase.

6. *Procedure to obtain initial transit draft allowances.* Shipowners, Operators or Agents who desire arrange initial transits in excess of 34 ft. Panama Canal fresh water draft must correspond with the Chief, Navigation Division, Panama Canal Company, Box 5012, Balboa, Canal Zone, not later than two weeks prior to loading vessel in order receive designated initial Panama Canal fresh water transit draft. A completed copy of Enclosure (2) (see item 1) must be furnished with such request.

7. *Increased allowances for vessels with limited bilge radii.* A vessel whose Panama Canal fresh water transit draft allowance is restricted by her bilge radius, may install permanent fendering to keep vessel from touching lock-wall batters when alongside lock walls, providing maximum beam, including fendering, does not exceed 100 ft. The additional draft which may be granted after installation of such fendering is in ratio of 1:3, e.g. 6 in. of permanent fendering (compressed measurement, if rubber) equals 18 in. of additional authorised *maximum* fresh water draft. (Contact Authority for full details).

8. *Release from liability.* Masters of vessels will be required to execute a form, undertaking to release Panama Canal Company from liability in case of accident and to indemnify Company for damages sustained in following instances (because of additional draft allowances granted to transiting vessel, these releases are required, generally, on a one-time basis):

(a) When *maximum* tropical fresh water draft during an initial transit (not to exceed 37 ft.) is within 1 ft. 6 in. of authorised mean tropical fresh water load line of transiting vessel;

(b) when initial transit is being made by an identical sister ship at a maximum draft in excess of 37 ft.;

(c) when transiting vessel is equipped with permanent fenders to breast her off the lock-wall batters, until trial transits have proven permanent fenders satisfactory;

(d) when vessel permitted transit at draft greater than her allowed Panama Canal fresh water draft or her mean authorised TFW load line. Vessels over draft will be subject to denial of transit or delay to extent Panama Canal authorities deem necessary in light of traffic conditions and safety of Canal operations;

(e) when a transiting vessel over 104·0 ft. beam is making an experimental transit over 38 ft. 6 in.; and

(f) when a vessel transits at less than the minimum drafts (as officially specified in Memorandum 6–66 – SHIPPING).

9. *Ballast Transit.* Regulations require that a vessel in ballast shall not be trimmed by the stern in excess of 11 ft. Masters should endeavour arrange trim as follows:

Length	*Fwd.*	*Aft.*
475 to 525 ft.	18–00	25–00
525 to 580 ft.	20–00	22–00
580 to 625 ft.	22–00	24–00
625 and above.	24–00	26–00

HEALTH (also see "Radio"): 1. *Radio pratique.* The quarantine officer in charge may grant pratique by radio to a vessel upon basis of information regarding vessel, its cargo and persons aboard, received prior to arrival, when in his judgment, and in accordance with instructions by the Chief, Division of Preventive Medicine and Quarantine, entry of vessel will not result in introduction, transmission or spread of communicable diseases.

2. *Disease on board.* Master shall report promptly by radio to quarantine officer in charge at port of entry in Canal Zone, and wherever practicable not less than four hours before expected arrival, the occurrence or suspected occurrence of any communicable diseases:

3. *Quarantine declaration.* On arrival the master shall complete a maritime quarantine declaration on Canal Zone Government Quarantine Declaration form. The completed form shall be delivered to quarantine officer at time quarantine inspection is begun. Declaration shall also be signed by ship's surgeon if one is carried.

RADIO: Balboa Naval Radio NBA.

1. *Signal stations.* (a) Visual-signal stations established for communication on arrival Canal approaches by International Code and/or flashing light, at seaward end of Pier 6 Cristobal, and on Flamenco Island at Pacific entrance.

(b) Flamenco Island also contactable on VHF Channel 12 frequency 156·6 Mgs., and R/T 2182, 2638 and 2846 kc/s. – call letters WHC.

(c) Vessels of 85 ft. beam and above awaiting transit at Balboa anchorage should keep VHF radio watch on Channel 12 for transit orders.

(d) Arriving ships may communicate with Port Captain's Office, Cristobal through Cristobal Signal Station Radio communication is maintained on international maritime VHF Channel 12 (156·6 Mc/s.) through "Cristobal Radio".

2. *Advance information required by radio from vessels approaching Canal.* Vessels approaching Canal shall communicate by radio to the Port Captain, through Balboa Radio Station, call letters NBA, at least 48 hours in advance of arrival in Canal Zone, the information required below. If radio communication can be established earlier than 48 hours in advance of arrival, required information should be furnished at time such communication is first practicable.

(*a*) All items of information listed below, unless previously communicated through agents or otherwise to Canal authorities, shall be transmitted to Port Captain using phonetic alphabet letters to identify items, as follows:

ALFA – If Canal transit is desired.
BRAVO – 48-hour advance estimate of time of arrival.
CHARLIE – Fore and aft draft, of vessel. Warships should include displacement.
DELTA – Last port of call.
ECHO – If there is any communicable disease aboard and, if so, identify such disease or diseases.
FOXTROT – Number, kind and origin of animals aboard, if any.
GOLF – Number of landing passengers, if any.
HOTEL – Number and origin of stowaways aboard, if any.
INDIA – If any structural changes, or changes in use of tanks, have been made since the vessel's last transit.
JULIET – Number of smallpox vaccinations required by crew members and passengers.

In addition to the above, tankers shall report:

KILO – The grades of cargo carried, if any. Give name of cargo if other then petroleum products.
LIMA – The grade of cargo last carried in each empty tank that is not gas free. Give name if other than petroleum products.

Vessels carrying explosives of any nature, whether for transit or docking, shall also report:

MIKE – The grades of such explosives.
NOVEMBER – The quantity in tons of each grade of such explosives.

(*b*) Following additional information shall be transmitted via radio to Port Captain from *all* vessels as applicable:

(1) Vessels approaching from Pacific shall report actual time of passing Cape Mala, or latitude of Cape Mala, and vessel's speed.

(2) Vessels approaching from Atlantic shall report 12 hours prior to arrival at Cristobal any change of one hour or more in expected time of arrival.

(3) Any other matters of importance and interest.

(*c*) Timely receipt of above information will facilitate transit or docking of arriving vessels. Failure to comply with these reporting requirements may subject a vessel to delay.

DENSITY: On several occasions vessels arriving for transit have been found to be over authorised draft after entering Gatun Lake. Overdrafts in these instances have been caused, it is believed, by assuming fresh water densities different from what actually exists in Canal.

Using distilled water as 1·000, water densities have been determined to be as follows:

	Density	
Location	*Gm./cc 85°F*	*Lbs./ft³ 85°F*
(*a*) Gatun Lake*	0·9954	62·21
(*b*) Miraflores Lake†	0·9971	62·32
(*c*) Balboa Anchorage‡	1·0219	63·87
(*d*) Cristobal‡	1·0212	63·76

*Fresh water.
†Brackish water.
‡Salt water.

BOILER WATER: May be taken without charge from Gatun Lake subject Pilot's Permission and draft.

FRESH WATER: Available Balboa on Cristobal cost about 48 cents per 100 c.ft.

CERTIFICATES: see "Documents". (*a*) If a valid Deratting Certificate or Deratting Exemption Certificate is not produced with respect to any arriving vessel the quarantine officer shall:

(1) If he is satisfied that vessel is free of rodents or is kept in such a condition that number of rodents on board is negligible, issue a Deratting Exemption Certificate; or

(2) If he is satisfied that a Deratting Exemption Certificate should not be issued with respect to such vessel, require deratting of vessel.

(*b*) When, pursuant to paragraph (*a*) (2) of this section, deratting has been completed to satisfaction of quarantine officer, he shall issue a Deratting Certificate.

CUSTOMS: 1. *Hours.* The regular hours for the customs inspection of baggage of landing passengers and for the customs supervision of landing passengers are from 7 a.m. to 5 p.m. daily, excluding Sundays, and holidays. Such customs services may be furnished during other hours, or on Sundays and holidays, only upon the request of the Master or authorised agent.

2. *Marine Protests.* Marine notes of protest may be made and extended by Masters of American vessels before customs officers without charge.

3. *Allowances.* Tobacco, Wine and/or Spirits at Master's discretion sufficient for immdeiate consumption. Alcohol not permitted to be taken ashore.

CONSULS:

Great Britain: British Consulate, Colon Office 38–7–3075; Residence: 38–7–0156.

Norway: Royal Norwegian Consulate General: Consul General for Panama, R. P., Terence O. Ford, Office: 28–25–2347. Residence: 28–24–1884.
Norwegian Consul, Cristobal, Gilbert Morland, Fenton Bldg. 3–2819.
Norwegian Consul for Pacific Side, Canal Zone, Arne Hauge, Office 2–1965.
Republic of South Africa: Consul for the Republic of South Africa, Henry I. Darlington, Office: 28–23–0834. Residence: 28–23–6779.
Sweden: Royal Swedish Consulate General, Edificio Melinda, Via Argentina, Panama 28–23–9694.
Denmark: Royal Danish Consulate General, Consul General for Panama and Canal Zone, W. Ishoy, Office: 28–25–0524. Residence: 28–24–1537.
Royal Danish Consulate for Colon and Canal Zone, George R. Downing, Office: 38–7–1870. Residence: 3–2361.
Finland: Finnish Vice-Counsel, Cristobal/Colon, Donald Francey, Fenton Bldg. 3–1781.

REPATRIATION: Crew members, of vessels other than vessels of United States registry or enrolment signed on before a shipping commissioner, may be discharged in Canal Zone only with consent of the Immigration Service. Before such consent may be given, the Chief Immigration Inspector at port concerned shall be furnished a memorandum in triplicate showing name, age, nationality, and rating of the crew members proposed to be discharged.

When crew members are signed on a vessel, other than crew members signed on a vessel of United States registry or enrolment by a shipping commissioner in the Canal Zone, a memorandum in triplicate showing name, age, nationality, and rating of crew members signed on shall be furnished to Chief Immigration Inspector at the port concerned.

Arriving crew members and particularly visiting Superintendents should if possible possess Panamanian visas.

AIRPORT: Tocumen International Airport located outside Panama City, 18 miles from Balboa; 48 miles from Cristobal, served by all major scheduled international airlines operating in Southern hemisphere.

HOLIDAYS: Sunday, January 1; February 22, Good Friday; May 30; July 4; First Monday in September; November 3; November 11; Thanksgiving Day; December 25; and such other days as may, pursuant to law, be declared to be holidays.

TIME: EST. No alterations to clocks necessary throughout the year.

LOCKS: Gatun Locks (Atlantic side) raise and lower vessels 85 ft., Miraflores (nearest to Pacific) 54 ft. and Pedro Miguel (Pacific side) 31 ft.

AUTHORITY: The Chief, Navigation Division, Panama Canal Company, Box 5012, Balboa, Canal Zone.

AGENT: See "Cristobal".

PUERTO LAS MINAS (Payardi): 09.24 N. 79.50 W.

Oil Terminal operated by Refineria Panama.

MAX. SIZE: Length 700 ft. LOA, Draft 37 ft. 6 in. Can accommodate tankers up to 60,000 dwt.

FUEL: All grades available subject to advance notice.

AUTHORITY: Refineria Panama S.A.

Papua and New Guinea

KAVIENG: 02.34 S. 150.48 E.

DOCUMENTS: See "Lae".

PILOTAGE: The Administration does not maintain a Pilot at Kavieng. Arrangements may be made with the Harbour Master at Rabaul; and a private Pilot can be contacted by the Agent.

HEALTH: See "Lae".

RADIO: Call through VJZ.

TUGS: None available.

BERTHING: Main Wharf. Length 330 ft.; width 40 ft. Minimum depth at LW 32·5 ft. (N.B. channel restriction 26 ft.)

FRESH WATER: None available.

FUEL: Diesel fuel and distillate are available. Supply is by road tanker.

CUSTOMS ALLOWANCE: Tobacco: 1 lb. per person, 400 cigarettes deemed equivalent to 1 lb. Wine/spirit: Not in excess of three quarts per person.

REPAIRS: No facilities.

AIRPORT: Distance from port 2 miles by road, served by regular airlines.

TIME: GMT plus 10 hours. No change.

AUTHORITY: Collector or Customs, Postal Address: Box 137. Tel. Office 58. Telegraphic address: "Portman, Kavieng".

LAE: 06.48 S. 147.11 E.

DOCUMENTS: First port of call in Papua New Guinea the following inward Customs documents are required to be handed to Customs Department within 24 hours of ship's arrival:
3 copies Inward Passenger List.
7 copies Inward Customs Manifest.
3 copies List of Crew.
3 copies Articles in Private Possession of Officers and Crew – Form 5.
3 copies Stores List.
2 copies Immigration Restriction Ordinance List (Form 6) being complete list of passengers disembarking and in transit.
If other than first port of call:
3 copies Inward Passenger List.
7 copies Inward Customs Manifest.
Outward Customs Clearance from last port of call.

PILOTAGE: No official Pilot available, but with approximately 72 hours notice a qualified Pilot can be brought from the port of Madang. There is also available at Lae a non-qualified local Pilot who has been employed on numerous occasions by overseas vessels. Pilot boards vessel approximately three miles from main berth, by small 18-ft. speed-boat. This speed-boat does not carry Pilot identification flags. Telegrams requesting a Pilot should be addressed to Lyle Lae through Lae Radio on 50 kc/s between 2200 GMT and 0830 GMT any day. There is no VHF station.

ANCHORAGES: Safe anchorage is available about 5 miles from main wharf, in the Huon Gulf area, called Sugarloaf Anchorage, at approximately one and a half miles offshore between beacons: Northern Beacon lat. 6 deg. 47′ 10″ S., long. 146 deg. 57′ 20″ E. Southern Beacon lat. 6 deg. 48′ 20″ S., long. 146 deg. 57′ 6″ E.

Holding ground is good and 11 fathoms is found just South of the line with Northern Beacon bearing West true one and a half miles distant. The depth varies within a fathom or two in seasons on account of the soft bottom.

RESTRICTIONS: Vessels are permitted to berth only between 0600 and 1845 hours (first line on wharf).

MAX. SIZE: One wharf available which is 800 ft. long, 31 ft. depth.

HEALTH: (*a*) Vessels Arriving Directly from Australia. Pratique is given by radio to vessels which voyage directly from Australia to a Territory port. Master of vessel notifies Quarantine Officer at the port of entry to which he is proceeding of ETA, the number of passengers and crew and whether there is any sickness aboard. This notification from Master is sent not longer than 24 hours and not less than 12 hours of the ETA. If there is no sickness aboard a reply is sent stating that pratique is granted, and when a vessel arrives the actual pratique form is delivered to Master of vessel or to Collector of Customs to hand to Master. Full pratique is given.

(*b*) Vessels Arriving from a Foreign Port. All vessels which arrive from a foreign port must anchor in the designated position and await arrival of a Quarantine Officer who boards the vessel by himself – no other person (except a Pilot) is to be allowed on board vessel until pratique has been granted. If a Pilot is on board he must remain on board until pratique is granted.

Smallpox. All passengers and crew are required to be in possession of a valid International Certificate of Vaccination against smallpox on arrival in the Territory. *Cholera.* All passengers and crew are required to be inoculated against cholera if the vessel is expected to arrive at a port in the Territory within seven days of leaving an area where cholera is either endemic or is present.

RADIO: Radio contact is made through Lae Radio on 500 kc/s and station call sign is VIL. Telegraphic address for radio contact is Lyle Lae.

TUGS: None available.

BERTHING: Vessels could berth either port or starboard side to, but portside to would be at discretion of the Master, depending on length of his vessel, as the swinging room on the Western end of the berth may, in certain instances, be too small for length of the berthing vessel.

STEVEDORES: There are three stevedoring companies in port of Lae. Information required by the stevedores is approximately 72 hours' notice of the number of gangs required, hatch tonnages and information of any particular heavy lifts or awkward cargo.

MEDICAL: Maximum possible notice should be given so that full arrangements can be made with regard to hospitalisation, etc. Full hospital facilities are available approximately two and a half miles from the wharf.

TANKERS: Tankers connect on the wharf itself, maximum draft permissible, 31 ft. and only one tanker can berth at a time.

DENSITY: Due to proximity of Markham River, fresh water extending approximately one and a half miles from the wharf.

FRESH WATER: Fresh water is available in limited quantities, delivery rate 20 tons per hour, can be supplied during cargo handling. Cost 60c per 1,000 gallons.

FUEL: Only light grade fuels are available such as dieseline and distillate.

GANGWAY/DECK WATCHMEN: Watchmen are not required.

OPENING/CLOSING HATCHES: Normally carried out by stevedores.

CERTIFICATES: Certificate of Registration and standard Articles. If a ship remains in port over 24 hours, Articles must be stamped by local Collector of Customs who, acts as Harbour Master.

CUSTOMS ALLOWANCES: A duty-free issue of 200 cigarettes or the equivalent weight in tobacco is issued by Customs every ten days. No wines or spirits allowance to crew members.

CARGO GEAR: All cargo gear necessary for discharging and loading is carried by stevedoring company.

IDENTIFICATION CARDS: Not required.

CONSULS: No consular representatives at this port and all immigration and migration matters are handled by the Collector of Customs.

REPAIRS: Only minor repairs can be carried out.

REPATRIATION: Full repatriation facilities are available for effecting any crew changes.

AIRPORT: Situated approximately 25 miles from wharf area, there is a daily connection to Australia with Trans-Australia Airlines and Ansett Airlines of Australia.
TIME: Local time is 10 hours ahead of GMT, and does not vary during the year.
HOLIDAYS: New Year's Day (1st January); Australian Foundation Day (26th January); Good Friday; Easter Saturday; Easter Sunday; Easter Monday; Anzac Day (25th April); Queen's Birthday (June); Commemoration Day (Mid-September); Christmas Day (25th December); Boxing Day (26th December). Cargo work is carried on all through the year with the exception of Christmas Day and Good Friday.
POLICE/AMBULANCE/FIRE: Police 2222; Ambulance 2911; Fire 2255.
TELEPHONES: No facilities available for connection of a telephone to vessels, but there is a public telephone installed in the wharf area.
SHORE LEAVE: Allowed.
DELAYS: Whilst only 800 ft. of overseas wharfage is available there is likely to be berthing delays of up to four days; sometimes port rotation is the answer to this, if feasible.
PORT AUTHORITY: The Port Manager is the Port Authority, and his office is on the Main Wharf. Tel. Lae 2650.

MADANG: 05.12 S. 145.49 E.

DOCUMENTS: See "Lae".
PILOTAGE: Two pilots are normally available on application to Harbour Master. Boarding Station is situated ½ to 1 mile off theCoast Watchers' Light on Kalibobo Point.
RESTRICTIONS: Ships do not normally berth at East Wharf or at the West Wharf after civil sunset.
HEALTH: See "Lae".
RADIO: Call through Lae Radio VIL.
TUGS: No tug is available but a 40-ft. work-boat may assist on application to Harbour Master.
BERTHING: *East Wharf:* Length 300 ft.; width 45 ft. Minimum depth at LW 26 ft.
West Wharf: Length 450 ft.; width 40 ft. Minimum depth at LW 32 ft.
Small Ship's Wharf: Length 90 ft.; width 18 ft. Minimum depth at LW 19 ft. 9 in.
Concrete Quay: Length 100 ft.; width 15 ft. Minimum depth at LW 5 ft. 9 in.
FRESH WATER: Available at wharves but supply is limited. Charge is 70c and 50c per 1,000 gallons for overseas and coastal vessels respectively.
FUEL: Fuel oil and distillate are available. Supply is by road tanker.
CUSTOMS ALLOWANCE: Tobacco: 1 lb per person, 400 cigarettes deemed to be equivalent of 1 lb. tobacco. Wine/spirit: Not in excess of three quarts per person.
CONSULS: None.
REPAIRS: All normal deck and engine repairs available. Slipways available up to 400 tons.
REPATRIATION: Can be arranged.
AIRPORT: Distance from port 4 miles by road, served by regular airlines.
TIME: GMT plus 10 hours throughout the year.
AUTHORITY: Harbour Master, Postal address: Box 273. Tel. Office 3252; Residence 2731. Telegraphic address: "Portman, Madang."

PORT MORESBY: 09.26 S. 147.06 E.

DOCUMENTS:
4 Crew Lists.
4 Passenger Lists.
1 Customs List of Articles in possession of Crew.
3 Customs List showing Stores, fuel, etc. on board.
Normal International Health Papers.
7 Inward Manifest.
1 Copy of Bills of Lading.
PILOTAGE: Apply by radio through Agent or direct to "Harmas" 48 hours before arrival and update as necessary. Pilot vessel is fitted with VHF calling on Channel 16.
Pilotage is compulsory. Pilot vessel is fifty-three ft. long white hull with word Pilot in large block letters each side. White superstructure, small buff colour funnel – green awnings. White over red all-round lights at night. Pilot usually boards 1½/2 miles South-west of Bosilish Light Beacon. In heavy weather, ship may enter on leads and Pilot will board North-east of Bosilish Beacon. Usual safety precautions are expected. Vessels may anchor N. easterly of Bosilish Beacon clear of leads.
ANCHORAGES: If necessary to anchor prior Pilot boarding do so at Kila Leads. Pilot will then direct to suitable anchorage on boarding.
RESTRICTIONS: No restrictions after dark if conditions favourable.
MAX. SIZE: For Berthing 700 ft. length. Draft 27 ft. *Tankers:* 600 ft. length. Draft 40 ft.
HEALTH: Radio "Quarantine Port Moresby" 24 hours prior to arrival. If from Australia or another T.P.N.G. port pratique will be granted by radio or advised by Agent on arrival. In other instances if a ship has been at sea more than 10 days from last port of call and no quarantine disease on board may also be given Radio Pratique, but this is up to Health Authorities.
RADIO: Port Moresby Radio, VIG.
TUGS: One 45 ft. tug of 152 b.h.p. Available by arrangement with Harbour Master direct.
BERTHING: Permission required to berth after dark which is normally automatic. Agent will advise, Draft 28ft. and on inner N.E. arm 320 ft. length and 16 ft. draft. Height of deck above LWOS 14.64 ft.
STEVEDORES: ETA required 24 hours advising no. of gangs required.
MEDICAL: If serious notify any time. Hospital facilities available. Normal International Health Regulations required.
TANKERS: No specific requirements. One tanker berth maximum draft 40 ft.
FRESH WATER: Available at berth 70 cents per 1000 gallons. Rate of delivery 20 tons per hr.
FUEL: Only gasoil and light marine diesel available. By road tanker to wharf. Deliveries normally limited to 100 tons.
DEVELOPMENTS: To lengthen wharf by 150 ft. to 850 ft.
GANGWAY/DECK WATCHMEN: Required: Ships crew.
OPENING/CLOSING HATCHES: Carried out by Stevedores.
CUSTOMS ALLOWANCES: 200 cigarettes each 10 days. No wines/spirits allowance.
CARGO GEAR: Normally supplied by stevedores unless special gear required.
IDENTIFICATION CARDS: Required.
CONSULS: French. Tel. 2033/34.
REPAIRS: Only very minor deck and engine repairs carried out.
REPATRIATION: If necessary crew changes could be effected though not recommended.
AIRPORT: Distance 6 miles from Wharf Area regular daily flights to Australia where overseas connection normally made. Also two flights a week via Manila and Hong Kong to Europe.
TIME: Ten hours ahead of GMT. No change throughout the year.
HOLIDAYS: Only two days vessels do not work. Good Friday and Christmas Day.
POLICE/AMBULANCE/FIRE: Tel. Police 2222; Ambulance 58622; Fire 2255.
TELEPHONES: Can be placed on ship at berth $10.00 A.C. per day local calls only.
GENERAL: If any tankers arrive for water or provisions and wish to berth they have to be gas free and tanks blown.
SERVICES: Very limited, compass adjusting can be done if necessary.
SHORE LEAVE: Crew members normally permitted ashore.
DELAYS: Port very busy, turn-around good, but delays can occur up to 48 hours at times.
AUTHORITY: The Port Manager, PO Box 384, Port Moresby. Telegraphic address "Portman, Port Moresby".
AGENT: Burns, Philp (New Guinea) Ltd., PO Box 75, Port Moresby. Telex 116, Cables "Burphil Port Moresby".

RABAUL: 04.13 S. 152.12 E.

DOCUMENTS: See "Lae".
PILOTAGE: Two Pilots are normally available on application to Harbour Master. Boarding station is off Matupi Point for vessel requiring full pilotage; and between the Beehives and the Wharves for vessels requiring berthing assistance only.
HEALTH: See "Lae".
RADIO: Call sign VJZ.
TUGS: No tug is available. but a 40-ft. work-boat of 165 h.p. may be hired to assist in manoeuvring.
BERTHING: *East Wharf:* Position latitude 4° 12.1′ S.; longitude 152° 10.5′ E. Length: 400 ft.; width 40 ft. Minimum depth at LW 28.5 ft.
Kamaki Wharf: Position latitude 4° 12.1′ S.; longitude 152° 10.6′ E. Length: 300 ft.; width 60 ft. Minimum depth at LW 31 ft.
New Wharf: Length: 500 ft. commissioned July 1970. Minimum depth at LW 31 ft.
Small Ship's Wharf: Length 204 ft.; width 22 ft. Minimum depth at LW 11 ft.
FRESH WATER: Available at the wharves but supply is limited. The rate is 25 tons an hour depending on number of vessels taking water simultaneously. Charge 70c and 50c per 1,000 gallons for overseas and coastal vessels respectively.
FUEL: Diesel and distillate are available, the former by pipeline, the latter by road tanker.
DEVELOPMENTS: Design is being undertaken for expansion of coastal facilities to eastward of the small ships wharf.
CUSTOMS ALLOWANCES: Tobacco: 1 lb per person, 400 cigarettes deemed equivalent to 1 lb. tobacco. Wine/spirit: not in excess of three reputed quarts per person.
CONSULS: None.
REPAIRS: Small repairs undertaken.
DRY DOCKS: None; slipways length 140 ft., one up to 1,300 ft. under construction.
AIRPORT: Distance from port 3 miles by road. Served by regular airlines.
TIME: GMT plus 10 hours. No change throughout the year.
AUTHORITY: Harbour Master. Postal address: Box 592. Tel. Office 2970; Residence 2622. Telegraphic address: "Portman, Rabaul."

SAMARAI: 10.30 S. 151.00 E.

DOCUMENTS: See "Lae".
PILOTAGE: For ships approaching from the Westward, boarding station is situated in the vicinity of Wekunna Light; for ships

approaching from the Eastward, 1 mile South-east of Samarai Island; for ships approaching from the Northward via China Strait, off Isololi Point.
RESTRICTIONS: Ships, except under 50 tons nett, do not normally berth after dark.
HEALTH: See "Lae".
RADIO: Through Port Moresby Radio VIG.
TUGS: None available.
BERTHING: *Main Wharf:* Length 300 ft.; width 40 ft. Minimum depth at LW 25·6 ft.
Small Ship's Wharf: Length 100 ft.; width 15 ft. Minimum depth at LW 12 ft.
FRESH WATER: Available in limited quantities but supply is erratic.
FUEL: Distillate available by road tanker and pipeline; diesel fuel by road tanker only.
CUSTOMS ALLOWANCE: Tobacco: 1 lb. per person, 400 cigarettes deemed to be equivalent to 1 lb. Wine/spirit: not in excess of three reputed quarts per person.
REPAIRS: Normal deck and engine repairs available.
Slipways up two 9-ft. draft.
AIRPORT: Distance from port 35 miles by sea. Served by regular airlines.
TIME: GMT plus 10 hours. No change.
AUTHORITY: Collector of Customs. Tel. Office 92; Telegraphic address: "Portman, Samarai." Postal address: Box 24.

Partitioned Zone (Neutral Zone)

KHOR-el-MUFATTA: (Kuwait) 28.39.17 N. 48.23.26 E.

DOCUMENTS: The only document required for this port is copy of the Cargo Manifest.
PILOTAGE: No pilotage available.
ANCHORAGE: Vessels anchor to seaward side of black and white conical shaped buoy which is situated 2 miles to the East of the Khor. Mufatta is some 55 miles by sea from the port of Kuwait. The flashing lights marked on the charts at the entrance to the Khor have been discontinued.
HEALTH: Before arrival vessels required pass following items to Agent (about three or four days prior to ETA). Name of vessel, Nationality, ETA, Last port of call, tonnage, quarantinable disease on board (if any) infectious disease (if any), sick persons, death, and any requirements.
ETA should be notified again 24 hours before arrival.
RADIO: No separate radio service for this port and all communication to Agent to be made through Kuwait Radio 9 KK.
TUGS: None.
BERTHING: Ship discharged in open roadstead.
STEVEDORES: Sent from Kuwait. At least 48 hours notice required.
MEDICAL: Facilities available only at Kuwait.
DENSITY: Salt water.
FRESH WATER: Not available.
BUNKERS, LUBOIL ETC: Can be arranged at Mena Abdulla. Mena-al-Ahmadi.
FIRE PRECAUTIONS: No equipment for fire-fighting.
WATCHMEN: Can be arranged through Agent.
CERTIFICATES: All usual documents such as Ship's Manifest, Bill of Health, Crew List, Clearance from last port, Store List, Bonded Store List, etc.
CUSTOMS ALLOWANCE: (Tobacco) No restrictions. (Wine and/or Spirits) Alcoholic beverage strictly prohibited to be held out of bond. Master allowed keep limited quantity in cabin.
CARGO GEAR: Ship's gear used for discharging.
IDENTIFICATION CARDS: Not needed.
REPAIRS: None.
REPATRIATION: Can be arranged via Kuwait.
Seamen arriving Kuwait Airport to join vessels at partioned Zone ports can obtain transit visa at airport, if Agents arrange to submit necessary guarantee to Immigration Authorities confirming that they are in transit and joining vessels calling at Kuwait and/or Partitioned Zone. In order to meet the crew at airport and arrange transit visa, cables confirming their arrivals and flight numbers are to be sent to Agents to reach them at least 24 hours before arrival of crew.
Marine Superintendent of Owners, or Owners' representatives and businessmen visiting Kuwait must have valid visas. Such visas can be obtained from Kuwait Government's diplomatic missions abroad.
AIRPORT: Kuwait Airport served by regular airlines.
TIME: GMT plus 3 hours.
HOLIDAYS: New Year's Day; Eid al Fitr; Accession to the Throne; Eid al Haj; 1st Muharram; Prophet's Birthday; Rajab.
TELEPHONE: Cannot be arranged on board.
PROVISIONS: Foodstuffs, beverages, tobaccos, etc., available from ships chandlers in Kuwait in limited kinds and quantities. Prices more expensive than town of Kuwait due to long transportation. Ships Agent should be advised by cable well in advance.
SPECIAL SERVICES: Swedish Welfare for Seamen, Lloyds Surveyor, Butterworth tank cleaning machines and equipement, and under-water cleaning.
SHORE LEAVE: Not limited.
AGENT: See "Kuwait."

MINA SAUD: (Kuwait) 28.45 N. 48.24E

LOCATION: Mina Saud located in Saudi Arabia/Kuwait Partitioned Zone, just South of Ras Az Zaur, approx. 23 miles 244° from Madaira Lt. Vessel. Terminal is connected to Field and Production Centre at Wafra, 31 miles to NW, by 18 in., 16 in., and 10 in. oil pipelines.
The most conspicuous object at the Terminal is the refinery flare, in position 28° 44′ 13″ N. 48° 23′ 19″ E. Other objects conspicuous to the navigator are: Northern Radio Mast lat. 28° 44′ 32″ N., long. 48° 23′ 38″ E., surmounted by a fixed red light at night; Az Zaur Reef Beacon lat. 28° 44′ 41″ N., long. 48° 24′ 16″ E., a short tower structure exhibiting Fl. ev. 5 secs.
OPERATORS: Mina Saud Marine Terminal operated by Getty Oil Company (hereinafter referred to as the Company) seven days a week. Weather and other circumstances permitting, ships will be loaded, moored and unmoored at all hours of the day. Company representatives available at all times to discuss with Master any problems affecting vessel turnaround.
FLAG: All vessels required to fly Kuwait flag at foremast during daylight hours. Flags may be obtained from Agents.
APPROACHES: Vessels on passage direct to Mina Saud up Gulf should pass about one mile South of Madaira Reef light-vessel, thence make good a course of 242° to an anchorage off Mina Saud in 9 fathoms.
DOCUMENTS:
Ship's Manifest.
Bill of Health.
Crew List.
Clearance from Last Port.
Passengers Manifest, if any.
Store List.
Bonded Store List.
Agents are responsible for presentation of oil discharging certificate to Customs authorities as guaranteed by them. All cargo discharge certificates duly attested by Arab Consulate to be sent to the Agents directly.
Cargo documentation carried out by Terminal. Masters will greatly assist Terminal Staff by prompt provision of ship's tank ullages on completion of loading.
PILOTAGE: Vessels boarded by Mooring Master either on approach or at anchorage. Mooring Masters are Licensed Masters Foreign Going. They act in an advisory capacity to Master and have expert knowledge of local conditions.
Mooring Master will pilot the vessel into the berth, supervise the mooring and unmooring, and advise Master with respect to connecting and disconnecting submarine hose. A ship's deck officer must be on the bridge at all times while ship is manoeuvring, and deck officer must direct ship's crew in all hose handling. During loading operations Mooring Master will act as Company's representative.
ANCHORAGE: Centre of anchorage area recommended is in position 090° from Flare 4·3 miles, which has good holding ground with mud and sand bottom.
Prohibited anchorage area defined as follows: beginning at refinery flare 060° 3.5′ thence 180° 1.75′ thence 270° 3.0′ to refinery flare.
WEATHER: In summer months of June, July and August light to moderate Northerly and North-westerly winds are general rule at Mina Saud. Occasional strong N.W. winds of force 5/6 Beaufort scale. Strength and duration governed by strength of S.W. monsoon blowing outside Gulf.
During autumn and early winter months fine weather is generally experienced associated with moderate N.E. monsoon prevailing outside Gulf. Occasional 'Shamals' (N.W. winds) occur.
In late winter period and spring, strong S.E. winds with moderately heavy seas frequently experienced at Mina Saud. These are due to approach of low pressure systems from Atlantic and Mediterranean Sea spreading Eastwards across Levant and Iraq.
TIDES: Tide cycle is combination of diurnal and semi-diurnal tides giving a higher High, Lower High, Higher Low and Lower Low waters during a 24 hour period.
Range of tide is average 9 feet at Springs and 5 feet at Neaps.
Commencement of ebb stream (direction 190°) after Higher High water may be taken as 1 hour and 20 minutes before predicted time of Higher High water at Mina Al Ahmadi published in Admiralty Tide Tables. Chart datum and zero of Predictions at Mina Al Ahmadi has been transferred to Mina Saud Tide Gauge datum.
Main direction of flood and ebb streams 010° and 190° is extremely variable between Lower High Water and Higher Low Water period. Average direction during this period about 045°.
Tides subject to meteorological conditions and may be affected in height by plus or minus 2 feet. Times of High and Low water may be considerably affected.
The Mooring Masters have access to information from the Marine Meterological Station at Mina Saud.
MAX. SIZE: See "Berthing".
HEALTH: Quarantine officer will board vessel at anchorage or berth.
RADIO: Ships' W/T traffic for Terminal routed via Mina Saud Radio. Call sign "HZW". Frequencies and schedules as follows:
500 kc/s. and 464 kc/s., traffic lists on 464 kc/s. after preliminary call on 500 kc/s. at 20 minutes after each *odd* hour.
4253 kc/s. on request; 6455 kc/s. on request.
8506 kc/s. 0400–0600 and 1800–2000 GMT. Keeps watch for 30 minutes after each traffic transmission at 20 minutes past each *even* hour.
12860 kc/s. 0800–1000–1200–1400–1600 GMT. Keeps watch for 30

minutes after each traffic transmission at 20 minutes after each *even* hour.

17002 kc/s. on request; 22461 kc/s. on request.

Radio-telephone service also maintained by HZW from 0400–2000 GMT on following frequencies: (call sign "Mina Saud Radio"), listening watch on 2182 kc/s., working frequency 2582 kc/s. Additional voice communications channels are: 2192, 2638, and 2738 kc/s.

Masters requested advise ETA 72 hours before arrival and to confirm this when 24 hours distant from port.

Radio station HZW owned and operated by the Company. No charge on messages addressed to "Gettymar Mina Saud". Messages to Agents and others outside Partitioned Zone should be routed via Kuwait Radio or similar station.

It will assist if following information is passed direct to Gettymar Mina Saud before vessel's arrival: (1) Bunker fuel and cargo requirements in U.S. Barrels at 60°F. (2) Confirmation that only clean ballast is to be discharged. (3) Details of any cases or suspected cases of infectious diseases on board during the last four weeks.

Contact by radio during last 24 hours is invaluable in passing essential information from and to inward bound vessels.

When berthed at Mina Saud contact with shore is maintained by VHF R/T portable units supplied by the Company. Both battery and mains operated sets provided to meet all emergencies.

TUGS: None.

READINESS: Notice of Readiness will be accepted by Company within terms of Charter Party or Contract when known, otherwise during ordinary business hours, which shall be between 0700 and 1800 local time except on Fridays and Public Holidays.

Laytime to commence six hours after time of acceptance or upon commencement of loading, whichever occurs first, except that when Notice of Readiness received before 1600 local time the six hours shall be continuous, but if received after 1600 then such six hours shall be daylight hours, daylight hours for such purpose being between 0600 and 1800 local time.

If after giving Notice of Readiness, vessel delayed in getting into berth or in loading, such delay shall not count as used laytime unless delay shall be due to default of Company. On completion of loading, laytime shall cease upon disconnecting cargo hoses.

Should Company Mooring Master be handed a Notice of Readiness out of business hours and before commencement of loading he will note it as "Received" at that time, for acceptance by the Company at earliest recommencement of business hours, or at time of commencement of loading, whichever shall be first.

If Notice of Readiness given after latest accepted nominated lifting date, laytime shall not commence before commencement of loading.

BALLAST: Vessels must have enough clean ballast to permit safe manoeuvring under any conditions. No shore tanks for disposal of dirty ballast.

Mooring Master will advise when ballast discharge may commence. Inspection of ship's tanks for suitability to receive cargo carried out by Mooring Master or by qualified petroleum inspectors if required.

GEAR: For handling 12 in. and 10 in. strings of hoses ship's derrick should have a minimum safe working load of at least 5 tons. Outreach overside should be at least 5 ft.

Two lengths of 3 in. or 3.5 in. circumference good quality manilla rope each of 50 fathoms in length should be available for use as guys to lead forward and aft for north and south flexible hoses.

Reducers should be available for connection of 12 in. and 10 in. hoses to ship's manifold and 8 in. flexible hoses to ship's bunker line connection.

Company provides snub lines of manilla and wire rope for hanging off hoses.

In the event that ship's derrick gear is inadequate for loads required, a work barge can be made available. Charge for this barge, including positioning and personnel, is equivalent of 150 U.S. Dollars per hour (approx.).

BERTHING: Two loading berths with conventional sealine moorings which are connected by a common 20 in. submarine line for cargo and a separate 12 in. submarine line for bunker fuel. Each berth has one 12 in. and 10 in. cargo hose, and 8 in. hose for bunkers.

The outer berth, 073° 2.6 miles from refinery flare, is equipped to take vessels of 100,000 tons deadweight and has minimum depth 55 ft. at lowest low water.

Inner berth, 073° 2.0 miles from refinery flare, has minimum depth 45 ft. at lowest low water and can accommodate vessels up to 800 ft. in length.

MOORING: (*a*) Port is an open roadstead and ships must be prepared to use main engines, unmoor and leave at any time.

(*b*) Mooring and unmooring carried out during day or night, as required.

(*c*) Vessels moored to ebb tide stream at both inner and outer berths. In addition, berthing with a flood tide stream may be carried out at outer berth when conditions permit.

(*d*) At outer berth latest resilient type mooring method is employed.

Resilience in mooring achieved by weight of clump anchor and catenary of chain cable. A quick release hook of 65 tons capacity connects ship's ropes to the buoy.

(*e*) Both port and starboard anchors should be lowered clear of hawse pipes and ready for instant letting-go from brakes.

Spar buoys established to mark starboard and port anchor dropping positions.

(*f*) Six good quality natural or synthetic ropes should be flaked ready for running from the stern. After anchoring, as vessel proceeds astern in Berth, quarter lines are run by Company launch and secured to quick release hooks on quarter buoys. 5 in. circumference steel wire rope are run to ship from mooring buoys.

(*g*) When securely moored in correct position for handling hoses, each anchor should have about 8 shackles out and it is advisable that tankers using these submarine berths be provided with not less than ten 15- fathom lengths of cable on each anchor.

(*h*) Masters requested ensure that power to deck machinery and sufficient seamen to operate it are immediately available at all times when in berth.

LOADING: (Oil cannot be pumped from ship to shore under existing arrangements.). Submarine line marked by permanent buoy at each berth, and marker buoys fitted to both 10 in., 12 in. and 8 in. hoses

Recovery of flexible hoses is by fleeting by ship's tackle making use of beckets fitted to recovery chain.

"Ship's Stop" is invariable rule except in an emergency. Ship must give reasonable stand-by time to Mooring Master, 15 to 20 minutes, to alert Terminal staff on shore for closing gauges.

Loading rate at present averages 1,500 tons per hour.

MEDICAL: Medical attention to ship's crew members available from Company Medical Officer. Agent must invariably arrange for landing permit for any crew member visiting doctor on shore. A fee of U.S.$5 (approx.) per examination charged. When Medical Officer required to attend on board, an additional fee of U.S.$5 (approx.) is charged. X-ray facilities available on shore. Charge made for each X-ray U.S.$10 (approx.). Cost of drugs and medicines supplied by the Company is also charged to vessel concerned.

FRESH WATER: Not available but in emergency can be arranged from Kuwait.

FUEL: Bunker fuel type "C" at loading berths through 12 in. submarine line with single 8 in. flexible hose.

FIRE PRECAUTIONS: Masters are responsible for enforcing "No Smoking" regulations for their vessels and Mooring Master will stop loading if he considers them to be inadequate or if they are not being obeyed. Smoking in Company craft in the berths is forbidden.

CUSTOMS: Alcoholic beverages strictly prohibited to be held out of bond. Master allowed to keep limited quantity in his cabin.

Liquor must not be supplied to subjects of Saudi Arabia nor to any unauthorized persons.

It is important to remind owners and Masters that all goods, either landed or embarked, must be cleared by Agent through local Saudi Arabian Government Customs.

Import of firearms and ammunition forbidden.

CONSULS: See "Kuwait."

REPAIRS: No regular repair facilities available. However, a fully qualified diver is available from Terminal. Charge for any service required, including provision of Diving Tender and attendants, is U.S.$50 (approx.) per hour of diving or part thereof. Underwater cutting gear and welding equipment available.

Services of diver who operates this equipment available at rates to be arranged for the job and agreed by Superintendent of Marine and Terminal Operations, Mina Saud.

Repairs to main engines must not be carried out in the berth without permission of Superintendent of Marine and Terminal Operations. Normally vessels requiring to immobilize engines will be anchored well clear of other ships.

REPATRIATION: Crew changes normally effected through the Kuwait directed port of Khor Al Mufatta. Owners and Masters are reminded that it is not necessary to delay ship on account of these transfers. When embarked at Khor Mufatta the launch concerned can effect the changes at or near Terminal berths.

Seamen arriving at Kuwait Airport to join vessels at Partitioned Zone ports can obtain transit visa at the airport, if Agents arrange to submit the necessary guarantee to the immigration authorities confirming that they are in transit and joining vessels calling at Partitioned Zone. In order to meet the crew at airport and arrange transit visa, cables confirming their arrivals and flight numbers are to be sent to Agents to reach them at least 24 hours before the arrival of the crew.

Marine Superintendent of Owners, or Owner's representatives and businessmen visiting Kuwait must have valid visas. Such visas can be obtained from Kuwait Government's diplomatic missions abroad.

TIME: GMT plus 3 hours. Permanent.

STORES: Provisions and stores are available from Kuwait. Requirements should be arranged with Agents through Kuwait Radio prior to arrival at Mina Saud.

SHORE LEAVE: Not permitted.

AUTHORITY: Getty Oil Company, Saudi Arabian Division, Mina Saud, via Dhahran, Saudi Arabia.
Kuwait Office, PO Box 187, Kuwait, Arabian Gulf. Cable Address: "Gettymar – Kuwait".

AGENTS: See "Kuwait."

Communication is by road by personal visit of agency staff. Distance about 50 miles.

Ship's entry and clearance formalities are carried out by the Agents through local Saudi Arabian Government Officials.

RAS-AL-KHAFJI: (Saudi Arabia) 28.25 N. 48.32 E.

OPERATORS: The Arabian Oil Co. Ltd. (Japan).

LOCATION: Port located within Company's Concession Area which covers offshore area of Partioned Zone between Kingdom of Saudi Arabia and State of Kuwait. Onshore base situated in approximately 28° 25′ North, 43° 31′ East, and within a distance of 6 miles (10 km) offshore, the Company has laid two conventional sea-berths and a single-buoy-mooring for loading tankers and also an

anchorage area for cargo ships working cargo. Outside this distance is an anchorage area for tankers.

In addition to exporting crude oil, fuel oil and naptha are also exported.

COURTESY FLAG: As Ras-al-Khafji is in Partitioned Zone where there is dual government by Saudi Arabia and Kuwait, all vessels calling at this port are required to fly national flag of Saudi Arabia while in port limits.

APPROACHES: Approaches to Ras-al-Khafji marked on appropriate U.S.H.O. and British Admiralty Charts, and are deep enough for majority of vessels using the port to proceed with normal caution using the buoys as centreline markers. A single patch with a depth of 56 ft. (17·07 metres) exists North of courseline between Buoys Nos. 2 and 3, and this necessitates caution on the part of large tankers leaving Ras-al-Khafji in loaded condition.

For tankers arriving Ras-al-Khafji without necessary charts, the full information will be given by telegram if request is sent to "Arabiaoil Kuwait" (via "9KK", Kuwait Radio Station) a few days before arrival. Alternatively, if vessel has VHF, the buoy positions will be given to them upon request to "Ras-al-Khafji" as the vessel approaches, but prior notice of requiring this service should be given in vessel's arrival message.

NAVIGATIONAL AIDS: All geographical positions given although approximately correct, are intended for reference purposes only as certain differences are known to exist between these positions and those shown on the U.S.H.O. and British Admiralty Charts of the area.

Conspicuous Marks. Flare stacks in offshore field and ashore normally visible at a great distance, but may occasionally be extinguished.

No. 1 Flare Latitude	28° 28.3′ North Longitude	48° 57.0′ East
No. 2 Flare	28° 27.0′	48° 54.8′
No. 3 Flare	28° 29.8′	48° 56.0′
No. 4 Flare	28° 30.3′	48° 58.0′
Onshore Flare	28° 24.5′	48° 32.4′

DOCUMENTS: (*a*) Clearance. Master should submit following documents to Kuwait Government through Agent (2 copies each):

Maritime Declaration of Health.
Health Condition of Crew.
Details of Air-conditioning.
Crew List.
Vaccination List.
Passenger List (if any).

Note Forms 1–3 are supplied by the Agent.

(*b*) Cargo. All cargo documents and shore figures are usually prepared on shore, and this takes about 1.5 hours with a futher 30 minutes before the documents arrive at the ship. Ship's Statement of Cargo is, however, prepared on board. Wherever necessary Mooring-Master will sign documents on behalf of the Company.

Following cargo documents are to be completed after loading:

Notice of Readiness.
Bill of Lading.
Time Sheet.
Ship's Statement of Cargo*.
Certificate of Delivery‡.

Note: *Ship's Statement of Cargo includes the items for "clean ballast declaration" and "dry inspection" altogether in one form.

‡ Certificate of Delivery should be handed to ship's Agent at port of discharge for certification by Customs Authorities. Agent should then return Certificates to the Company as soon as possible. Non-compliance with this requirement could involve vessel in serious difficulty. Masters therefore advised to ensure that their Agents at each discharging port return the Certificates at the earliest possible moment.

All certificates are to be sent direct to Arabian Oil Company and the Agents should be notified accordingly. It is understood that Arabian Oil Co. do not require legalised certificates and only certificates attested by the Customs at discharging ports will suffice.

READINESS: Master should present Notice of Readiness to load to Company's Mooring Master who will sign it on behalf of the Company. The Notice should be tendered as the time of the vessel's arrival at tanker anchorage area, which is, in principle, understood to be either time of dropping anchor in anchorage, or if vessel does not anchor, the time that Mooring Master boards to commence berthing.

MOORING MASTER: Compulsory for berthing and unberthing at Ras-al-Khafji, and Company's Mooring Masters will board vessels at anchorage area to take them to allocated berths. After berthing, Mooring Master will remain on board vessel until it is unberthed and cargo documents are completed. During this time he will act as the Company's representative in charge of all operations and shore personnel where the Company is concerned.

Notwithstanding presence of Company's Mooring Master on board, the Master of the vessel remains responsible for his vessel at all times and in all respects. In event of any emergency, however, the necessary steps should be taken by joint action between the Master and the Mooring Master.

The Master of each vessel shall give to Mooring Master all information necessary for safe handling and safe operation of vessel while it is in berth.

BALLAST: All vessels required to have on board sufficient clean ballast to give safe draft for manoeuvring purposes. Vessel arriving with too little ballast may be required to increase quantity, should Mooring Master feel that it would not be safe to berth vessel in its arrived condition. Recommended arrival condition is with propeller completely or almost completely immersed and vessel trimmed not more than 10 ft. (3.05 metres) by stern.

In good weather conditions, Mooring Masters will normally permit vessels to start deballasting as they approach the berth in order to save ship's time.

BOARDING: All vessels required to provide safe means of access for personnel boarding and leaving and should have accommodation ladder rigged on port side. In the case of vessels assigned to Berth No. 3, an accommodation ladder which leads down forwards is liable to be blocked by floating hoses, and in such cases the ladder should be rigged on starboard side. A ladder aft is always suitable on the port side.

For the benefit of people boarding at the anchorage area, vessels should provide a safe means of access on the lee side.

ANCHORAGES: (*a*) Tankers. Tanker anchorage within 1 mile radius from 28° 28′ North 48° 38′ East. A light-buoy (No. 4) marks Western limit of this area. Depth of water varies from 67 ft. (20.42 metres) to 77 ft. (23.47 metres) with a good holding ground of clayey mud. Vessels should anchor as close as possible to this buoy to await berthing.

(*b*) Dry-cargo. Anchorage for dry-cargo ships located about 4 miles to West of tanker anchorage, and is centred in position 28° 26.8′ North 48° 33.4′ East at which position a red light-buoy showing a flashing red light every 3 seconds has been laid. Cargo ships should anchor within a half mile radius of this buoy, where depths are between 36 ft. (10.97 metres) to 50 ft. (15.24 metres) in good holding ground of clayey mud.

(*c*) Prohibited Area. An area bounded by straight lines joining following points is prohibited to anchoring and fishing due to presence of well-heads, Flow Stations, Gathering Station, etc. and numerous pipelines and power transmission cables on the sea bed. Additionally, the area bounded by five light-buoys is prohibited to navigation by all vessels or craft except those operating on direct instructions from the Company.

	Latitude	*Longitude*	
(*a*)	28° 24′ 48″ North	48° 31′ 57″ East	
(*b*)	28° 25′ 33″	48° 32′ 55″	
(*c*)	28° 26′ 45″	48° 35′ 16″	
(*d*)	28° 25′ 50″	48° 35′ 40″	
(*e*)	28° 29′ 04″	48° 52′ 34″	
(*f*)	28° 32′ 00″	48° 54′ 00″	Red. Fl. Yellow 3 secs.
(*g*)	28° 35′ 00″	49° 00′ 00″	Red. Fl. Yellow 3 secs.
(*h*)	28° 32′ 00″	49° 04′ 00″	Red. Fl. Red 3 secs.
(*i*)	28° 28′ 00″	49° 04′ 00″	Red. Fl. Red 3 secs.
(*j*)	28° 24′ 00″	48° 52′ 00″	Red. Fl. Red 3 secs.
(*k*)	28° 26′ 53″	48° 52′ 00″	
(*l*)	28° 23′ 13″	48° 31′ 48″	

HEALTH: No radio pratique will be given. Vessels must be cleared by quarantine office on arrival. (In the past, tankers were given free pratique at the request of Agents and on the production of the copy of telegrams from vessels confirming that all crew members possess valid cholera and vaccination certificates and that there is no sickness on board. This procedure has changed recently and all vessels are boarded by quarantine officer and pratique is given only after checking the documents concerned.)

RADIO: (Also see "Approaches"). Advise ETA Khafji at least 4 days, and again 1 day, before arrival through normal radio services. As an alternative to the route through Kuwait Radio Station (call sign: 9KK), vessels may send their first message through Singapore, Bombay or Bahrein Radios. Confirmation of ETA should be made a few hours before arrival by calling "Ras-al-Khafji" on Channel 16 VHF. All cables should be addressed to "Arabiaoil Kuwait".

The first message should be sent according to following form, but any items which are the same as a recent previous voyage to this port may be omitted.

(1) ETA Ras-al-Khafji
(2) Last port
(3) Deballasting time
(4) Quantity and type of cargo and bunkers required
(5) Maximum loading rate
(6) Diameter of cargo and bunker connections
(7) Distance from manifold to ship's side
(8) Derrick capacity
(9) Whether Ras-al-Khafji is first or second port (when taking part cargo)

Note: Item (9) should only be answered in cases where vessels are taking part cargo at Ras-al-Khafji. If second port, the first loading port should be mentioned.

Communications between shore and loading berth mainly sent and received by means of FM wireless telephone, which is brought on board tankers at time of arrival.

TUGS: The undermentioned tug-boats are available for mooring and unmooring purposes: "Chiyoda Maru No. 22 200 GRT, 1,320 BHP; "Chiyoda Maru No. 3" 175 GRT, 1,320 BHP; "Chiyoda Maru No. 4" 236 GRT, 2,200 BHP.

One of these tugs stands by near the berths as long as any vessel remains moored. Two mooring boats are used for handling ropes and hoses.

BERTHING: 1. Personnel. After vessel berthed, Company's Loading Operator and Mooring Crew will board. Loading Operators work shifts and there will always be one on board vessel while in berth. This man acts as assistant to Mooring-Master, and should be treated as such at all times. In particular he will carry out Safety Inspections and handle communications between ship and shore, particularly those communications regarding cargo.

Ship's personnel requested to give Loading Operator all required information and necessary assistance to allow him to do his job properly. Any disputes arising from his actions should be referred to Mooring-Master for final decision.

Mooring Crew will connect and disconnect hoses as required,

but may at any time be transferred to another vessel for the same purpose. While they remain on board, vessels are requested to provide them with following: use of Smoking Room, toilet and washing facilities; hot and cold drinking water; utensils for eating and drinking (it is not normally necessary to supply food).

2. Description of berths.

(*a*) *Sea-Berth No. 1*

Position: 28° 26′ 10″ North, 48° 34′ 57″ East.

Depth: 53 ft. (16.15 metres) at Indian Spring Low Water.

Permitted draft: 47 ft. (14.33 metres) maximum.

Type of berth: Conventional four-buoy system where vessel moors to two anchors and one buoy forward and to three buoys aft.

Length: Designed for tankers of 800 ft. (245 metres) length but can be used by tankers of any size, although tankers of less than 650 ft. (200 metres) overall length sometimes experience difficulty in mooring if their lines are less than a full 720 ft. (220 metres).

Submarine Pipelines and Hoses: From the ex-Loading Dock one 26 in. crude oil line and one 18 in. fuel oil line have been laid to the manifold position. Two 10 in. rubber hoses for crude oil and one 12 in. rubber hose for fuel oils are connected to ship's manifold. These hoses approximately 225 ft. (69 metres) long and maximum lifting weight of the two crude oil hoses together is 4.5–5 tons. For bunkering purposes one section of 6 in. hose is attached to the end of the 12 in. fuel oil hose.

(*b*) Sea-Berth No. 2

Position: 28° 25′ 55″ North, 48° 35′ 28″ East.

Depth: 56 ft. (17.07 metres) at Indian Spring Low Water.

Permitted draft: 50 ft. (15.24 metres) maximum.

Type of berth: As Berth No. 1.

Length of berth: As Berth No. 1.

Submarine Pipelines and Hoses: From the ex-Loading Dock one 26 in. crude oil line, one 10 in. bunker line and one 4 in. marine diesel line have been laid to the manifold position. Two 10 in. rubber hoses for crude oil, one 6 in. rubber hose for bunkers and one 4 in. rubber hose for marine diesel oil are connected to ship's manifold. All these hoses approximately 225 ft. (69 metres) in length, and the maximum lifting weight of two crude oil hoses together is 4.5–5 tons.

(*c*) Loading Rates at Berths No. 1 and No. 2

Crude oil rate is 30,000 bbls/hr or 4,000 tons/hr.

Fuel oil loading rate at Berth No. 1 is 7,000 bbls/hr or 1,000 tons/hr.

(*d*) Preparation on Board before Berthing at Berths No. 1 and No. 2

Vessels should have ready:

(i) Both anchors.

(ii) Three ropes forward and nine ropes aft.
Some wires are acceptable in place of equivalent number of ropes. No shore wires used from buoys to ship. All ropes and wires should be in good condition and preferably without splices.

(iii) Port derrick rigged for a minimum lift of 5 tons, using a wire runner and a hook.

(iv) Two 10 in. ASA 150 hose connections for crude oil, and one 12 in. ASA 150 for fuel oil cargo (at Berth No. 1 only), at the ship's port side manifold.
If ASA 150 is not available, the Company should be advised before arrival.

(*e*) Mooring and Unmooring at Berths No. 1 and No. 2

On approaching berth a ship's line is passed to one tug from centre fairlead aft. This line should be of good strength and well made fast on board.

When in position off berth, starboard anchor is let go and slacked away easily to about 9 or 10 shackles on deck. Port anchor is then let go and paid out easily as vessel swings round into berth using tugs and engines as required. At same time, starboard anchor is hove-in to about 6 or 7 shackles on deck and then made ready for slacking away again.

As vessel backs down berth the anchors are slacked away as necessary, and ropes sent to forward (No. 4) buoy. When stern passes close to starboard quarter (No. 1) buoy, ropes are sent away to this buoy, hove in tight and put on bitts ready for slacking if necessary. Ropes then run to port quarter (No. 3) buoy, hove tight, and lateral position in berth adjusted between port and starboard quarter buoys. Lastly, ropes are run to the stern (No. 2) buoy and tug line also passed to this buoy. The fore-and-aft position is then adjusted between the anchors and the sternlines. A second tug is used to assist in lateral positioning of the vessel, and two mooring boats are used for running lines to buoys, normally taking two ropes at a time.

In wintertime three ropes are used to each buoy, but in summer two of these may be dispensed with at Mooring-Master's discretion.

When properly positioned in berth, distance from ship's side to manifold marker buoy should be about 50–66 ft. (15–20 metres).

When hose disconnection completed, vessel unmoors by letting go all lines on buoys No. 3 and No. 4, followed by those on buoy No. 2 and lastly those on buoy No. 1. Vessel then heaves both anchors as necessary until they are up and clear, and vessel can leave berth.

Tugs used as required to keep vessel away from manifold marker and mooring buoys.

Mooring-Master may vary this procedure according to prevailing weather.

(*f*) Hose Connection and Disconnection at Berths No. 1 and No. 2

After completion of mooring, mooring boat will pull hose marker buoys to ship, and connect to ship's port derrick runner. The two crude oil hoses are lifted together from seabed by ship's derrick, and connected directly to manifold by Company's Crew.

Fuel oil hose at Berth No. 1 is lifted separately and connected in similar manner.

Time taken for hose connection about 1–1.5 hours depending on number of hoses connected. Hose disconnection takes about 1 hour, and is done in reverse manner to connection.

(*g*) Loading Restriction at Berths No. 1 and No. 2

Due to there being only one cargo pipeline between ex-Loading Dock and the shore, it is not possible to load vessels in Berths No. 1 and No. 2 simultaneously. Therefore, when these berths both occupied, one vessel will be loading while the other is deballasting; the latter arranging to finish ballast about 1 hour before the other vessel finishes cargo.

(*h*) General Description of Berth No. 3

Position: 28° 27′ 06″ North, 40° 36′ 28″ East.

Depth: 62–64 ft. (18.90–19.51 metres), but 59 ft. (17.98 metres) over pipelines, at Indian Spring Low Water.

Permitted draft: Normally 54 ft. (16.46 metres), but 56 ft. (17.07 metres) permissible using rise of tide.

Type of berth: Single-buoy-mooring system consisting of a buoy 30 ft. (9.14 metres) in diameter, moored to eight pendant legs of 3.5 in. high strength chain shackled to anchor piles at a radius of 575 ft. (175 metres), and having a rotating deck carrying pipeline and mooring connections.

Moorings: Attached to mooring connections on the buoy are two 12 in. nylon ropes (97 mm. dia., breaking strain 150 tons). These ropes are 120 ft. (37 metres) long, and have at their free end a length of stud link chain which includes a "sister-plate" for receiving the shackles used on deck of tanker. From outer end of this chain is connected a 10 in. polypropylene "pick-up" rope about 180 ft. (55 metres) in length. Rope supported by "doughnut" floats, and chain hung by large plastic buoys 5 ft. in diameter, coloured red and green.

Submarine Pipelines and hoses: One 36 in. crude oil line and two 12 in. fuel oil lines have been laid approximately 30,000 ft. (9 km.) from shore to position close under buoy. From underwater manifold the crude oil goes to the buoy through 20 in. underwater hose; fuel oil lines joined at manifold and fuel oil led to buoy through one 10 in. submarine hose. From deck of buoy 20 in. crude oil hose and 10 in. fuel oil hose are supported by floats, and have a length of 660 ft. (201 metres) to a hose raft, at which position the 20 in. hose is divided into three strings of 12 in. floating hose. These, together with the 10 in. fuel oil hose, extended for a further 120 ft. (37 metres) making a total length of 780 ft. (238 metres) including the raft. At their free end the hoses are paired and connected to two large plastic buoys each 4 ft. in diameter.

Loading Rate: Maximum loading rate of crude oil is 45,000 bbls/hr or 6,200 tons/hr. The fuel oil loading rate is 5,000 bbls/hr or 700 tons/hr.

(*i*) Preparation on Board before Berthing at Berth No. 3

Before arriving at anchorage, vessels assigned to Berth No. 3 should have ready:

(*a*) Two mooring ropes forward, together with rope stoppers, and also one or two steel crowbars.

(*b*) Port derrick rigged for 10 tons, or maximum lift if 7–10 tons.

(*c*) Three 12 in ASA 150 hose connections for crude oil, and one 10 in ASA 150 for fuel oil cargo, at the port side manifold. If ASA 150 is not available, the Company should be advised before arrival.

(*j*) Mooring at Berth No. 3

Mooring-Master will board from tug which carries mooring and hose connection materials. Vessels should have crew standing-by ready to receive these materials, and should maintain a lee until this is completed.

Mooring-Master will instruct crew in setting-up of forward moorings, where two 12 in. nylon ropes are made fast round port and starboard bitts with their attached shackles about 12 ft. (3.66 metres) inboard from the fairleads of panama leads as far forward as possible Size of fairlead opening should be at least 12 in. to prevent chain jamming in fairleads.

Approaching berth, tanker should lower a mooring rope from each bow as a messenger. Mooring boat will take port rope first, and connect it to the port "pick-up" rope which should then be hove-in while the boat returns to take the starboard rope for connection to its "pick-up" rope. These two ropes are then hove in until the chains come into the fairleads, and the shackles can be made fast in the "sister-plates". The "pick-up" ropes are then slacked back until the nylon ropes have the weight.

Usual time from sending away first line until all fast is about 20 minutes.

(*k*) Unmooring from Berth No. 3

After hose disconnection completed, the weight is taken on "pick-up" ropes, nylon ropes are unshackled, and as vessel backs off berth the "pick-up" ropes are slacked off and then dropped into the water. The tug will come alongside either before or after vessel backs off berth, whichever is convenient, and the nylon ropes and the two big shackles are passed to the tug. Unmooring time usually 10 minutes.

(*l*) Hose Connection and Disconnection at Berth No. 3

After completion of mooring, the mooring boat which has been holding the hoses clear during berthing, will bring the hoses to the ship and connect the derrick runner to the buoy having two 12 in. crude oil hoses. These are usually lifted aboard together and connected directly to ship's manifold, making any necessary separation of hoses as may be required according to lifting capacity of ship's derrick

The hoses are hung off on 2 in. diameter nylon ropes and lashed

to the rail to prevent shock loads due to wave action being transmitted to manifold flanges.

After the first pair of hoses have been connected, the second buoy is lifted and the remaining crude oil hose and the fuel oil hose connected in similar manner to the first two hoses. If a vessel requires a loading rate of 5,000 tons/hr or less, only two crude oil hoses are connected. According to the number of hoses to be connected, connection takes 1.5–2.5 hours.

Hose disconnection is done in a reverse manner to connection, and takes about 1–1.5 hours.

LOADING: Loading crude cargo on top of oily residue is acceptable.

(*a*) Dry Inspection

Upon completion of deballasting the Mooring-Master will inspect the tanks.

If the tanks are not satisfactory, he may require further pumping until such time as they reach the required standard.

(*b*) Loading Operations

When ship is ready for loading, ship's officer must inform Loading Operator who will transmit necessary orders to Control Room on shore.

Loading is started by booster pump, and after everything has been checked and found satisfactory on board loading rate will be gradually increased by starting further booster pumps and then main pumps in sequence until the required loading rate is reached; provided always that required loading rate is within capacity of the pumps.

Loading rates can be varied at any time during loading upon 5–10 minutes notice to the Mooring-Master or Loading Operator on board.

In case of emergency, the immediate stopping of all loading can be accomplished.

When loading is completing, the rate is gradually reduced first by stopping the main pumps and latterly the booster pumps, one by one according to the request of the ship's officer. At the final stage of loading only booster pumps should be on the line, and the ship's officer should tell the Loading Operator to "Stand-by" at least 5–10 minutes before finishing cargo.

Shore pumps will stop about 15 seconds after their control buttons are pressed, but the oil will continue to flow for several minutes, depending on amount of time since main pumps were stopped.

All stops for cargo completion must be given by the ship, as "shore-stop" is *NOT* practised at this port.

(*c*) Overflows and Spillage

In the event of overflow or spillage during loading, cargo will be stopped immediately and will remain stopped until such time as Mooring-Master considers it safe to resume loading. This will normally be when all the overflowed oil has been cleared off the deck and there is no longer any unusual danger involved. It is ship's responsibility to clear oil away as soon as possible after occurence.

(*d*) Ullaging and Gauging

After loading completed, Mooring Master will witness final ullaging on board so that ship's figures can be calculated.

Onshore a group of Government and Company gaugers will take manual gauges of the shore tanks before and after loading, and from these gauges the Bill of Lading figures will be calculated.

(*e*) Saybolt Inspection

The oil inspectors of E.W. Saybolt & Co., S.A., based in Mina Abdullah, Kuwait, are available at this port upon consignee's special request. They will carry out or witness gauging of the shore tanks, dry inspection and ullaging of the ship's tanks, calculation of shore and ship's figures, analysis of oils, etc., issuing the necessary certificates according to consignee's requirements.

STEVEDORES: Dry-cargo vessels calling Ras-al-Khafji to give at least 72 hours notice to Agents to arrange labourers. Stevedores will be arranged from Kuwait. Ship's gear used for discharging, which takes place at anchorage into barges.

V.H.F. (Also see "Approaches" and "Radio"): Short-range communication can be made with Terminal Office by calling "Ras-al-Khafji" on VHF Channel 16. Working channels are 9, 11, 12, 13 and 14. Vessels should call Ras-al-Khafji several hours before arrival to confirm ETA and receive berthing instructions. After anchoring they should advise their anchoring time and then maintain watch on Channel 16 until the Mooring-Master boards. Terminal VHF normally operative between 0400–1400 GMT, and is used outside these hours by special arrangements with individual ships.

MEDICAL: Company operates a clinic and a hospital at Ras-al-Khafji. Medical and dental treatment can be given in cases of emergency or serious illness or injury. Epidemic diseases or cases of serious injury or disease requiring operations, etc. are normally transferred to State hospitals in Kuwait. Company's doctor will not normally attend on board unless patient is incapable of attending clinic. Requests for medical attention should be given to ship's Agent as early as possible before arrival.

TIDES & CURRENTS: Maximum tidal range is 6 ft. average tidal range at spring tide 3.7 ft., and the I.S.L.W. 4 ft. below mean sea level. Heights of high and low water considerably affected by prevailing weather conditions. Northerly winds tend to reduce heights of tides and retard them, and southerly winds increase heights slightly.

Near sea-berths current flows roughly parallel with shore, and reverses its direction about 1 hour earlier than time of high or low water inshore at Ras-al-Khafji. Current approximately 1.5–2 knots maximum. Direction and velocity of tidal current are much affected by prevailing weather conditions.

Tidal data for Ras-al-Khafji compared with Mina-al-Ahmadi is as follows:

Flood tide: Occurs approximately 30 minutes later than Mina-al-Ahmadi. Height approximately 0.73 times that of Mina-al-Ahmadi.

Ebb tide: Occurs approximately 20 minutes later than Mina-al-Ahmadi. Height approximately 1,04 times that of Mina-al-Ahmadi.

"Tide and Current Table" published annually is available from the Company upon request.

WEATHER: Hot and dry with little cloud during summer from May to September and considerably colder in December and January.

Prevailing wind North-westerly, however winds of varying strength may come from any direction. In summer, diurnal sea breeze is light Easterly at about 5–7 metres per second (10–14 knots), and only rarely increases to 12 metres per second (23 knots). In winter South-south-easterly winds of up to 20 metres per second (39 knots) may last one or two days and then veer suddenly to North-west, often accompanied by gusts or squalls in excess of 20 metres per second. Occasionally a line squall passes over and winds up to 30 metres per second (58 knots) may be experienced for a short while before settling to blow for longer periods at 20 metres per second. Little or no warning of these strong squalls is given; they appear suddenly, often accompanied by thick sand and dust.

In area of sea-berths, waves prevented from forming by short fetch of North-westerly wind, but waves up to 5–6 ft. do occur from this direction. South-easterly winds raise a short steep sea which quickly reaches 7–8 ft. hight. This lengthens and increases as wind freshens and has been known to reach 14–15 ft. in area of sea-berths. When South-easterly wind veers, swell rapidly decreases but persists for about 24 hours thereafter.

Visibility generally good, but North-westerly winds cause rising dust and sand which may reduce visibility to almost zero at times. Haze is common, and on calm hot days mirages are frequent. "Steam fog" may occur at times in early morning hours resulting in very poor visibility.

FRESH WATER: Not available except in cases of extreme emergency.

FUEL: (Also see "Berthing")

(*a*) Grades. Marine diesel oil (MDO), light bunker oil (LBO) and heavy bunker oil (HBO) are supplied. Each loading berth has pipeline which can deliver light and heavy bunker oils, but only berth No. 2 has marine diesel line. At Berths No. 1 and No. 3, marine diesel oil supplied from barge for which no extra charge made.

"Bunkering Information" booklet, which gives full details of bunkering services at this port, is available from the Company upon request.

(*b*) Bunker Nomination. Owners, Operators or Charterers should nominate their vessels' bunker requirements *to the Company's Head Office in Tokyo.*

Vessels requested confirm grade and quantity of bunkers required *direct to "Arabiaoil Kuwait"* (via "9KK") through normal radio services at least 4 days before arrival; or in cases where vessels receive instructions less than 4 days away, they should advise bunker requirements as soon as possible.

(*c*) Bunkering Operation, Bunkers normally supplied to vessels in berths while they are discharging ballast or loading crude oil. At Berths No. 1 and No. 3 MDO supply from a barge will be done usually before loading cargo.

Except in special circumstances when previously agreed, bunker supply is Stopped Onshore when requested quantity has been pumped according to shore tank gauging.

Berth	*Marine diesel oil*	*Light and heavy bunker oils*
No. 1	4″ 80 t/hr*	6″ 400/300 t/hr
No. 2	4″ 40	6″ 400/300
No. 3	4″ 80*	10″ 400/300

Note: (*a*) * Supply from a barge with 4″ rubber hose.

(*b*) In winter time the rates for light and heavy bunker oils decrease due to the low sea-water temperature increasing the viscosity of these oils.

Bunkering for Cargo Vessels

Bunker supply to cargo ships from a barge or a coastal tanker is available.

CUSTOMS: Upon arrival Master required submit to Customs a manifest of any cargo to be landed at Ras-al-Khafji and to sign a declaration that no intoxicating liquors or drugs will be landed. After loading completed, Customs will sign an Outward Manifest and issue Port Clearance. These will be handed to Master by Agent.

In normal circumstances Customs Officers do not board tankers, but board cargo ships and leave a Customs Guard on board throughout vessel's stay.

Import of following articles forbidden:

Alcoholic beverages.
Pornographic literature, photographs, pictures and films.
Explosives.
Fire arms or implements of war of any kind.
Religious matters not pertaining to the Moslem faith.
Playing cards and other gambling devices.

REPAIRS: Some minor repairs may be made on board using shore assistance in case of extreme emergency, but such repairs must be made only with prior permission of Company's Terminal Office should it be required to do them in berth. Preferably all repairs should be carried out at anchorage. In all cases when shore assistance is required Master should notify ship's Agent well in advance.

DRY DOCKS: None.

REPATRIATION: May be accomplished by making special arrangement through the ship's Agent, well in advance of vessels arrival.

Seamen arriving at Kuwait Airport to join vessels at Kuwait and

Partitioned Zone ports can obtain transit visa at the Airport, if Agents arrange to submit necessary guarantee to Immigration Authorities confirming that they are in transit and joining vessels calling at Kuwait and/or Partitioned Zone. In order to meet crew at Airport and arrange transit visa, cables confirming their arrivals and flight numbers are to be sent to Agents to reach them at least 24 hours before the arrival of the crew.

Marine Superintendent of Owners, or Owners Representatives and businessmen visiting Kuwait must have valid visas. Such visas can be obtained from Kuwait Government's diplomatic missions abroad.

AIRPORT: Kuwait. Served by International Airlines.

TIME: GMT plus 3 hours throughout year.

TELEPHONES: No facilities for placing on board.

SERVICES: Swedish Welfare for Seamen, Lloyd's Surveyor, Butterworth Tank Cleaning Machines and Equipment and Underwater cleaning.

Provisions and deck stores are available from ship chandlers in Kuwait in limited kinds and quantities. Prices at Khafji may be a little more expensive than in Kuwait due to the transportation charges made. In all cases the ship's Agent should be advised of the requests at the earliest possible time before arrival.

SHORE LEAVE: Not normally permitted by Authorities except by arrangement through the ship's Agent.

REGULATIONS: As far as these regulations concern vessels using the outer port, the following are relevant:

(*a*) No vessel shall discharge dirty ballast, ashes, refuse or other objectionable matter into the water.
Vessels arriving with dirty ballast will be required to proceed to sea to clean tanks again. A new notice of readiness to load must be given.

(*b*) All vessels shall navigate with care and caution and at such speed so as not to jeopardize the safety of other vessels.

(*c*) All vessels shall show the various lights required by International Law, and shall avoid the use of unnecessary brilliant lights which may confuse other craft.

(*d*) All vessels loaded with explosives, inflammables, combustibles or other dangerous cargoes shall show the required lights and signals, and any intention to land such cargoes should be previously notified to the Port Officer.

(*e*) No smoking is permitted on any craft within 1,000 ft. (300 metres) of the tanker loading berths, except in such places on board the said craft as have been previously agreed as smoking places.

(*f*) No naked lights or fires are permitted on board any craft within 1,000 ft. (300 metres) of the tanker loading berths.

(*g*) No boiler cleaning, chipping, scaling or scraping of steelwork, or any repair work or maintenance work likely to cause sparks or flames is permitted within 1,000 ft (300 metres) of the tanker loading berths without previous permission from the Port Officer.

(*h*) Any action deemed to be dangerous to the Company's submarine pipelines and other facilities under or above water, or any action liable to create an obstruction of the Company's operations is prohibited.

AUTHORITY: *Arabian Oil Company Offices.* Head Office Chiyoda Denden Building, 1–6, Otemachi, Chiyoda-ku, Tokyo, Japan. Tel. (201) 6821. Central PO Vox 1679, Tokyo, Japan. Cable "Arabiaoil Tokyo" or Telex TK 2416 (Araboil).
Field Office (Partitioned Zone Office): Ras-al-Khafji, Saudi Arabia-Kuwait Zone, (There is no direct telephone connection between Field Office and the Kuwait telephone system.) Ras-al-Khafji, Partitioned Zone, Kuwait. Cable "Arabiaoil Kuwait".

AGENT: See "Kuwait".

Peru

CALLAO: 12.03 S. 77.10 W.

DOCUMENTS: 9 copies Peruvian "Declaracion de Entrada/Rol de Tripulación" from last port, (forms available at Consulate), 8 Crew Lists, 7 Peruvian Cargo Manifests from each port where cargo loaded (forms available from Consulate), 3 Personal Effects Lists, 6 Stores Lists, 5 copies of each Bill of Lading, 1 Tonnage Certificate from First and Last port, 1 International Maritime Health Certificate from last port, 13 copies each Passenger List: disembarking, in transit and/or "no passengers", 1 Clearance from last port, plus sealed envelopes from Peruvian Consulates addressed to Customs. Documents should be visaed by Peruvian Consulates.

PILOTAGE: Pilots must be requested by Agents and board ships outside of mole at anchorage. Various Pilot Launches painted white, black and red. Pilots will only board after Free Pratique granted by Port Captain and Doctor, each arriving in separate launch who complain if vessel anchored too far out. If no berth inside (quite often), vessels remain at anchorage.

ANCHORAGE: Very large area West of entrance buoys north of Naval anchorage.

ENTRY RESTRICTIONS: Vessels drawing 29 ft. or less, enter any hour from 0600 to 2400; drawing over 29 ft., at high tide any time. Vessels depart any time. No incoming pilotage between 0000–0600 unless over 29 ft. as Port Authority, who employ all Pilots, consider pilotage at these hours too expensive.

MAX. SIZE: Length and breadth practically unlimited, draught restriction 31 ft.

HEALTH: Master may request Free Pratique by cabling Agent, but this is at Doctor's discretion and usually not given. If disease on board or suspected, cable Agent.

RADIO: "Habla Naves", OAA, 500, 8605, 6430, 1300, 468 Kcs.

TUGS: Port Authority Tugs join vessel once inside mole, one or two as required, using vessel's lines, later passed to pier.

BERTHING: Port has 6 piers and 3 quays with a total of 20 berths for larger vessels and 5 berths for coaster type vessels. One pier with 2 berths for petroleum products discharge. One quay with 3 berths normally reserved for one loading, also used for general cargo. Ore also loaded at other berths. One quay berth equipped with suckers and silos for grain discharge where discharge is 24 hours if other grain vessel awaiting berth. One quay berth equipped for loading Fishoil; discharge of fats and oils from tankers which have preference at this berth. Inside anchorage for 2 vessels normally used for cattle discharge, occasionally for general cargo when port congested. Ample facilities ashore and afloat to work cargo.

STEVEDORES: No particular advice necessary but Agent must receive Stowage Plan beforehand to advise Port Authority of planned operation.

MEDICAL: Advance information as to sick crew members not required but helpful. Ample first class facilities in Lima area. Smallpox vaccination cards required but seldom inspected.

TANKERS: 10 in. and 12 in. discharge lines at two berths for petroleum products discharge. Discharge of ballast or slops inside mole prohibited. Tankers loading Fishoil must arrive free of ballast.

DENSITY: Sea water.

FRESH WATER: Delivered from barges at about 50 tons per hour at +US$1.00 per ton, overtime extra.

FUEL: Marine No. 2 Gas oil; Bunker C. Premium Intermediary Oil No. 4 available from International Petroleum Co.

PORT FIRE PRECAUTIONS: Use of Port Authority Fire Equipment mandatory during discharge of petroleum products with charge for service.

DEVELOPMENT: 3 berths under construction.

GANGWAY/DECK WATCHMAN: Recommendable.

SHIPS CERTIFICATES: All may be required but normally only Deratisation. If Rat Guards are not used on all lines, vessel liable to fines.

CUSTOMS ALLOWANCES: Any amount over normal consumption usually cause difficulties including searching.

CARGO GEAR: No additional requirements.

IDENTIFICATION CARDS: Supplied by Agent and stamped by Immigration Authority required for all crewmembers.

CONSULS:

Argentina	Ecuador	Mexico
Australia	Finland	Norway
Austria	France	Portugal
Belgium	Germany	Spain
Bolivia	Greece	Sweden
Brazil	Haiti	Switzerland
Canada	Holland	U.A.R.
Chile	Israel	Great Britain
China	Italy	Uruguay
Colombia	Japan	U.S.A.
Denmark	Jordania	Venezuela
	Lebanon	

REPAIRS: Normal Deck and Engine repair facilities.

DRYDOCK: Peruvian Nave within port area, extreme length, 600 ft., breadth 76 ft., depth 27 ft. 120 ton crane, fully equipped workshop.

REPATRIATION: All foreign crewmembers who do not have Peruvian Visas which only obtainable abroad, must be repatriated by quickest means (Air) by Agent, paying all detention expenses. Peruvian and foreign crewmembers available.

AIRPORT: Lima/Callao within city limits has regular direct international service to North and South America, Europe and Far East.

HOLIDAYS: 1st January, Good Thursday afternoon and Good Friday, 1st May, 29th June, 28th and 29th July, 30th August, 1st November, 8th and 25th December. Overtime workable except 1st May.

AGENTS: Naviera Peruana del Pacifico, S.A., Steamship Owners Agents & Brokers, Cargo Surveyors, Alberto Secada No. 399, P.O. Box 66. Tel. 294009, 297724. Telex: I.T.T. 3540236. Cables: Napepa.

CHIMBOTE: 09.05 S. 78.35 W.

DOCUMENTS:

For Entry
2 Entry Declarations (Form No. 1).
1 Departure License of the last foreign port en route.
1 Maritime Health Declaration (Form No. 2).
2 Passenger Lists with entry baggage (Form No. 3).
1 Consular Roll of the last foreign port en route.
1 Consular Passenger List of the last foreign port.

Customs Administration
1 Original Cargo Manifest(s) with the Consular stamp. (Form No. 4).
The envelopes(s) from the Consul, enclosing copies of the Consular invoices, bill of lading and cargo manifest for the port with the consular stamp.
1 Cargo Manifest (Form No. 4).
1 Cargo Manifest of cargo, but with further destination for another national or foreign port (Form No. 4).
1 Cargo Manifest in transit.
1 Gross or Net Tonnage Certificate, with Consular visa.
1 Not Accompany Baggage List (Form No. 5).

Customs
1 Entry Declaration (Form No. 1).
1 Cargo Manifest(s) for port without Consular visa (Form No. 4).
1 Manifest of Cargo for port, but with further destination for another national or foreign port, without Consular visa (Form No. 4).
2 Passenger Lists with entry baggage (Form No. 3).
2 Not Accompany Baggage Lists (Form No. 5).
1 Crew Personal Effect List.
1 Store List, food and spirits.
1 Mail List.

Port Administration
1 Entry Declaration (Form No. 1).
1 Passenger List with entry baggage (Form No. 3).
1 Not Accompany Baggage List (Form No. 5).
3 Cargo Manifests for the port, without the Consular visa (Form No. 4).
3 Manifests of Cargo for port, but with further destination for another national or foreign port, without Consular visa (Form No. 4).
3 Sets of Bills of Lading.
Refer to "San Juan" for further information on Consular endorsement.

PILOTAGE: Compulsory. Official Pilot boards vessels at entrance to bay and leads ship to appropriate anchorage according to draft. Private Pilot to moor to the quays of the "Corporacion Peruana del Santa" and to "Sogesa". Vessels enter the inner roadstead, through southern side of each channel. Depart through Northern side of channel.
ANCHORAGE: Good anchorages in bay according to draught. Anchorages are of mud and sand. Best place to anchor ship of medium draught is inner side of Paso del Norte, 6 fathoms deep, near port and safe. Another good anchorage for ship of medium draught is with Island bearing 170° and Rosas Blancas bearing 275°, 6 fathoms deep.
MAX. SIZE: According to depth of anchorage.
HEALTH: Masters apply according to International Regulations through Agents to Maritime Health Department in the first Peruvian port of call for free pratique by radio, in which case it will not be necessary for Sanitary Doctor to board on arrival. Pratique only essential at first port of call unless requested by Captain, in case of suspected illness on board.
RADIO: "Hablanaves" Station del Callao a Talara.
TUGS: No sea-going tugs. Only small boats, called "Remolcadores del Bahia" (bay tugs), which are used to tow boats that carry cargo to anchored ships.
BERTHING: Operated on "First come, first served" basis.
STEVEDORES: Agent arranges stevedores. Normally done when ship has arrived.
MEDICAL: Agent arranges emergency attention. Hospital and private clinic available.
TANKERS: Three zones for load/discharge of fish-oil and lubricants. Ship loads fish-oil by barges being anchored. Discharge of fuel when ship anchored to buoys by means of submarine lines.
FRESH WATER: Two barges to supply fresh water to ships, one of 40 metric tons and the other one of 25 metric tons.
FUEL: None available.
DEVELOPMENTS: New quays to be built.
GANGWAY/DECK WATCHMEN: The services of watchmen are necessary.
OPENING/CLOSING HATCHES: This job is carried out by stevedores.
CUSTOMS ALLOWANCES: Tobacco: 10 packets per person per week. Wine and/or Spirits: With approval of customs, within normal consumption.
CARGO GEAR: Vessel's derricks used, the quay has fixed crane for 50 metric tons and three mobile cranes for 15 tons.
IDENTIFICATION CARDS: Needed for both crew and passengers.
CONSULS: Only the Vice-Consul of Spain and Panama.
REPAIRS: Only minor repairs are possible.
REPATRIATION: Facilities for crew changes and arranging any necessary repatriation.
AIRPORT: Port has landing place for planes, but it is only for national use, not for international flights.
TIME: GMT minus 5 hours, all year round.
HOLIDAYS: Cargo work can be arranged on holidays with an extra 100% charge over basic pay. The only exception is 1st of May, on which cargo work cannot be arranged.
TELEPHONES: No arrangements for placing telephones on board. They are about 50 metres from ship.
SHORE LEAVE: Crew members allowed ashore.
PORT REGULATIONS: Not allowed to use wireless when ship is in port. Not allowed to put any boat on the water without permission of Capitania del Puerto. Not allowed to throw any waste or litter into bay. Not allowed to make unnecessary sound signals.
AUTHORITY: The Port Authority is Capitan de Puerto – Direccion Capitania de Puerto Chimbote. Tel. 2301–2331.
AGENT: See Callao.

CONCHAN: 12.10 S. 77.00 W.

Tanker Buoy berth about 30 miles South of Callao.
DOCUMENTS: Tankers calling at Conchan must first call at Callao anchorage to be received and cleared by Authorities. Not necessary to call at Callao after discharge as clearance is simultaneous with reception. Pilot boards vessel at Callao anchorage and either remains on board or returns to take vessel out, as required by Master.
BERTHING: Vessels moor to buoys. One submarine line of 16 in. reducing to 12 in. at vessel's connection, running 1,000 metres from shore opposite Conchan refinery.
LAUNCH: Launch service between Conchan and Callao during vessel's stay in port.
GENERAL: Two customs police and two refinery employees board at Callao and remain in vessel during discharge.
AGENT: Naviere Peruana Del Pacifico SA., Alberto Secada 399, POB 66, Callao.

ILO: 17.39 S. 71.22 W.

DOCUMENTS:
6 Entry Declarations.
4 Passenger Lists (disembarking).
4 Passenger Lists (in transit).
3 Personal Effects Lists.
3 Store Lists.
1 Maritime Health Declaration.
3 Sets Cargo Manifest.
10 Cargo Manifest.
Refer to "San Juan" for further information on Consular endorsement.

PILOTAGE: No pilot station; there is a Pilot in the Capitania del Puerto, who should be notified in advance by Agents. Two hours notice of ETA required. Pilot boards at anchorage 800 metres from extension of the SPCC quay.
ANCHORAGES: 400 metres to the North of the end of the SPCC quay, in 15 fathoms depth.
MAX. SIZE: The anchorage is deep and ships of any length and draft can anchor. Vessel 600 ft. long and 42 ft. draft can berth. At the quay of the SPCC vessel 500 ft. long and 30 ft. draft can moor. Outside of the area of Ilo, 8 miles to the North, there is Punta Tablones, where ships of 750 ft. can moor, depth 40 ft.
HEALTH: Pratique given by captain of port. In cases of suspected illness a doctor should be requested in advance. When the ship arrives from another Peruvian port free pratique is automatic.
RADIO: Cables connect with National Communications network. ETA sent to Port Authority and to Agencies.
TUGS: No large tugs; some small tugs operated by Agencies.
BERTHING: Berthing any time.
STEVEDORES: Stevedores come under the Capitania del Puerto and are ordered by Agents. *Loading Rates:* Copper sheets loaded 65 metric ton per hour. Fish-flour loaded at 100 metric tons per hour in an 8-hour shift.
MEDICAL: Medical assistance ordered by Agents. Hospital "El Centro de la Salud", and the Saint Geronimo Hospital.
TANKERS: *At Ilo:* Discharge line diameter 10 in, 2 lines, connection to the ship's manifold 8 in., connection and flexible line, working pressure 100 lb. A buoy mooring berth.
Punta Tablones: Discharge line diameter 12 in., connection to the ship manifold 8 in. Flexible connection line, working pressure 100 lb. or 400 barrels per hour. A buoy mooring berth.
DENSITY: Salt water.
FRESH WATER: In small quantities and only in emergencies.
FUEL: None available.
DEVELOPMENTS: Terminal quay of 900 ft. long is now being built.
GANGWAY/DECK WATCHMEN: Watchmen provided by Agents when necessary.
OPENING/CLOSING HATCHES: Strictly forbidden for the crew; must be done by stevedores.
CERTIFICATES: When the ship comes from foreign port it is compulsory to produce Certificate of Gross Tonnage.
CUSTOMS ALLOWANCE: Tobacco: 10 packets per person. Wine and/or Spirits: Sufficient for meal times. Normal crew consumption only.
IDENTIFICATION CARDS: Agents arrange for cards to be signed by Port Authority for each crew member.
CONSULS: None.
REPAIRS: Some minor repairs.
REPATRIATION: There are facilities for effecting crew changes and arranging any necessary repatriation. Those who are going to be repatriated must have a permit from the Port Authority to be allowed ashore.
AIRPORT: Ilo Airport, 8 kms. Scheduled flights twice a week on Tuesdays and Saturdays and regular airport in Tacna at 1½ hours by taxi, scheduled flights twice daily to Lima.
TIME: GMT plus 5 hours. No alterations during the year.
HOLIDAYS: 1st January (New Year); Maunday Thursday and Good Friday (change every year); 1st May (Labour Day); 29th June (Saint Peter and Saint Paul); 28th and 29th July (Motherland Days); 30th August (Saint Rosa of Lima); 1st November (All Saints Day); 8th December (Our Lady); 25th December (Christmas).
Holidays which are not in the Calendar but are considered Holidays with reference to payments to the workers: 6th January (King's Day); 19th March (Saint Joseph); Corpus Christi (it varies every year); The evening of the 24th June (India man day); 30th July (Motherland Day); 15th August (Feast of the Assumption); 24th September (Las Mercedes); 12th October (Race Day); 27th November (Tarapaca Battle); 9th December (Ayacucho Battle).
POLICE/AMBULANCE/FIRE: Southern Copper Corporation operate fire service. Police, tel. No. 3; Ambulance, tel. No. 3.
TELEPHONES: No arrangements for placing telephones on board.

SHORE LEAVE: Crew members allowed ashore and identify themselves with cards signed by Capitania del Puerto given through ship's Agents.
GENERAL: Tank cleaning and well cleaning must be done 5 miles leeward of the port. Not allowed to unload explosive cargo.
DELAYS: Only delays when quay is occupied by two ships. In the load/unload operations the port can attend to 4 ships simultaneously and 4 more when new quay (that is now being built) is finished.
AUTHORITY: The Port Authority is Capitan del Puerto, who is a Navy Officer. Cable address: Capitania de Puerto. Tel. 79.
AGENT: See Callao.

LA PAMPILLA

Tanker Buoy Berth about 30 miles North of Callao.
DOCUMENTS, ETC.: As for Callao.
PILOTAGE: Tankers calling at La Pampilla must first call Callao anchorage to be received and cleared by Authorities. Not necessary to call Callao after discharge as clearance simultaneous with reception. Pilot boards vessel at Callao anchorage and either remains on board or returns by launch to take vessel out, as required by Master.
BERTHING: Vessels moor to buoys. One submarine line of 18 in. reduced to 10 in. at vessel's connection running 1,500 m. from shore opposite La Pampilla refinery.
LAUNCH: Launch service between La Pampilla and Callao during vessel's stay in berth.
GENERAL: Two customs police and two refinery employees board at Callao and remain in vessel during discharge.
AGENT: Naviera Peruana Del Pacifico SA., Alberto Secada 399, POB 66, Callao.

PACASMAYO: 07.24 S. 79.33 W.

DOCUMENTS:
3 copies Voyage Log Extract.
2 originals and 5 copies of Entry/Exit Declaration, endorsed by Consul.
8 copies of Passenger Lists for the Port.
8 copies of Transit Passengers List.
4 copies of Store List.
4 copies of Personal Belongings Manifest.
13 copies of Cargo Manifest.
1 Maritime Health Declaration.
2 Crew Lists.
1 Vaccination List.
When this is the first Peruvian port, Gross Tonnage Certificates.
When having cargo for the port, Statement of Cargo, endorsed by Consul.
When Pacasmayo is the first or last port called, Lists or Manifests of cargo in transit (2 copies each).
Refer to "San Juan" for further information on Consular endorsement.
PILOTAGE: The port has no Pilots because it is an open bay. Vessels have free pratique after boarding by port officials.
ANCHORAGE: The most usual anchorage area is in position 7° 23′ 50″ S. 79° 35′ 10″ W. Bottom from 3¼ to 4½ fathoms deep.
APPROACHES: Reference points are the lighthouse of Cruz Punta Pacasmayo with a range of 12 miles, and during the day the cylindrical tower of cement factory with a height of 50 metres situated in the S.E. of the bay. On the head of the quay there is also a small iron tower of 9 metres height with a permanent red light of 2 miles visibility. The quay is very old and only flat boats can moor.
MAX. SIZE: Wide anchorage without problems concerning length or breadth. Recommended draught 4 fathoms, but it is possible to find 6, 8 or 10 fathoms towards the West. Current from South to North at an average of 6 knots.
HEALTH: Sanitary control is carried out by the health doctor who comes on board with port officials. Normally, captains notify any suspected illness or any other information by telegraph.
RADIO: There is only one radio station. It operates in the premises of the Agency Juan Dalmau, call sign OC155 and frequency 40.400 kc/s.
TUGS: They only operate to bring or take out flat bottomed barges once the vessel is moored.
BERTHING: Vessels anchor in open bay.
STEVEDORES: Agents order the number of gangs required. These gangs work at a tariff hour/ton and the amount is controlled by the Port Captain. The number of gangs (9 men each) depends on loading/discharging speed required and on the number of holds and winches available.
MEDICAL ATTENTION: Can be provided by Centro Preventivo del Area de Salud or by Hospital Regional de Chepen, 35 km. from port (150 beds).
DENSITY: Salt water.
FRESH WATER: Not available.
FUEL: Not available.
FUTURE PORT DEVELOPMENTS: When the mines of Michiquillay (copper) start working, the embarking capacity of the port has to be 100,000 tons per month, consequently it is planned to build a quay for minerals or otherwise a floating island 6 miles from the port for embarking in gross raw materials by pipelines.
OPENING/CLOSING HATCHES: These operations are carried out by the stevedores.
SHIP CERTIFICATES: Deratisation or Fumigation Certificate; Vaccination Certificate for Crew and Passengers; Tonnage Certificate when coming from abroad.
CUSTOMS ALLOWANCES: Only tobacco, wines, spirits required for normal consumption, which must be included in vessel's stores list.
CARGO GEAR: Ships gear used.
IDENTIFICATION CARDS: Not required unless leaving the vessel.
CONSULS: There are no Consuls in the port.
REPAIRS: There is a small workshop in the port for minor repairs such as soldering, etc. There is no foundry.
DRY DOCKS: Nearest at Callao.
REPATRIATION: Members of crew or passengers can be repatriated subject to Port Authorities permission and passport control.
AIRPORT: There is a small emergency airport at 2 km. from the port where biplanes can land.
TIME: GMT minus 5 hours. During the 3 months of summer clocks advance 1 hour.
HOLIDAYS: Holidays have been restricted. The national official holidays are: 27th and 28th July (National Independence Days); 1st January (New Year); 25th December (Religious Fete); Maundy Thursday and Good Friday; variable days and 1st May (Workers' Day).
POLICE/AMBULANCE/FIRE: Police 2126; Ambulance 2225; Fire 2081.
TELEPHONES: It is not possible to instal telephones on board. Communication by walkie-talkie radio.
GENERAL: Fresh and dry provisions can be supplied, such as meat, poultry, vegetables and fruits.
SERVICES: There is no tank-cleaning equipment and the discharge of tank washing and any other kind of garbage is forbidden, for the bay is a bathing area.
SHORE LEAVE: Allowed.
DELAYS: The vessel is moored on arrival. Delays can occur due to heavy sea or rain in case of cement loading.
AUTHORITY: Captain of the Port: Captain de Fragata, Rafael Diaz Zumaeta, Tel. 2202.
AGENT: See Callao.

SAN JUAN: 15.21 S. 75.11 W.
SAN NICOLAS: 15.14 S. 75.14 W.

DOCUMENTS:
1 copy Clearance from previous port.
2 copies Health Declaration.
10 copies Entrance Declaration, Form 1. Original visaed by Consul.
8 copies Passenger List, Form 3. Original visaed by Consul.
5 copies Passengers in Transit. Original visaed by Consul.
6 copies Cargo Manifests. Original visaed by Consul.
2 copies Cargo in Transit Manifest.
1 copy Tonnage Certificate, issued by Peruvian Consul.
3 copies Ballast Certificate. Original visaed by Consul.
8 copies Stores List.
4 copies Personal Effects Declaration.
8 copies Passengers Baggage Declaration.
1 copy Vessels Information Sheet, supplied by Agent.
Note 1. If no Peruvian Consul exists at port of departure or within 50 km/s. radius, then the documents which require Consular visa should be signed by a Consul of a friendly nation stating that there is no Peruvian Consul. If no Consul of any nation exists at the port of departure, the documents above mentioned must bear a certificate signed by an official of the port stating that no Consul of any nation exists at the port of departure or within 50 km/s. radius.
Note 2. In the case of a vessel merely transiting the Panama Canal, no new Peruvian Consular clearance is required. The Consular despatch from port of departure will be accepted provided it is correct and no changes have taken place. If, however, vessel stops for any business during the Canal passage, embarking or disembarking passengers, crew changes, loading or discharging cargo or the conduct of any business which causes a change in the Peruvian Consular documents, New Consular Dispatch must be obtained. Panama or Balboa, which ever applies, becomes the port of departure for Peru.
The following documents should be available for inspection:
Ship's Papers.
Valid Fumigation or Exemption Certificate.
Crew's Identity Documents.
International Vaccination Certificates of all persons aboard.
List with following data: date and port of issue of ship's register, date and port of issue of Health Certificate, date of vessel's building and yard, list of ports of call with dates during previous four months.
PILOTAGE: Pilotage is compulsory for berthing. No vessel may proceed to pier until permission to berth has been granted. No vessel is permitted to berth alongside Marcona Mining Company's pier without an authorised Docking Pilot on board. While loading, during periods of heavy swells and surge a Marcona Pilot will be on board permanently. Masters are requested to make arrangements and facilities available.
Upon arrival in port, vessels must anchor and wait for reception. The starboard accommodation ladder must be rigged for port Officials and Marcona representatives. Ships approaching San Nicholas must fly their national and quarantine flags. Vessels proceeding to San Nicholas to load iron ore will radio Marcona Mining Company, Lima, Peru, cable address Mariminco Lima, their ETA five days – forty-eight hours and again at twenty-four hours prior to arrival; when vessels have direct contact with station "OAS", a

prestowage hatch list must be radioed to Agent, giving tonnage per hatch and loading sequence. The coast radio station "OAS" located in San Juan Bay should be contacted as soon as vessel is within range. Berthing instructions and other messages from Agent at San Nicolas will be transmitted via this station. Radio contact must be made 48 hours prior to arrival, specially on week-ends and holidays.

ANCHORAGE: The anchorage recommended for vessels waiting for berth is in inner portion of the bay, East of parallel through San Nicolas point in depths of 15 to 20 fathoms. When anchoring, it is essential to leave sufficient sea room, about ¾ of a mile for ships to manouevre in and about the berth.

Wreck of M/S *Templar* lies in position: Lat. 15° 13′ 53″ S., Long. 75° 09′ 48″ W. The obstruction lies in approximately 150 ft. of water. Clearance above the obstruction is 60 ft. Do not anchor in the vicinity of the wreck.

RADIO: Coast Radio Station "OAS" is located in port of San Juan and serves both San Juan and San Nicolas. Transmitter antenna is located in Lat. 15° 15′ 11″ S., Long. 75° 15′ 20″ W. This station listens on 500 kc/s 0700 hrs. to 2300 hrs. local time (1200 to 0300 GMT) each day. It handles traffic on 410, 425, 444, 448, 454, 468, and 480 kc/s. Antenna output is 300 w.

TUGS: None available.

BERTHING: Vessels calling San Nicolas for discharging general cargo berth on east side of pier, starboard side to pier. Ore vessels berth at West side of pier, port side to pier. In addition to vessels' own mooring lines, heavy surge lines are compulsory for vessels loading iron ore. Wires not permitted except when attached to tension winches. While vessels are alongside pier, engines must be ready for immediate use. Sufficient crew must be on deck at all times to tend mooring lines. Failure to do so may result in a discontinuance of loading and the vessel being moved out from the berth. Pier is located at South side of bay and is built on a north-south direction. It is constructed entirely of prestressed concrete with deck 1,000 ft. long and 50 ft. wide. The deck is 11 ft. 3 in. above mean low water.

MEDICAL: All medical attention may be arranged.

STEVEDORES: Available.

TANKERS: On west side of pier are three raisers to which three 8-in. diameter hoses can be connected to a main pipe line of 16 in. diameter for discharging of bunker C. Flanges are U.S. Standard (ASA). Location on pier is for midship connection on vessels. Maximum pressure permissible is 125 lb. p.s.i. and maximum temperature 150° F. Also possible to connect to pipeline from east side of pier, midship connection on vessel. Diesel oil is discharged on east side of pier, using one hose to 8 in. diameter pipeline. Flanges are U.S. Standard (ASA) with 8 bolt holes. Vessel's crew is required to connect hoses to vessel's manifold.

FRESH WATER: None available.

FUEL: None available.

GANGWAY/DECK WATCHMEN: Recommended by crewmen to prevent stowaways.

OPENING/CLOSING HATCHES: Stevedores/Crew.

CARGO GEAR: Ore-loading boom extends 60 ft. from face of pier fender, and can be retracted from this position to a minimum length of 29 ft. Gantry with loading boom is mobile. Range of its mobility is 900 ft. starting at a point 76 ft. from the head of the pier. Shifting of vessels during loading is therefore not required. Height from water to underside of boom is 41 ft. Vessels must be ballasted so that height of any coaming or any other objects in the vicinity of the hatch where loading is to start will not exceed 39 ft. above waterline.

IDENTIFICATION CARDS: Required.

CONSULS: At Lima.

REPAIRS: Except in extreme emergency, repairs cannot be effected at this port.

TELEPHONES: None available.

REPATRIATION: In cases where crew changes are to take place in San Nicolas, at least seven days advanced cable notice is required to obtain the necessary immigration authorities permission. The advanced cable must set forth name, nationality and passport number.

HOLIDAYS: See "Ilo".

GENERAL: Official hours for port officials are from 0700 to 1100 and 1300 to 1800 hours. Upon request, port officials will board vessels at any time day or night, Sundays and holidays included. Overtime for such service is for account of vessels.

SHORE LEAVE: Allowed. Crew members are not permitted to travel outside of the San Nicolas/San Juan port areas without written authorisation or pass from the Master approved by Immigration authorities.

PORT REGULATIONS: Cargo holds must be properly cleaned. In this respect special care must be taken where vessels prior to their arrival at San Nicolas have carried the following cargoes: Gypsum, Phosphate, Pyrite, Coal, Sulfur, Silica, Aluminium, Sand, Gravel, or Quartz, or any other ore containing Arsenic, Phosphorus, Sulfur, Silica, Aluminium, or Copper. Prior to commencement of loading cargo holds, will be inspected by a representative of the shippers. It is recommended that the Master or a ship's officer accompany the cargo hold inspector during the inspection.

AGENT: Agentes Navieros San Nicolas, S.A. P.O. Box 1229 Lima. Cables: "Agnav Sannicolas".

Philippines

BATAAN, Limay: 14.32 N. 120.36 E.

Esso Tanker Terminal.

DOCUMENTS:
Maritime Declaration of Health.
Crew List.
7 copies Cargo Manifest.
3 Stores Lists.
3 Personal Effects Lists.

PILOTAGE: Not compulsory but recommended. Pilot boards vessel just off the berth.

RESTRICTIONS: Approaches are open deep water. Vessels may berth and unberth at any hour and any stage of the tide. Keel clearance of 10 ft. required.

MAX. SIZE: LOA 1,000 ft. Maximum draft 50 ft.

RADIO: Manila Radio. At the berth, shore communication with vocaline JRC 475 transceivers on 465 Mc/s.

HEALTH: Port health officials board with the Pilot. Radio request for free pratique can be made prior arrival.

TUGS: Available.

BERTHING: *Crude berth:* Conventional buoy mooring, tankers moor to eight buoys, in depth of 60 ft. Hoses may be connected on either side. Four 12-inch hoses for crude oil discharge.

Products Pier: Inner berth depth 13 ft. Outer berth depth 32 ft. Can accommodate vessel up to 530 ft. length. No slop discharge facilities available.

DENSITY: 1025.

MEDICAL: Doctor and hospital facilities available. Advance notice required of any medical attention needed.

FRESH WATER: Not available at berth. Can be supplied by barge.

FUEL: Bunkers, fuel and diesel, obtainable from berth, advance notice required.

REPAIRS: No facilities available.

CERTIFICATES: Those required are.
Certificate of Registration.
Certificate to Operate.
Certificate of Officers and Engineers (Licenses).
Officers and Crew-Seaman's book.

CUSTOMS ALLOWANCES: 200 cigarettes for each crew member, and one bottle of liquor for each crew member.

IDENTIFICATION CARDS: Essential.

REPATRIATION: Effecting crew changes and arranging necessary repatriation are carried out by the Immigration Office in the port with the assistance of the ship Agent and the Foreign Embassy concerned.

TIME: Local Civil Time is 8 hours ahead of GMT. This time reckoning is constant throughout the year.

HOLIDAYS: New Year's Day (1st January); Bataan Day (9th April); Holy Thursday (variable); Good Friday (variable); Labour Day (1st May); Independence Day (12th June); Republic Day (4th July); All Saints' Day (1st November); National Heroes Day (30th November); Christmas Day (25th December); Rizal Day (30th December). When any holiday falls on a Sunday, the following day (Monday) is by law considered a public legal holiday. As a general rule, employees of the government in the Philippines do not work on Saturdays. Cargo work on board vessels on these holidays can be arranged.

SHORE LEAVE: Crew of vessels who are nationals of countries with whom the Philippines maintains diplomatic relations can be allowed ashore after securing a pass from the Immigration Officer in the port. Restricted aliens (citizens or nationals of Iron and Bamboo Curtain countries) are not allowed on shore as a matter of policy.

GENERAL: Customs Inspector and two guards accommodated on board during vessels stay.

AUTHORITY: Private oil company terminal.

BATANGAS, Luzon (including Tabangao): 13.43 N. 121.03 E.

DOCUMENTS: Upon arrival of the vessel, the following papers must be submitted to the boarding authorities:
Original and 1 copy Visaed Crew List.
Original and 2 copies List of Stores: Deck, Engine, Steward Dept.
Original and 2 copies List of Stores: Firearms, Medicines, including opium and the like, if any.
Original and 2 copies Personal Effects Declaration of Officers and Crew (include cigarettes, whiskey, etc.).
Original and 5 copies Inward Foreign Cargo Manifest.
8 copies Ordinary Crew List.
1 copy Clearance from previous port of call.

PILOTAGE: Pilotage for docking and undocking at government wharves and privately owned wharves in the Port of Batangas is compulsory for all vessels engaged in foreign trade. The vessel is met by the harbour Pilot approximately 2 miles South of the wharf. Pilotage for entering the Batangas Harbour and anchoring in the quarantine anchorage is optional but pilotage for shifting therefrom or changing in the stream is compulsory for vessel engaged in foreign trade.

ANCHORAGES: Bureau of Customs Administrative Order No. 191, dated January 13, 1955, defines the limits of Batangas Harbour for navigational and mooring purposes as follows:

"... a navigational and mooring area a depth of 1 mile measured from Hagony River (near West boundary of refinery compound) Eastward along the coast by ¾ mile seaward running perpendicularly from both points ..."

Within this navigational and mooring area a depth of 12 to 14 fathoms with good holding ground will be found at less than 400 yards from the beach. The bottom close to the beach is mainly sand and gravel. In the event of a strong South-west monsoon, vessels may resort to the protection afforded by the mountains of Maricaban Island by anchoring on the Northern side of the island along Maricaban Straight.

MAX. SIZE: Caltex Refinery: LOA 755 ft., draft 41 ft. Jetty designed for 45,000 DWT.

Tabangao Shell Refinery: LOA 900 ft., draft 48 ft.

HEALTH: Ships will clear for quarantine on arrival at the Batangas Harbour. Quarantine officers will normally board the vessel 2 miles South of the oil wharf.

TUGS: Tug service is not furnished by the two oil refineries. The use of a tug for berthing and unberthing is required. Although a tug is normally available at Batangas it may be necessary to dispatch a tug from Manila. Accordingly, it is important for Masters of vessels to provide at least 48 hours advance notice of ETA to ensure the availability of the tug boat.

The usual charge for tug service is P500.00 covering both berthing and unberthing. This rate is on the basis of a tug available at Batangas. If it is on the basis of straight tug rental at a fee of P500.00/day computed from time of departure from Manila to return time. Tug rental charges for fractional parts of a day shall be prepared on an hourly basis.

BERTHING: Berthing may be done any time during the day or at night and Masters should exercise their own judgement in this respect. Vessels moor either port or starboard side to, depending on prevailing conditions.

STEVEDORES: All vessels proceeding to Batangas should radio either Caltex or Shell, whichever is their destination, their estimated time arrival at Batangas as early as possible, but not less than 96 hours before arrival, amending this ETA subsequently if it varies more than two hours from the original estimate in order to arrange towing gangs with the Luzon Stevedoring Corporation. Stevedoring is usually handled by Luzon Stevedoring Corporation.

MEDICAL: Both refineries have a small hospital for handling emergency cases. Should any ship's personnel need prolonged hospitalisation, arrangement will have to be made to transfer the patient to Manila or to the Provincial Hospital of Batangas where suitable medical attention is available. Dental treatment can be obtained from local dentists in the town of Batangas.

TANKERS: *Shell Refinery, Tabangao.* Jetty 1, two hoses of 10-in. diameter. Jetty 2, four arms of 12-in. diameter. Two berths of 50 ft. depth alongside. Slops acceptable at 500 t.p.h. up to limit of 3,000 tons.

Caltex Refinery: a T-head jetty. Berth No. 1 (depth alongside), 15 ft., No. 2, (depth alongside), 35 ft.; No. 3, (depth alongside), 42·4 ft.; No. 4, (depth alongside), 35 ft. Maximum distance between head and stern mooring buoys 1,040 ft.

DENSITY: 1.0261.

FRESH WATER: Fresh water is available to vessels loading, unloading or bunkering at Batangas Port at a price of one peso per short ton. It is delivered to the vessel through hose connections. The water satisfies the physical and chemical requirements for drinking water.

FUEL: Bunkers are available from the two refineries. Prior advice should be given through the ship's Agent.

FIRE PRECAUTIONS: At both refineries smoking or open fires are prohibited on the wharves or on vessels alongside or within 100 yards of either wharf. Furthermore, each vessel's personnel is responsible for the safety of its own ships at all times.

DEVELOPMENT: The Government pier at present is under construction, with plans of constructing two other piers which will enable this port to accommodate more foreign vessels. The Caltex Refinery has also plans of pier improvements.

GANGWAY/DECK WATCHMEN: Not needed. The security guards in the gates of the two refineries serve the purpose.

OPENING/CLOSING HATCHES: This work is normally carried out by crew members of the vessel at the 2 refineries; off loading hoses will be connected and disconnected on board by the vessel personnel under the direct supervision of a ship's officer with the assistance and advice of wharf personnel.

CUSTOMS ALLOWANCES: Sufficient amount for crew's consumption while in port.

CARGO GEAR: During berthing and unberthing, it is required that ship's engines, tackle and all other gear must be in operative condition and in a state of readiness for use at a moment's notice, as required.

After clearing with the Customs' representative, off-loading hoses will be connected and disconnected on board by the vessel personnel under the direct supervision of a ship's officer with the assistance and advice of wharf personnel. Wharf equipment will normally be used for handling hoses although vessel's gear may at times be required and must be made available for this purpose. A ship's officer must approve the hose connections on board before off-loading commences.

IDENTIFICATION CARDS: Not required in the Port of Batangas.

CONSULS: Consulates are stationed in Manila.

REPATRIATION: To expedite disembarkation and in order that proper arrangements can be made in case of repatriation, the Master should radio this matter to Caltex or Shell refineries or his Agents within 48 hours before arrival. The message should give the names of the crew to be repatriated and their destination.

AIRPORT: At Manila.

TIME: GMT plus 8 hours.

HOLIDAYS: New Year's Day (January 1st); Holy Thursday; Good Friday; Labour Day (May 1st); Independence Day (June 12th); P.I.U.S. Friendship Day (July 4th); Bonifacio Day (November 30th); Special holidays declared by the President of the Philippines are also included. If any other legal holiday falls on Sunday the following day is observed as a holiday. Cargo work can be arranged on any or all holidays with the vessel's agent.

POLICE/AMBULANCE/FIRE: Police, tel. 125–J; Ambulance, tel. 7–J; Fire Department, tel. 261.

TELEPHONES: At present placing telephones on board foreign vessels is not available; however, telephone service is available on the jetty of both refineries.

GENERAL: Discharge of ballast: No dirty ballast may be dumped into the territorial waters of the Republic of the Philippines. The refineries have provisions for off-loading a limited amount of oil water ballast. Rat Guards: Rat guards shall be placed on all mooring lines to the wharf.

AUTHORITY: Collector of Customs, Port of Batangas, Sta. Clara, Batangas, Batangas. Tel. 162 R.

BISLIG, Mindanao: 08.12 N. 126.19 E.

DOCUMENTS:

The original Manifest of all Cargo destined for the port, to be returned with the endorsement of the boarding official.

4 copies of the same Manifest, one of which, upon certification boarding official as to the correctness of the copy, shall be returned to the Master.

4 copies of Stores List.

4 copies of Passenger List.

4 copies of the Crew List.

The original of all through Cargo Manifest, for deposit, while in port, with Customs official in charge of the vessel.

A Passenger Manifest of all aliens.

PILOTAGE: Vessel should send direct advice to the Pilot or through its Agents 48 hours prior or at the very least 24 hours before ETA by commercial telegraphy.

There is no VHF operated by the Pilot.

Pilot boat is painted black (hull) and white (bridge and mast). International Code Signals used to call Pilot.

Pilot Station is located at Lat. 8 deg. 11.4 min. N., Long. 126 deg. 21.2 min. E.

Pilot boat will be located (if by prior advice/arrangement by Master requiring specific service of meeting vessel outside of entrance and conducting vessel through channel to inner harbour) at Lat. 8 deg. 16.85 min. N., Long. 126 deg. 26.50 min. E. or 340 degrees, 2·35 miles off Sanco Pt. lighthouse.

Pilot will always board a vessel (outside of entrance) via the pilot's or Jacob's ladder on the leeward side of the vessel.

ANCHORAGE: While waiting for a Pilot, the recommended anchorage (at entrance) is at Lat. 8 deg. 16.1 min. N., Long. 126 deg. 26.1 min. E. on or about this position and/or within an area of 5 mile radius from this point.

Quarantine anchorage or inner harbour is based on the point Lat. 8 deg. 12.9 N., Long. 126 deg. 22.0 E. to within a 5 mile radius from this point as centre, otherwise 1 mile north of BBLCI Pier's end.

Working anchorage at stream. When vessel is through with all the port formalities, she has to go to a working area for loading/unloading operations, thus:

BBLCI. Vessels will anchor at least within a 5 mile radius from the tip of BBLCI pier.

PICOP. Is especially prefered during North-west monsoon at least within a 5 mile radius from the foot/base of PICOP breakwater.

Bisling Bay. In general is bounded by a line from (*a*) Sanco Pt. to (*b*) Mawes I. to the North-west, thence to (*c*) the town of Bislig to the South-west, thence to (*d*) the village of Mangagoy to the South-west, and back to (*a*) Sanco Pt.

MAX. SIZE: At BBLCI Pier, at low water: Draft, forward 21 ft., aft 32 ft. Better prospect at high water.

HEALTH: Any vessel can be given free pratique if upon inspection everybody is healthy, vessel is clean and all certificates of vaccination are complete. However, if there is a suspicious quarantineable disease, a probationary pratique should be issued and after six days, if it was found out that there was no quarantineable disease at all, free pratique will be issued.

RADIO: RCPI, Clavecella and CRC.

TUGS: Tugs normally meet vessel with Pilot at the five miles limit and assist Pilot in docking, using ship's lines.

BERTHING: Berthing is on a first-come first serve basis. During the North-east monsoon berthing is in daylight only for precautionary measures.

STEVEDORES: ETA should be advised two days before ship's arrival stating workable hatches and gang requirement for berthing and gang arrangement.

MEDICAL: It is necessary for the Agent to receive advance notice if there is serious medical attendance and hospitalisation. However, less serious medical attendance does not need notification. Port of Bislig has hospital facilities with complete smallpox, cholera, El Tor and typhoid vaccine available.

DENSITY: About 1.025 with tendency to become heavier during dry season and on flood tide.

FRESH WATER: There is no available water supply. Water facilities may be installed with completion of additional pier.

FUEL: There is no available fuel supply.

DEVELOPMENTS: More berthing facilities are on the programme for the next three to five years when the pulp and paper mill is in operation. Installation of more log-processing plants to increase shipments.

GANGWAY/DECK WATCHMEN: P1.00 per hour for at least 3 men.
OPENING/CLOSING HATCHES: Rigging of booms is done by ship's crew, while opening and closing of hatches is carried out by stevedores.
CUSTOMS ALLOWANCES: 200 cigarettes and one bottle liquor for each man.
IDENTIFICATION CARDS: Needed.
REPAIRS: Very limited.
AIRPORT: 3 kilometres distant; daily flights except Sunday.
TIME: Local Standard Time is 8 hours ahead of GMT.
HOLIDAYS: On Christmas Day; New Year's Day and Good Friday. Cargo work may be arranged.
AUTHORITY: Collector of Customs, Port of Bislig.

CEBU, Cebu Island: 10.18 N. 123.54 E.

DOCUMENTS:
1 copy Letter to the Quarantine Officer.
1 copy Free Pratique issued by Quarantine Officer.
1 copy Oath of Master (ship coming from foreign port).
1 copy Oath of Master (ship coming from local port).
1 copy Clearance from last port.
6 copies List of Ports of call.
6 copies List of Passengers Manifest.
5 copies Baggage Declaration of disembarking passengers.
6 copies Crew's Manifest.
5 copies Personal Effects List of crews.
5 copies Bonded Store List/Ship's Store List, etc.
5 copies Parcel List.
1 copy Narcotics List.
1 copy Firearms and Ammo List.
1 copy Foreign Currency List.
6 copies Inward Foreign Cargo Manifest.
PILOTAGE: Advance notice 24 hours before arrival, giving draft, ETA pilot station, whether coming via North or South Entrance. Pilotage compulsory. Pilot boarding South Entrance at Lauis Ledge of Black Buoy No. 1; Pilot boarding North Entrance between Bagacay and Bontolinao lights.
ANCHORAGE: North Entrance between Pier No. 2 and Caltex Bunkering Station. South Entrance between Shell Island and Kawit Island, in front of Lu Do & Luym's private wharf.
ENTRY RESTRICTIONS: No restriction on night entry. If draft above, North 26 ft. and South 30 ft. vessel cannot go alongside.
MAX. SIZE: Length 550 ft.; draft Shell Island 30 ft., Caltex 25 ft., General Milling Corp. 28 ft., and Mobil 28 ft.
HEALTH: Pratique obtained after Quarantine personnel have boarded, mustered crew and passengers, and examined ship's health documents. Pratique automatic if vessel coming from another Philippine port.
RADIO: Globe Mackay Cable & Radio Corp.
Call letters DZM.
Working frequencies: 4328 kc, 6492 kc, 8656 kc, 1298 kc.
Listening frequencies: 425 kc and 500 kc; 6265·5–6258·5 kc; 8354–8374 kc; 12531–12561 kc.
Call letters: DZG.
Working frequencies: 483 kc, 4308 kc, 6462 kc, 8616 kc, 1292 kc, 17232 kc.
Listening frequencies: 425 kc, 432 kc and 500 kc; 6265·5–6280·5 kc; 8354–8374 kc; 12531–12461 kc; 16708–16748 kc.
TUGS: Tugs: 300 h.p. and 600 h.p. Tugs will assist berthing. Ship's lines always used.
BERTHING: anytime except when current strong at a certain time on North side of Piers 1 and 2.
BRIDGES: Bridge crossing North Channel, clearance 70 ft. under construction. Channel meanwhile closed to navigation.
STEVEDORES: Ordered by Agents, no ETA to stevedores necessary from Master.
RADAR/VHF: No existing radar service. Master may contact Cebu Stevedoring Company through Channel 1 (156·7 Megacycle) and Channel 2 (157·8 Megacycle) VHF.
MEDICAL: No advance notice to Agents needed. Hospital facilities available anytime.
TANKERS: See "Max Size".
FRESH WATER: Most berths supply by shore installation, otherwise by barge or trucks.
FUEL: All grades available.
FIRE PRECAUTIONS: Tankers discharging: smoking only allowed in saloon (officers), crew in the messroom.
DEVELOPMENTS: Reclamation project at the North side of Cebu.
GANGWAY/DECK WATCHMEN: Services of watchmen necessary subject Master's recommendation. Cost Pl.50/hour (approx.).
OPENING/CLOSING HATCHES: Stevedores, with aid of ship's crew.
CUSTOMS ALLOWANCES: (Tobacco) One carton a week for each crew member. (Wine and/or Spirits) One bottle a week for each crew member.
IDENTIFICATION CARDS: Required by Immigration Authorities.
CONSULS: British tel. 7–22–68; Norwegian 9–77–20; Chinese 7–45–85; American 7–31–51.
REPAIRS: Minor repairs possible.
DRY DOCK: Cebu Shipyard – maximum 1,000 dwt only.
REPATRIATION: Facilities available.
AIRPORT: Distance 7 miles from port and regularly served by all domestic airlines.
TIME: Local time based on the 120 East meridian. GMT plus 8 hours.
HOLIDAYS: Cargo can be arranged during holidays, which are the following: New Year (January 1st); Maunday Thursday; Good Friday; Bataan Day (April 9th); Labour Day (May 1st); Independence Day (June 12th); Republic Day (July 4th); Bonifacio Day (November 30th); Christmas Day (December 25th); Rizal Day (December 30th).
SHORE LEAVE: Crew members allowed ashore any time, except Chinese nationals.
DELAYS: Berthing on North side of piers depends upon tide and current. South side of piers, vessel can dock any time.
AGENT: Smith, Bell & Co. (Phil.) Inc., Corner M.C. Briones and P. Burgos Sts., Cebu City. Tel. 7–52–98, after office hours 72630, 9–70–14. Lloyds Agents. Cables: "Bell Cebu".

CLAVERIA, Luzon: 18.37 N. 121.02 E.

DOCUMENTS: Required by Customs officers'.
2 copies Crew List.
2 copies Crew Manifest.
2 copies Bonded Store List.
2 Passenger List.
7 Inward Manifest.
2 Narcotic List.
2 copies Money List.
Clearance from Last Port.
PILOTAGE: There are no telegraphic addresses of pilot stations although Pilots could be contacted in the Port of Manila with at least 3 days advance notice.
ANCHORAGE: Very deep and wide, safe enough to accommodate 6 ships at a time.
RESTRICTION: No restriction whatsoever is imposed upon entry day or night time.
MAX. SIZE: Maximum length permissible is around 300 metres.
HEALTH: Pratique is granted as soon as the ship's Master has presented all his crew for vaccination in case same has expired and/or verification of its crew's health record and the submission of the Maritime Declaration of Health of the ship duly signed by the Master.
RADIO: Cables could be routed through RCA or DZN Manila for ship's Agents.
TUGS: Only required for lighters. Upon anchorage tugs could be called by blowing the ship's whistle twice.
STEVEDORES: No particular ETA advice in order to arrange gangs.
MEDICAL: Not necessary for ship's Agents to receive advance notice of required medical attendance. Doctors available.
FRESH WATER: No fresh water available for ships in this port.
FUEL: Not available in this port.
DEVELOPMENT: The construction of a breakwater.
GANGWAY/DECK WATCHMEN: It is recommended that ships that call at this port employ watchmen.
OPENING/CLOSING HATCHES: Is carried out jointly by ship's crew and stevedores.
CUSTOMS ALLOWANCES: 200 cigarettes for each man a week, and one bottle wine/spirits.
IDENTIFICATION CARDS: Not needed in this port.
CONSULS: No Consuls could be contacted in this port, although they could be contacted in the City of Manila.
REPAIRS: Major repairs not advisable in this port.
REPATRIATION: Changing of crew can be carried out by ship's Agent in Manila, Cebu or in any other big ports in the Philippines.
AIRPORT: No government airport in this port, although there is one private but no regular flights.
TIME: GMT plus eight hours.
GENERAL: See "Manila" for general information.
AUTHORITY: Collector of Customs, Claveria.

JOLO: (Jolo Island) 06.03 N. 121.00 E.

DOCUMENTS:
1 copy of Clearance issued by the last Port of Call.
1 copy of Quarantine Clearance.
2 copies of Crew List.
2 copies of Crew Possessions' List.
2 copies of Stores List.
2 copies each of Narcotic, Firearm, Passenger, Mail, Parcel and Money Lists.
5 copies of Inward Foreign Manifest.
PILOTAGE: Telegraphic advice to pilot station required 48 hours in advance. Pilot boards in quarantine anchorage.
ANCHORAGES: 4 miles North-west of Piers I and II.
RESTRICTIONS: Entry permitted only before sunset and after sunrise. Vessel should wait 4 miles off Piers for quarantine or Pilot service.
MAX. SIZE: Up to 8,000 tons dwt.
HEALTH: Wait for quarantine doctor at quarantine anchorage. To obtain pratique, the ship's Master must advise the ship's Agent vessel's ETA in advance. The ship Agent must in turn advise the quarantine officer of the arrival of the vessel 2 to 3 hours before the vessel sails into port. When the vessel arrives at the quarantine anchorage, the quarantine officer boards and inspects the same and if the vessel is found to be free from all quarantinable diseases, pratique is granted.
Automatic pratique is granted only to naval vessels.
Pratique is no longer necessary when the vessel entering the port has called at another port in the Philippines immediately before.
RADIO: Radio Corporation of America or Mackay Radio.
TUGS: None available.

BERTHING: As may be directed by Wharfinger.
STEVEDORES: ETA advices required in order to arrange gangs.
MEDICAL: It is always necessary for ship Masters to notify their Agents of required medical attention at least two to three hours before arrival. Hospital facilities are available. Vaccination/Fever Certificates required, especially those against cholera, smallpox and yellow fever.
DENSITY: 1025.
FRESH WATER: Available, direct line to ship from all berths.
FUEL: Available. Delivery direct line to ship from pier.
GANGWAY/DECK WATCHMEN: Services of watchmen necessary at a cost of P2.00 per hour.
OPENING/CLOSING HATCHES: This work is normally carried out by stevedores.
CUSTOMS ALLOWANCES: 200 cigarettes for each crew member, and one bottle of liquor for each crew member.
IDENTIFICATION CARDS: Essential.
REPATRIATION: Effecting crew changes and arranging necessary repatriation are carried out by the Immigration Office in the port with the assistance of the ship Agent and the Foreign Embassy concerned.
CONSULS: None.
REPAIRS: No facilities.
AIRPORT: Plane flight twice a day to Manila for international connections.
TIME: Local Civil Time is 8 hours ahead of GMT. This time reckoning is constant throughout the year.
HOLIDAYS: New Year's Day (1st January); Bataan Day (9th April); Holy Thursday (variable); Good Friday (variable); Labour Day (1st May); Independence Day (12th June); Republic Day (4th July); All Saints' Day (1st November); National Heroes Day (30th November); Christmas Day (25th December); Rizal Day (30th December). When any holiday falls on a Sunday, the following day (Monday) is by law considered a legal public holiday. As a general rule, employees of the government in the Phillippines do not work on Saturdays. Cargo work on board vessels on these holidays can be arranged.
POLICE/AMBULANCE/FIRE: Telephone numbers can be supplied by Agent.
TELEPHONES: Cannot be connected on board vessels.
SHORE LEAVE: Crew of vessels who are nationals of countries with whom the Philippines maintains diplomatic relations can be allowed ashore after securing a pass from the Immigration Officer in the port. Restricted aliens (citizens or nationals of Iron and Bamboo Curtain countries) are not allowed on shore as a matter of policy.
DELAYS: Availability of berthing space.
PORT AUTHORITY: Collector of Customs, Jolo, Sulu.

JOSE PANGANIBAN, Luzon: 14.17 N. 122.42 E.

DOCUMENTS:
5 copies Crew List.
3 copies Passenger List.
4 copies Inward Manifest.
4 copies Outward Manifest.
5 copies Stores List.
3 copies Personnel Effects List.
3 copies Narcotics List.
3 copies Tobacco List.
3 copies Ship's Particulars.
Ship's Registry and Quarantine Papers from last Port of Call.

PILOTAGE: Compulsory for entrance and for clearance. ETA must be forwarded to the Agency in Manila; the last telegram from the Master w/ETA will be transmitted by radio to Pilots at Jose Panganiban (mentioning Larap if the vessel goes direct to Larap, J.P., and also to the loader in Daet. (Daet is the Capital of North Camarines.) In case of change of time, the hour of expected arrival may be forwarded directly to the Harbour Pilot. Master to pilot his vessel 1·5 miles South of Tanao Island lighthouse and steer 180° at moderate speed to meet the Pilot.
ANCHORAGE: About 1 to 2 miles W. of Pinandugan Point; advisable to await Pilot; in 8 to 11 fathoms or proceed Southward at slow speed to meet Pilot.
RESTRICTIONS: Entrance can be at any time day or night, but during Northern monsoon advance notice should be given to consider the use of a motor-boat instead of small-motored *banea;* in case of meeting outside harbour limits the request should be made to Pilot by the Master of vessel entering.
MAX. SIZE: Maximum draft not to exceed 30 ft.
HEALTH: To obtain pratique, the ship Master must advise Agent vessel's ETA in advance. The foregoing advice is very important because the ship Agent must in turn advise the quarantine officer of the arrival of the vessel 2 to 3 hours before the vessel sails into port. When the vessel arrives at the quarantine anchorage, the quarantine officer boards and inspects the same, and if the vessel is found to be free from all quarantinable diseases, pratique is granted. Automatic pratique is granted only to naval vessels. Pratique is no longer necessary when the vessel entering the port has called at another port in the Philippines.
RADIO: RCPI (Radio Communications of the Philippines, Inc.).
TUGS: A motor-boat is used by the PIM (Phil. Iron Mines) in Larap for vessels to load for them in that bay, but it is not needed for Panganiban Bay.
MEDICAL: Good hospital facilities in Larap and in Daet. There is also rural Medical Officer in this locality.
FRESH WATER: Insufficient fresh water on the pier to supply ships.
WATCHMEN: There is watchmen service in this port; number of watchmen at ship's convenience, charging P1.50 per hour for gangway watchmen and P1.00 for the patrol watchman.
OPENING/CLOSING HATCHES: An additional charge for this job is imposed if carried out by stevedores. The crew can, however, do the job.
CUSTOMS ALLOWANCES: 200 cigarettes for each member of the crew.
IDENTIFICATION CARDS: Only those which have to be shown to Immigration Officer with booklet are necessary. Immigration Officer will board vessel after the doctor's clearance.
REPATRIATION: Effecting crew changes and arranging necessary repatriation are carried out by the Immigration Office in the port with the assistance of the ship Agent and the Foreign Embassy concerned.
AIRPORT: In Larap and in Daet. Daily trips to Manila.
TIME: Local Civil Time is 8 hours ahead of GMT. This time reckoning is constant throughout the year.
HOLIDAYS: New Year's Day (1st January); Bataan Day (9th April); Holy Thursday (variable); Good Friday (variable); Labour Day (1st May); Independence Day (12th June); Republic Day (4th July); All Saints' Day (1st November); National Heroes Day (30th November); Christmas Day (25th December); Rizal Day (30th December).
SHORE LEAVE: Crew of vessels who are nationals of countries with whom the Philippines maintains diplomatic relations can be allowed ashore after securing a pass from the Immigration Officer in the port. Restricted aliens (citizens or nationals of Iron and Bamboo Curtain countries) are not allowed on shore as a matter of policy.
PORT AUTHORITY: The Collector of Customs, J. Panganiban, Bureau of Customs.

ILOILO Panay: 10.42 N. 122.35 E.

PORT LIMITS: Iloilo Harbour is defined as that portion of Iloilo Strait within the following boundaries: an imaginary line extending from the Northern bank of Dumangas River, Island of Panay, across Iloilo Strait to Navalas Point on the Northern coast of Guimaras Island; thence along the North-west and West shore of Guimaras Island to Lusaran Point, thence along an imaginary line extending from Lusaran Point to the South bank at the mouth of Siuaragan River in the municipality of San Joaquin, Province of Iloilo, Island of Panay, to the North bank of Dumangas River.
DOCUMENTS:
6 Crew Lists.
1 Visaed Crew List.
2 Crew Personal Effects Lists.
3 Passenger Lists.
1 Health Declaration.
10 Cargo Manifests.
3 Cargo Stowage Plans.
1 Bill of Lading.
2 copies of Customs Documents.

PILOTAGE: All foreign-going vessels required advise ETA 24 hours before arrival. Telegraphic address Iloilo Pilots. Pilot station: South entrance at Sinapsan Point; North entrance at Navalas Point. Pilot boat painted white with name "Pilot" on top, carries flag "H". Sound signals for calling Pilot, two long blasts and one short.
Northern entrance: Pilot boards vessels at Northern entrance to Iloilo Strait 2 miles East of Navalas Point. Maximum draft 24 ft. Entry and departure in daytime only.
Southern entrance: Pilots board vessel 1 mile West of Sinapsan Point. Vessels can be brought in and out of the harbour at any time, maximum draft 30 ft. Vessels with more than 30 ft. draft must wait for high tide.
RESTRICTIONS: Iloilo Strait, separating Panay and Guimaras Islands, has a width of about 0·9 mile at its narrowest part. This important thoroughfare leads to the port of Iloilo. Its shorelines are very irregular, and the navigable channels are narrowed by Iguana bank and Siete Pecados Islands on the Northern entrance and by Oton bank on the Southern entrance. Ocean vessels use only the South entrance when entering Iloilo Strait. Incoming vessels are met and boarded by Iloilo Pilot at Sinapsapan Point. Pilotage is compulsory. Oton bank is of soft muddy sand, about 0·1 mile West South-west of the Southern extremity of the flat on which Iloilo City stands and extends about 8 miles in a West South-westerly direction. It is composed of shifting sand and said to be extending Westward; vessels should not attempt to cross it. There is a narrow channel between it and the Panay shore, used by coast-wise vessels, but the main channel into Iloilo is between the bank and Guimaras Island. It is the sand bar along this channel that limits the draft of ocean vessels, entering or leaving Iloilo Strait, to a maximum of 33 ft. on a 5.0 ft. tide.
ANCHORAGE: Vessels waiting for Pilot may anchor in vicinity of pilot boarding station. No specified quarantine or Customs anchorages. Ships may anchor at any place North or South of the mouth of the Iloilo River provided that they do not obstruct navigation.
MAX. SIZE: No restrictions on length and breadth. Vessels over 30 ft. draft dependent on height of tide.
HEALTH: All overseas vessels calling first port of entry are subject to quarantine until free pratique granted. Quarantine doctor boards on arrival and issues Bill of Health subject to Master's Health Declaration and clearance from last port. Agents must be advised by radio in advance if suspected disease or fever on board. Pratique automatic for vessels coming from another port in the Philippines.
RADIO: Sarmiento Radio via Phimacomi, call sign DZZ. Frequencies 6 and 8 mhz.

TUGS: Berthing assistance by tugs available if requested. Ship's lines used. Pilot boats normally assist berthing.
BERTHING: Limited berthing space at pier berths, accommodation for two vessels only. Advance information required for vessels loading bulk sugar or molasses, since only one vessel may berth at a time.

Guimaras Island: Molasses installation, the molasses loading pier, owned and operated by the Luzon Stevedoring Co., is easily picked out and distinguished by the three steel tanks and one concrete tank situated on a hill just above the pier and should not be confused with the Jordan municipal pier laying just south of it. The pier is T-shaped, being 25 ft. at the face with a row of four pile clusters in line with the face, with a total span of about 300 ft. and with ample mooring facilities. It is recommended that berthing be done at flood tide, with the assistance of a Pilot obtainable at Iloilo. Unberthing can be done at any time. The three steel and one concrete tanks has an aggregate capacity to store 52,400 tons of molasses. Three of these four tanks are provided with pneumercator scales. The molasses outloading berth is located about 800 ft. North of the bulk sugar outloading berth and its outloading capacity is about 5,500 tons of molasses per day. Tankers with as much as 12,000 tons deadweight capacity have been handled here.

Bulk sugar installation. The berth has an average depth of water alongside of 40 ft., the shallowest portion being 33 ft. at the Southernmost part of the breakwater extending down to the inloading berth. Maximum length of vessel so far accommodated is 633 ft. (without utilising hatches 1 and 7). The outloading capacity for bulk sugar is from 7,000 to 8,000 tons per day, while the capacity to inload from barges into its three warehouses is about 4,000 tons per day. The three warehouses have a total capacity of 60,000 tons. Outloading of bulk sugar to ocean vessels is affected by means of conveyor system running from the warehouses to the outloading tower which has two retractable boom bridges fitted with ship trimmers. Height of boom bridge down to its base is 31 ft. with the water level during high tide being one foot below this base. Carrier vessels coming alongside to load therefore should not exceed the height of 32 ft. from waterline to hatch coaming in order to allow boom bridge of the outloadng tower clearance over the hatch opening.
STEVEDORES: Advise Agent before arrival details of cargo and number of gangs required.
MEDICAL: Agent should be advised 24 hours in advance of any medical requirements. Hospital facilities available. All crew require valid vaccination certificates.
FRESH WATER: Delivered by barge, minimum charge for 40 metric tons. Available from Guimaras Shore Installation, minimum charge for 40 metric tons
FUEL: Bunker "C" available, subject to three days advance notice.
WATCHMEN: Services of shore watchmen recommended.
HATCHES: Opening and closing hatches is normally done by stevedores except for McGregor or other automatic hatch covers which are operated by the crew.
CUSTOMS ALLOWANCES: 200 cigarettes in an open carton allowed each man. No allowance for wine or spirits.
CARGO GEAR: Details of any heavy lifts should be advised to avoid delay.
IDENTIFICATION CARDS: Required for shore leave. Seamen's books or passports usually deposited with Immigration.
CONSULS: Great Britain, telephone 5086. All other Consuls at Manila.
REPAIRS: Minor repairs can be effected. Dry docks for local barges and launches only.
REPATRIATION: Can be arranged subject to Immigration approval.
AIRPORT: Situated about 4 miles from the port with regular local services.
TIME: GMT plus 8 hours all the year round.
HOLIDAYS: 1st January, Holy Thursday, Good Friday, 9th April, 1st May, 12th June, 4th July, 25th December, 30th December. Cargo work may be arranged on these days.
POLICE/FIRE/AMBULANCE: Police, tel. 55–21; Fire, tel. 30–11; Ambulance, tel. 26–12 or 25–61.
TELEPHONES: No facilities for placing telephones on board.
SHORE LEAVE: Crew members are allowed ashore subject to Immigration control.

AGENTS: Smith Bell & Co. (Philippines) Inc., tel. 28–51. Telegraphic Address: Bell Iloilo.

MANILA, Luzon: 14.40 N. 121.00 E.

DOCUMENTS:
6 copies Inward Foreign Cargo Manifests:
1 copy Customs Marine Division.
1 copy File – Surveyor's Office.
1 copy Customs Secret Service Division.
1 copy Customs Auditor.
1 copy Plant Quarantine Officer.
1 copy Terminal Contractor (Arrastre).
3 copies Ship's Stores Lists:
1 copy Customs Marine Division.
1 copy Customs Inspector in charge of vessel.
1 copy Customs Harbour Police.
2 copies Crew Personal Effects Lists:
1 copy Customs Marine Division.
1 copy Customs Inspector in charge of vessel.
1 copy Customs Harbour.
2 copies Visaed Crew List: To be handed to Immigration Officer.
7 copies Crew Lists.
2 copies Customs Marine Division.
2 copies Immigration Officer.
1 copy Customs Inspector in charge of vessel.
1 copy Manila Police Department representative.
1 copy Customs Secret Service Division.
5 copies Landing Passengers Manifests (BU of Immigration Form 15):
4 copies Immigration Officer.
1 copy Manila Police Department representative.
6 copies Landing Passengers Lists:
2 copies Customs Marine Division.
1 copy Customs Inspector in charge of vessel.
1 copy Appraisers (Baggage Section) Division.
1 copy Customs Secret Service Division.
1 copy Manila Police Department representative.
7 copies in Transit Passengers Lists.
2 copies Customs Marine Division.
2 copies Immigration Officer.
1 copy Customs Inspector in charge of vessel.
1 copy Manila Police Department representative.
1 copy Customs Secret Service Division.
Baggage Declarations:
1 copy per Landing Passenger of per Head of family.
Other Papers:
Quarantine Pratique.
Ship's Register and clearance from Last Port called should also be handed to the Boarding Officer.

PILOTAGE: The Pilot will board vessels in the quarantine anchorage at the completion of the quarantine inspection if vessels are proceeding to one of the 26 anchorages within the breakwater or to one of the piers.

Pilotage for anchoring or leaving anchorage within the breakwater is compulsory, as well as when docking and undocking at any of the piers.
ANCHORAGE: The position and bounds of the quarantine anchorage may be determined as follows: From the Manila Outer Harbour light buoy No. 1, approximate position, Lat. 14° 33′ 09″ N., Long. 120° 54′ 00″ E., thence on a range of 76° 24′ true, Custom House City Hall Towers 4,000 yards to approximate position Lat. 14° 34′ 50″ N., Long. 120° 56′ 00″ E., thence 180° true 119 yards to approximate position Lat. 14° 34′ 14″ N., Long. 120° 50′ 00″ E., thence 242° 30′ true 4,440 yards to the Manila Outer Harbour lighted buoy No. 1 at point of commencement.

When approaching the quarantine anchorage during daytime, the ship should fly her registered signal letters. When the vessel arrives during night at the quarantine anchorage, vessel's call letters should be hoisted at daylight as well as the "Q" flag. If vessel is carrying mail also the "Y" flag should be hoisted until delivery is effected.
RESTRICTIONS: Vessels entering Manila Bay through the North channel shall pass midway between La Monja Island and Guardia Shoal and shall proceed directly through the middle of the channel between Corregidor Island and the mainland, steering 070° until 1 mile distance from the shore is cleared. The same route shall be followed by vessels when leaving Manila Bay through the North channel.

Vessels entering Manila Bay through the South channel should not approach any shore closer than 1 mile and shall keep South of the restricted area, South of La Monja, Corregidor and Caballo Islands, which is embraced within the North sector of the following two bearings: 296° from El Fraile Island and 236° from Caballo Island lighthouse; furthermore on the Southern side of the channel, they shall not approach the line joining El Fraile and the North-west point of Limbones Island closer than 1 mile. The same restrictions apply to vessels leaving Manila Bay through the South channel.

There are no uncharted obstructions between the entrance to Manila Bay and the quarantine anchorage and vessels should have no difficulty proceeding over this route. Frequent difficulty is experienced in picking up Sangley point light because of its low visibility and the background of shore lights.
MAX. SIZE: Pier 9, length 250 m., draft 20 ft. Pier 13, length 400 m., draft 32 ft. Pier 15, length 380 m., draft 35 ft. Tankers: Up to 40 ft. draft at Rosario Sea Berth.
RADIO: Weather information and Notices to Mariners are broadcast daily from the following local radio stations:

DZA	2,598 kc	8.30; 6.30	10.30 a.m.; 8.30 p.m.	12.00 noon
DZRH	650 kc	5.20—	5.25 a.m.	4,20–4.25 p.m.
DZAQ	620 kc	between	5.00 to 5.30 a.m.	
DZBB	580 kc	,,	5.00 to 5.30 a.m.	
DZBC	1,000 kc 9,550 kc	,,	5.00 to 5.30 a.m.	
	710 kc		5.00 to 5.30 a.m.	
DZFM	6,170 kc 11,840 kc	,,	10.00 to 10.30 a.m. 4.00 to 4.10 p.m.	
DZPI	800 kc 9,500 kc	,,	5.00 to 5.30 p.m.	
DZRC	950 kc	,,	4.30 to 4.35 p.m.	

Station DUS of the Coast and Geodetic Survey may be contacted for urgent nautical information at 0820 and 1350 hours weekdays and 0820 and 1220 on Saturdays. DUS transmits on 8690 kc (CW) and receives on 8412 kc (CW).
BERTHING: Vessels having 100 tons or more of general cargo for discharge (except those granted ship-side delivery permits) must berth at piers for such discharge. Ship-side delivery permits

are issued by the Bureau of Customs on certain merchandise considered as bulk cargo.

There are piers available for ocean going vessels with a total of 14 berths and a total area covered of 376,955 sq. ft.

	Controlling Depths Alongside Piers	*No. of Sheds per Pier*	*Total Covered Area per Pier*
PIER 13			
Inner Berth, South side,	23 ft.	4	129,536 sq. ft.
Outer ,, ,, ,,	32 ft.		Capacity 12,900 tons
Inner ,, North ,,	23 ft.		
Outer ,, ,, ,,	32 ft.		
PIER 9			
Inner Berth, South side,	22 ft.	4	156,000 sq. ft.
Outer ,, ,, ,,	32 ft.		Capacity 16,000 tons
Inner ,, North ,,	22 ft.		
Outer ,, ,, ,,	32 ft.		
PIER 7			
North side	24 ft.	1 bulkhead	44,449 sq. ft. 5,000 tons (Bulkhead) 1,950 tons (Uncovered)
PIER 3			
Inner Berth, South Sise	24 ft.		
Outer ,, ,, ,,	29 ft.		
Inner ,, North ,,	18 ft.		
Outer ,, ,, ,,	25 ft.		

STEVEDORES: Stevedoring is handled by Luzon Stevedoring Co. and the Delgado Stevedoring Co., supply ample labour, lighters and tugs. Cargo averages about 10 tons per hour and for the following bulk cargo: Copra, in bulk, 10/12 tons per gang hour. Copra cake and meal, 15/20 tons per gang hour. Desiccated coconut, 250–300 bags per hours. Hemp, 80/100 bales per gang hour. Sugar, 25 tons per gang hour. For the discharging of coal or gypsum, the rate is about 25 tons per hour.

TANKERS: Filoil Refinery Corporation Terminal. Rosario. The mooring place is a conventional sea berth located in position Latitude 14° 26′ 30″ N., Longitude 120° 49′ 24″ E., that is 1·5 miles offshore from Rosario, Cavite. Depth of water 45 ft. Usual method of mooring for conventional sea berths. Both anchors required to be ready but normally only the starboard anchor is used. Mooring is only effected day time, but unmooring can be carried out at any time. Normal number of lines required, 10 aft and 2 forward. After the mooring the vessel is heading in a W.S.W. direction parallel with the tide current flow. The port derrick is required for cargo hose handling, with a SWL of 5 tons. Three tug-boats are normally used for mooring but two for unmooring.

Two submarine hoses 10 in. and 255 ft. in length are available connected to 24 in. submarine line which is 2·5 miles in length. Maximum discharge pressure allowed at ship's manifold is 120 lb./sq. in. and not less than 60 lb./sq. in. Hose connecting/disconnecting gang is available under contract with Filoil Refinery Corporation.

FUEL: Fuel oil can be obtained from the Esso, Mobil, Caltex and Shell Oil Companies. Delivery by barge is made either at one of the anchorages within the breakwater or at the piers. Where possible, prior notice of 72 hours should be given the oil companies. Maximum rate of loading is 100 tons of bunker fuel and 125 tons of diesel fuel per hour.

MEDICAL: Complete hospital facilities are available in Manila.

REPAIRS: The Mariveles shipyard operated by the National Shipyard and Steel Corporation located at Mariveles Harbour have facilities for the dry docking and repairs of vessels up to 10,000 gross tons and of length and draft up to 500 ft. and 25 ft.. respectively.

SERVICES: The Atlantic Gulf and Pacific Co. is equipped to undertake cleaning of tanks for receipt of coconut and vegetable oils. Where the tanks have contained coconut or vegetable oils previously, the time required for cleaning is from 18 to 30 hours; where tanks have previously held wood oils or fuel oils, the time required to prepare them is from 48 to 60 hours.

Vessel requiring the services of a launch at any time of the night should use the following signal to which the harbour transport launches will answer: Searchlight, signal lamp or open blinker light pointed straight up slightly inclined shoreward and left on until launch arrives alongside.

AGENTS: Wallem and Company (Philippines) Ltd., 540 T. M. Kalaw, Ermita, Manila. Tel. 48071. Telex. MN3328. Cables: Wallem Manila.

MASAO: 09.00 N. 125.29 E.

DOCUMENTS:

7 copies of Inward Foreign Manifest.
2 copies of Crew List.
Passenger List.
Narcotics List.
Curio or Personal Effects List.
Stores List.
Vessels General Information List.
Money List.
Firearms List.

PILOTAGE: Pilotage is compulsory and appropriate notice should be sent to the Masao Pilots' Association at least 24 hours before the arrival of the vessel.

ANCHORAGE: The anchorage is wide and deep enough to accommodate as many as twenty vessels at one time.

RADIO: Any commercial radio systems would be sufficient, such as Globe, or Mackay or RCA.

TUGS: At Magallanes Bay, where majority of foreign vessels discharge, tugs are not needed, as anchorage is done along the stream. But at Nasipit, the pilot launch will handle the lines for mooring.

BERTHING: Vessels work cargo to lighters in Magellanes Bay. At Nasipit: Copra loading.

STEVEDORES: No particular ETA advices necessary; exporters will handle the advice of their stevedores.

MEDICAL: Necessary for Agents to receive advance notices for medical attention required; hospitals to handle major medical cases.

FRESH WATER: This is available at Nasipit, but notice should be given to the Agent who in turn will serve notice to Messrs. Nasipit Lumber Co. Water is delivered by truck at a cost of P3.00 per ton.

GANGWAY/DECK WATCHMEN: Available and recommended. Deck watchmen get P1.00 per hour and gangway watchmen get P1.50 per hour.

OPENING/CLOSING HATCHES: This is normally carried out by members of the crew, but at Nasipit, in the case of American vessels, this is done by the stevedores, chargeable to the exporters.

CUSTOMS ALLOWANCES: 200 cigarettes and a bottle of wine for each crew member would be allowed during the duration of the vessel's stay in port. Request for additional needs could be arranged by the Master through the Customs Inspector on board.

IDENTIFICATION CARDS: Necessary.

CONSULS: None. Nearest at Cebu, and Manila.

REPAIRS: All types of repairs on deck require the permission of the Collector of Customs.

REPATRIATION: Can be arranged.

AIRPORT: Distance to the airport is about 4 kilometres and flights are daily to Manila. Philippine Airlines, Filipinas Orient Airways have their regular flights for Manila, Cebu, Cagayan de Oro, and Davao.

HOLIDAYS: Cargo can be worked on any day except New Year, and Independence Day, 12th June.

SHORE LEAVE: Allowed.

AUTHORITY: The Collector of Customs, Port of Masao, Butuan City.

SAN FERNANDO, Luzon: 16.37 N. 120.17 E.

DOCUMENTS:

1 copy of Clearance issued by the last Port of Call.
1 copy of Quarantine Clearance.
2 copies of Crew List.
2 copies of Crew Possessions' List.
2 copies of Stores List.
2 copies each of Narcotic, Firearm, Passenger, Mail, Parcel, and Money Lists.
5 copies of Inward Foreign Manifest.

PILOTAGE: Send telegraphic message (through the ship Agent) addressed to Port Pilot, San Fernando, La Union, Philippines, at least 24 hours before expected time of arrival. This is the only means by which the Pilot can be contacted.

The moment the Pilot receives the 24-hour advance notice of ETA, he is under constant watch for the vessel to appear outside the Harbour. When vessel appears, he meets the same in an ordinary outboard motot-boat, which is painted white and bearing International Flag "H".

The vessel, when calling the Pilot, flies the International Flag "G" or sounds a signal of two long and one short blasts.

The Pilot boards within 3 miles of the lower beacon. In case of bad weather or when pilot boat cannot be seen, the vessel can proceed to the quarantine anchorage as there is no specific anchorage for vessels awaiting a Pilot. The Pilot does not go out during stormy weather. He requires a rope ladder for boarding or disembarking when the sea is rough.

ANCHORAGES: The Port of San Fernando is one of the deepest in the Philippines, and the quarantine anchorage as well as the anchorage for vessels waiting to dock at the piers can accommodate vessels up to 30,000 dead weight tons.

MAX. SIZE: The maximum permissible tonnage of a vessel which can be ordinarily accommodated at the piers is 10,000 tons irrespective of the length, breadth, draft, and kind of the vessel. The state of tide does not affect the dimensions of the vessels. However, vessels with a tonnage of more than 10,000 tons up to 30,000 tons need the aid of tug-boats so that they can be manoeuvered into the pier area.

HEALTH: To obtain pratique, the ship Master must advise the ship Agent vessel's ETA in advance. The foregoing advice is very important because the ship Agent must in turn advise the quarantine officer of the arrival of the vessel 2 to 3 hours before the vessel sails into port. When the vessel arrives at the quarantine anchorage, the quarantine officer boards and inspects the same, and if the vessel is found to be free from all quarantinable diseases, pratique is granted. Automatic pratique is granted only to naval vessels. Pratique is no longer necessary when the vessel entering the port has called at another port in the Philippines immediately before proceeding to San Fernando.

TUGS: It is the ship Agent of the vessel who furnishes tugs. Whenever needed, the tug-boat normally joins the vessel near the pier while the vessel is docking and at the pier when the vessel is undocking.

BERTHING: All berths are alongside piers.

STEVEDORES: ETA advices are useful but gangs can be easily arranged even at short notice. The average load rate per gang (12 men) per hour is 20 tons, while the average discharge rate is 25 tons.

MEDICAL: It is always necessary for ship Masters to notify their

Agents of required medical attention at least 2 to 3 hours before arrival. Hospital facilities are available. There are three hospitals in the town of San Fernando. Vaccination/Fever Certificates are required, especially those against cholera, smallpox, and yellow fever.
TANKERS: There are no berths available for the exclusive use of tankers. Existing facilities for unloading oil have been installed alongside the piers by private oil companies for their own use.
FRESH WATER: Supply of fresh water is available at the government pier by pumping from shore-side to vessel at the rate of 15 tons per hour. The cost per ton is P5.00 if the purchase is less than 100 tons, but slightly lower (P4.500 per ton) when it is 100 tons or more.
FUEL: All grades can be readily supplied by any of the oil companies with oil depots in the port area.
DEVELOPMENTS: There is an ambitious programme to improve the marine terminal of the port which, among other things, includes reclamation and construction of additional storage facilities. Works on the breakwater, marginal wharf for fishing boats, and an industrial estate complete with a new pier, as well as the removal of wrecks (parts of sunken ships) inside the harbour are expected.
GANGWAY/DECK WATCHMEN: The employment of gangway/deck watchmen though not compulsory is recommended. Cost is P1.75 per hour on the gangway and P1.50 per hour on the deck.
OPENING/CLOSING HATCHES: An additional charge for this job is imposed if carried out by stevedores. The crew can, however, do the job.
CERTIFICATES: Those required are:
Certificate of Registration.
Certificate to Operate.
Certificate of Officers and Engineers (Licenses).
Officers and Crew-Seaman's Book.
CUSTOMS ALLOWANCES: 200 cigarettes for each crew member, and one bottle of liquor for each crew member.
IDENTIFICATION CARDS: Absolutely needed.
CONSULS: None at San Fernando.
REPAIRS: Deck and engine repairs are limited only to re-winding, welding, fixing electrical devices and connections, patching, and repainting.
DRY DOCKS: Except for the dry dock maintained and operated by the Atlantic Gulf and Pacific Company for the exclusive repair of U.S. Navy LCMs, no facilities of this nature in the port at present.
REPATRIATION: Effecting crew changes and arranging necessary repatriation are carried out by the Immigration Office in the port with the assistance of the ship Agent and the Foreign Embassy concerned.
AIRPORT: An airport, which is served by the Philippine Air Lines on a daily schedule to and from Manila and other points in Northern Luzon, is located about 1 kilometre from the pier area.
TIME: Local Civil Time is 8 hours ahead of GMT. This time reckoning is constant throughout the year.
HOLIDAYS: New Year's Day (January 1st); Bataan Day (April 9th); Holy Thursday (variable); Good Friday (variable); Labour Day (May 1st); Independence Day (June 12th); Republic Day (July 4th); All Saints' Day (November 1st); National Heroes Day (November 30th); Christmas Day (December 25th); Rizal Day (December 30th). When any holiday falls on a Sunday, the following day (Monday) is by law considered a legal public holiday. As a general rule, employees of the government in the Philippines do not work on Saturdays.
POLICE/AMBULANCE/FIRE: For Police and Fire, either call No. 99 (Phil. long distance tel.) or No. 0 (Gov't tel. System). For Ambulance, call directly for Lorma Hospital, Bethany Hospital or La Union Provincial Hospital on any of the two telephone systems above said.
TELEPHONE: Facilities for placing telephones on board vessels are not available at present.
SHORE LEAVE: Crew of vessels who are nationals of countries with whom the Philippines maintains diplomatic relations can be allowed ashore after securing a pass from the Immigration Officer in the port. Restricted aliens (citizens or nationals of Iron and Bamboo Curtain countries) are not allowed on shore as a matter of policy.
AUTHORITY: San Fernando Port Authority, San Fernando, La Union, Philippines. Tel. 90-R (Phil. Long Distance Tel. Co.). Cable Address, Poroport.

TACLOBAN: 11.15 N. 125.00 E.

DOCUMENTS: 3 copies of the following required:
Number of Crew Lists.
Passenger Lists.
Customs Documents.
Health Documents.
Manifests.
Bills of Lading.
Ship's Papers, etc.
PILOTAGE: Notice of ETA of vessel must be given at least 24 hours in advance and must be sent through cablegram direct to Harbour Pilot, Tacloban City.
ANCHORAGES: Safe anchorage: low tide, 17 ft. draft; high tide, 19 ft. draft; area for anchorage, 300 ft. length.
ENTRY RESTRICTIONS: At the discretion of the Harbour Pilot.
MAX. SIZE: Permissible length 300 ft. Draft low tide, 17 ft.; high tide, 19 ft.
HEALTH: Pratique is only necessary and required in the first port of entry; it is automatic when entering ports in the same country or state.
RADIO: Radio communication of the Philippines, Inc., Manila.
TUGS: Ship's Agent arranges tug's lines with watchmen.
BERTHING: Inform Customs Collector at least 24 hours before ETA of vessel so that berthing space can be reserved.
STEVEDORES: ETA advices should be furnished to stevedores through ship's Agent.
MEDICAL: Advance notice of required medical attention to ship's Agent essential.
FRESH WATER: Fresh water available delivered by water-tank truck at P3.00 per ton of fresh water.
FUEL: Not available.
GANGWAY/DECK WATCHMEN: Necessary for safety of vessel. Ship's Agent makes all necessary arrangements.
OPENING/CLOSING HATCHES: Normally carried out by stevedores.
SHIP CERTIFICATES: All documents required by International Shipping Rules and Regulations.
CUSTOMS ALLOWANCES: One carton cigarettes per week for each man. Wines/spirits at the discretion of the Collector of Customs.
IDENTIFICATION CARDS: Needed for inspection by Immigration Officer.
REPAIRS: Not possible.
REPATRIATION: Immigration Officer effects crew exchanges and arranging necessary repatriations.
AIRPORT: Distance from airport, 9 kilometres, and is regularly served by airlines.
TIME: GMT plus 8 hours. No alterations during the year.
HOLIDAYS: Depending upon agreement with stevedores, work may be performed during holidays.
POLICE/AMBULANCE/FIRE: All departments are within one minute's call from the harbour.
TELEPHONES: Can be connected on board if required.
SHORE LEAVE: Allowed.
AUTHORITY: Collector of Customs, Port of Tacloban, Philippines.

ZAMBOANGA: 06.54 N. 122.04 E.

DOCUMENTS:
1 copy of Clearance issued by the last Port of Call.
1 copy of Quarantine Clearance.
2 copies of Crew List.
2 copies of Crew Possessions' List.
2 copies of Stores List.
2 copies each of Narcotic, Firearm, Passenger, Mail, Parcel and Money lists.
5 copies of Inward Foreign Manifest.
PILOTAGE: Vessels approaching the port use International Code Signals for calling Pilot.
Pilot Station: Telegraphic address is Zamboanga Pilots, Zamboanga City. Estimate time of arrival (ETA) must be radioed 24 hours in advance. Pilots always on duty. Pilot boat is wooden launch painted white with red trimmings and displaying the pilot flag. The exact area where a Pilot will board vessel is in the vicinity of Little Sta., Cruz Island, for vessels coming from West, and near the vicinity of Rio Hondo for vessels coming from East. Alternative area in the event of bad weather is in the vicinity of Zamboanga Pier at a distance of at least 1 mile either way. Vessels awaiting Pilot should not necessarily drop anchor, provided 24 hours notice of their ETA is given by local Agents or the Master, to the Zamboanga Pilots, for a Pilot is *always* on duty.
ANCHORAGES: Owing to the steep bank, strong currents and hard, uneven bottom, there are no good anchorages off Zamboanga. However, anchorage may be made anywhere Southward of the wharf at a distance of about 3 cables from shore Eastward of an imaginary line from the Tide Indicator, at a depth of between 25 and 30 fathoms and giving 7 shackles of chain in the water. This will hold vessel even at strongest current of 6 knots. In the event of very bad weather the vessel should transfer her anchorage to Lamitan, a town 16 miles South-east of Zamboanga on the North coast of Basilan Island.
MAX. SIZE: No limits for anchoring. For berthing, up to 32 ft. draft.
HEALTH: Quarantine Officer will board the vessel for the necessary inspection of all crew on board. Thereafter he issues pratique, if and when he finds that there are no disease or fever on board. The pratique is valid until after the vessel departs to a foreign port.
RADIO: Universal Telecommunication Service, the Capitol Radio Telecommunication, the Telefast Radio Communication, the Radio Communications of the Philippines and the Telecom, operated by the National Government for receiving and transmitting radio messages night and day services.
TUGS: The position where tugs normally join the vessel is in the stream and the usual ship's lines or tug's lines are used. There is no charge collected for the use of the tug's lines.
BERTHING: The Zamboanga Government wharf is about 800 ft. long with a depth at the latest survey of the following: East end 30 ft.; mid-section 25 ft. and West end 21 ft. There is a private wharf at Baliwasan and vessels of 15,000 gross tons can dock there with the following limitations: Draft forward must not exceed 32 ft.; draft aft must not exceed 36 ft., upon completion of loading. Vessels docking at this wharf can only be docked at *flood* tide (current running East to West) and can only be undocked in the same manner. Two anchors must be used in this process and the vessel shall lay alongside the wooden pier always *port* side to. This wharf in Baliwasan is for loading coconut oil only.
TANKERS: There are four oil depots at Gavilan Pt. and at Bali-

wasan. (Shell, Mobil, Esso and Caltex.) Max. tonnage of 4,000 gross with a draft of not more than 18 ft. can be moored for discharge.
STEVEDORES: The Master of the vessel shall wire to the local Agents of the vessel so that a contract could be made with the shipper to arrange gangs.
MEDICAL: It is necessary for Agents to receive advance notice of required medical attention. Hospital facilities are available at all times. Inoculations are also required by the Quarantine Officer upon boarding a vessel.
FRESH WATER: Fresh water can be obtained only at night time due to low pressure. The approximate cost are as follows: from 1 ton to 50 tons, P2.00; from 51 tons to 75, P1.50; from 76 tons to 100, P1.00; from 191 tons to 150, P1.00; from 151 tons to 200, P0,80; and from 201 tons above, P0.60. If there is no available space at the Zamboanga Pier the vessel has to wait at the anchorage for a berthing space to get water supply.
FUEL: Fuel is available.
FIRE PRECAUTIONS: Smoking is entirely prohibited on board a tanker entering this port. The Master must advise all persons boarding his vessel.
DEVELOPMENTS: Dredging of the Zamboanga Pier is being done for draft increases. The National Government is setting every year the necessary amount to extend and improve the local wharf. It may take 10 to 15 years to make new installations and berths.
GANGWAY/DECK WATCHMEN: The services of watchmen are necessary to foil looters from boarding the vessel. Watchmen in this port are charging P1.00 per hour for patrolling on board and for watching the gangway P1.50 per hour.
OPENING/CLOSING HATCHES: Normally opening and closing of the hatches are done by the crew, and if the job is done by stevedores the vessel has to pay P15.00 minimum.
CUSTOMS ALLOWANCES: 200 cigarettes per man. Upon arrival in port the cigarettes are sealed in a bonded store by the Customs authorities, and can be opened only upon permission granted by the Collector of Customs.
IDENTIFICATION CARDS: All crew members to have identification cards for immediate identification in case of trouble while the crews are on shore.
CONSULS: Panamanian Consul represented by Mr. Abelardo Cabrera, with telephone numbers 1088 and 1435.
REPATRIATION: Effecting crew changes and arranging necessary repatriation are carried out by the Immigration Office in the port with the assistance of the ship Agent and the Foreign Embassy concerned.
AIRPORT: Distance from Zamboanga Pier to the airport is three kilometres. Served by regular airlines. There is a daily flight from Zamboanga to Manila by Philippine airlines.
TIME: Local Civil Time is 8 hours ahead of GMT. This time reckoning is constant throughout the year.
HOLIDAYS: Cargo work can be arranged with the Stevedoring Company through the shipper to work during holidays, including Sundays.
POLICE/AMBULANCE/FIRE: Police Department, tel. 06; Ambulance, Zamboanga General Hospita, tel. 08; and Fire Department, tel. 00.
TELEPHONES: Telephones cannot be installed on board when docked at the pier as is not allowed by the City Government.
SERVICES: Special services may be available, e.g. tank-cleaning equipment, facilities for discharge of tank-washings, compass adjusting, through representations to be made with the shipper or local Agent of the vessel.
SHORE LEAVE: Crew members are allowed ashore upon permission granted by the local Immigration Officer.
AUTHORITY: The Collector of Customs, Port of Zamboanga, Zamboanga City, tel. 1103.

Poland

GDAŃSK (Danzig): 54.20 N. 18.40 E.

DOCUMENTS:
12 copies Cargo Manifest.
2 copies Bills of Lading.
Discharge Books to be collected for presentation.
Ship's Register.
Maritime Declaration of Health.
Ship's Articles/Crew List.
Deratisation Certificate or exemption from Sanitary Certificates, covering food cargoes and/or of animal origin, destined for discharge here.
Specification of Dangerous Cargo even if in transit.
2 Stowage Plans.
PILOTAGE: Compulsory. Boarding in Gdańsk road. Gdańsk pilot station available on VHF, Channel No. 14.
ANCHORAGE: Gdańsk roads up to buoys NP1, NP2. No tides.
RESTRICTIONS: Approaches 36 to 40 ft. depth.
MAX. SIZE: Maximum size of vessels permitted to enter: draft, 33 ft. 6 in. brackish water; length, about 650 ft.
HEALTH: Maritime Declaration of Health to be presented on arrival. In the event of suspected disease, the vessel should wire to "Quarantine Gdańsk," or via Agents.
RADIO: Messages should be sent via Gdynia Radio.
TUGS: Join in Gdańsk roads. Vessel's lines must be used.
STEVEDORES: As gangs for the following day must be ordered before 11 a.m., vessel's ETA should reach the Agents relevantly in advance.
RADAR/VHF: Port Radar Service acting with pilot station, contactable on VHF Channel No. 14.
MEDICAL: No special notice required. Full hospital facilities available.
DENSITY: Salt contents: 0.54%.
FRESH WATER: Available at hydrants. Cost $0.67 per ton.
FUEL: Heavy, intermediate and thin fuels, marine diesel oils and gas oils available ex-shore installation or lighter. 48 hours notice required.
DEVELOPMENTS: Dredging along various quays in progress to increase draft allowed.
GANGWAY/DECK WATCHMEN: Recommended. Cost per man $1.20 per hour.
OPENING/CLOSING HATCHES: Normally carried out by stevedores, crew allowed to handle.
CERTIFICATES:
Load Line Certificate.
Cargo Gear Certificates.
CUSTOMS ALLOWANCES: For 3 days – 160 cigarettes or 30 cigarettes or 30 cigars or 150 gm. tobacco per crew member. Master is allowed double ration. 1 bottle wine and one bottle of spirits per crew member for each three days. Master is allowed double ration.
IDENTIFICATION CARDS: Each member must be in possession of a valid Discharge Book/Sailors Book, and will receive a separate shore permit issued by the Immigration Authorities, entitling him to go ashore within the area of Gdynia/Sopot/Gdańsk.
CONSULS:
Chinese Peoples Republic Consulate General, tel. 41–64–76.
German Democratic Republic Consulate General, tel. 41–43–66.
Soviet Consulate General, tel. 41–06–13.
Swedish Consulate, tel. 41–05–15.
REPAIRS: All types of deck and engine repairs performed by specialised ship repair yard.
Floating docks: No. 1, 6,400 tons lifting capacity, dim. 135×25,20 m. No. 2, 8,000 tons lifting capacity, dim. 156×27,20 m. No. 3, 11,000 tons lifting capacity, dim. 176×28,00 m. One floating jack of 1,700 tons capacity and three minor docking pontoons.
REPATRIATION: Crew change and repatriation can be arranged.
AIRPORT: Gdańsk Airport.
TIME: Middle European Time, which is 1 hour ahead of GMT throughout the year.
HOLIDAYS: New Year's Day (January 1st); Easter Sunday (movable); Easter Monday (movable); Labour Day (May 1st); Corpus Christi (movable); National Holiday (July 22nd); All Saints' Day (November 1st); St. Barbara, only for workers loading coal. (December 4th); Christmas Day (December 25th); Second Christmas Day (December 26th). On Christmas Eve and New Year's Eve, work is generally suspended at 3 p.m. In justified and approved cases, overtime on Sundays and holidays is arrangeable.
TELEPHONES: Available on most general cargo quays. Daily costs, including hire and local calls: Vessel up to 1,000 GRT, $1.10; Vessel up to 5,000 GRT, $2.20; Vessel over 5,000 GRT, $3.40.
GENERAL: Cargo is handled around the clock in 3 shifts of 8 hours each. Saturdays are full working days. Sunday and holiday interruptions last from 11 p.m. on Saturdays or days before holidays, and terminate at 11 p.m. on Sundays or holidays.
POLICE/FIRE/AMBULANCE: Police: Gdańsk-Nowy Port, Wladyslawa IV-3, tel. 31–48–61; Ambulance: Gdańsk-Wrzeszcs, Al. Zwycięstwa 49, tel. 41–10–00; Fire: Gdańsk-Nowy Port, Na Zaspy 57, alarm phone tel. 41–22–22.
AUTHORITY: Harbour Masters Office, (Kapitanat Portu Gdańsk), Gdańsk-Nowy Port, Bugaj, tel. 31–53–63. Cables: Kapitanat Portu Gdańsk.
AGENT: Morska Agencja w Gdyni, Harbour Office Gdańsk, Zamknieta 18, Gdańsk-Nowy Port. Tel. 38–672. Telex: 051 226. Cables: MAG Gdańsk.

GDYNIA: 54.32 N. 18.34 E.

DOCUMENTS:
12 copies Cargo Manifest.
2 copies B/Lading.
Discharge Books to be collected for presentation.
Ship's Register.
Ship's Articles/Crew List.
Maritime Declaration of Health.
Deratisation Certificate.
Sanitary Certificates covering food cargoes and/or of animal origin, destined for discharge here.
Specification of Dangerous Cargo (even if in transit).
2 Stowage Plans.
PILOTAGE: Compulsory. Boarding in Gdynia roads. Gdynia pilot station available on VHF in Channel No. 12. Traffic around the clock.
ANCHORAGE: Gdynia roads at buoy GD, up to 200–500 m. off port entrance. No tides.
RESTRICTIONS: Depth in approaches 30 to 40 ft.
MAX. SIZE: Maximum size of vessels permitted to enter: draft: 33 ft. 6 in., brackish water; in addition 1 lightening berth for 37 ft. draft available.
HEALTH: Maritime Declaration of Health to be presented on arrival. In the event of suspected disease the vessel should wire "Quarantine Gdynia" or via Agents.
RADIO: Message should be sent via Gdynia Radio.

TUGS: Join vessel in Gdynia roads. Vessel's lines must be used.
STEVEDORES: As gangs for the proceeding day must be ordered by 11 a.m., vessel's ETA should reach the Agents relevantly in advance.
RADAR/VHF: Port Radar Service acting with the pilot station, contactable on VHF, Channel No. 12, Gdynia.
MEDICAL: No special notice required. Full hospital facilities available.
TANKERS: Berth in No. 4 basin. Maximum draft 31 ft., brackish water.
DENSITY: Salt content: 0·73 per cent.
FRESH WATER: Available ex-hydrants. Cost: $0,67 per ton.
FUEL: Heavy, intermediate and thin fuels, marine diesel oils and gas oils available ex-shore installation or lighter. 48 hrs. notice required.
DEVELOPMENTS: Dredging along various quays in progress to increase draft allowed.
WATCHMEN: Recommended. Cost per man, $1,20 per hour.
HATCHES: Opening/closing hatches normally carried out by stevedores, but crew allowed to handle.
CERTIFICATES:
Load Line Certificate.
Cargo Gear Certificates.
CUSTOMS ALLOWANCES: For each three days – 160 cigarettes or 30 cigars or 150 g. of tobacco per crew member, Master is allowed double ration. 1 bottle wine and one bottle of spirits per crew member for each three days. Master is allowed double ration.
IDENTIFICATION CARDS: Each member must be in possession of a valid Discharge Book and will receive a separate shore permit issued by the Immigration Authorities entitling him to go ashore within the area of Gydnia–Sopot–Gdańsk.
CONSULS:

Belgian V. Consulate	tel. 21–27–74
Brazilian V. Consulate	,, 21–61–31
Dutch Consulate	,, 21–13–14
Finnish Consulate	,, 21–15–26
Italian V. Consulate	,, 21–51–15
Norwegian Consulate General	,, 51–18–95

REPAIRS: All types of deck and engine repairs performed by specialised ship repair yard.
DRY DOCKS: Two floating docks of a lifting capacity of 3,500 and 1,200 tons. 12 slipways of 150 tons lifting capacity each.
REPATRIATION: Crew change and repatriation arrangeable.
AIRPORT: Gdańsk Airport, situated 20 km. from Gdynia.
TIME: Middle European Time, which is 1 hour ahead of GMT, kept throughout the year.
HOLIDAYS: New Year's Day (January 1st); Easter Sunday (movable); Easter Monday (movable); Labour Day (May 1st); Corpus Christi (movable); National Holiday (July 22nd); All Saints Day (November 1st); St. Barbara (only for workers loading coal) (December 4th); Christmas Day (December 25th); Second Christmas Day (December 26th). On Christmas Eve and New Year's Eve work is generally suspended at 3 p.m. In justified and approved cases overtime on Sundays and holidays is arrangeable.
POLICE/FIRE/AMBULANCE: Police: Gdynia, Chrzanowskiego 6, tel. 21–22–83; Ambulance: Gdynia, Zwirki i Wigury 14, tel. 21–10–00; Fire: Gdynia, Chrzanowskiego 17, Alarm 21–33–33.
TELEPHONES: Available on most general cargo quays. Daily costs, incl. hire and local calls: vessel up to 1,000 GRT, $1.10; vessel up to 5,000 GRT, S 2.30; vessel over 5,000 GRT, S3.40.
GENERAL: Cargo is handled around the clock in 3 shifts of 8 hrs. each. Saturdays are full working days. Sunday and holiday interruptions last from 11 p.m. on Saturdays or days before holidays and terminate at 11 p.m. on Sundays or holidays.
AUTHORITY: Harbour Masters' Office. Kapitanat Portu Gdynia), Polska 2. Tel. 21–65–51. Cables: Kapitananat Portu Gdynia.

AGENTS: Morska Agencja w Gdyni, Head Office (working from 07.30 to 15.30), Gdynia, Rotterdamska 3, PO Box 246. Tel. 21–49–51. Telex: 051 222. Cables: MAG Gdynia. Afret office hours: Morska Agencja w Gdyni, Harbour Office Gdynia, Dworzec Morski. Tel. 21–26–41/2. Cables: MAG Gdynia.

SZCZECIN (Stettin) including Swinoujscie: 53.26 N. 14.34 E.

DOCUMENTS:
Health Certificate.
4 Crew Lists.
Passenger List.
Dangerous Cargo Lists.
Tonnage Certificate.
List of New Articles for customs – cameras, binoculars, radios, cigarettes, spirits, etc.
PILOTAGE: Contact pilot station, VHF Channel 12, Working. Channel 26 or 27, call sign Polbroker. Light and sound signals used according to international rules. The Pilot is taken on board at the anchorage. Pilot compulsory.
MAX. SIZE: Max. draft at Swinoujscie, 36 ft.; max. draft at Szczecin, 28 ft.; max. length at Swinoujscie, 210 m.; max. length at Szczecin, 170 m.
HEALTH: All ships arriving Szczecin from South of Cap Finister are subject to sanitary inspection.
RADIO: Szczecin Radio, SPE 2182 Hc/s. Medium frequencies.
TUGS: For ships over 1,500 GRT, one tug compulsory. Over 3,000 GRT, two tuga compulsory. Normally tugs join the vessel at the limits of the port of Szczecin to Kra quay.
BERTHING: Petroleum harbour situated at Swinoujscie at mouth of the entrance channel.
STEVEDORES: 24 hours ETA required to arrange gangs.
MEDICAL: Doctors and hospital facilities available.
TANKERS: Max. draft at Swinoujscie, 34 ft.; max. draft at Szczecin, 21 ft. All empty tankers have to give 24 hour ETA advice whether they are gasfree and name of last cargo carried. No residue discharge facilities.
DENSITY: 1.000.
FRESH WATER: Available from water boat, or directly from a quay hydrant. For deliveries of less than 5 tons, the minimum charge is as for 5 tons of water. For the supply of water on Sundays and holidays a surcharge of 25% to be levied.
FUEL: All grades of Shell fuel oil and Castrol marine lubricants.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: Normally opened by crew.
SHIP'S CERTIFICATES:
Health Certificate.
Tonnage Certificate.
Trimming Certificate (Polish form) – if vessel loads coal/coke.
CUSTOMS ALLOWANCES: Each man – 160 cigarettes and one bottle of spirit. Captain allowed double.
CARGO GEAR: No additional requirements; all gear supplied by stevedores except rain tents.
IDENTIFICATION CARDS: Not required.
CONSULS: Swedish Consulate, Soviet Union V. Consulate, Czechoslovak Consulate.
REPAIRS: All types of deck and engine repairs. Two ship repair yards.
DRY DOCKS: Floating docks with lifting capacity of 8,200 tons, 5,500 tons 3×1700 tons, 900 tons, 650 tons.
REPATRIATION: Crew changes and arranging repatriation can be done.
AIRPORT: 45 km. from Szczecin. Regular lines to Warsaw, Gdańsk, and Kraków twice a day. From Warsaw communication between almost every main airport in Europe.
TIME: GMT; no alterations.
HOLIDAYS: New Year (1st January); Easter (Two days); Labour Day (1st May); Corpus Christi; Independence Day (22nd July); All Saints' Day (1st November); Christmas (25th–26th December).
POLICE/FIRE/AMBULANCE: Police, 997; Port Police, 8068; Ambulance, 999; Fire Brigade, 998.
SHORE LEAVE: Allowed.
AUTHORITY: Harbour Master.

AGENT: Morska Agencja w Szczecinic, Plac Batorego 4. Cables: Polbroker Szczecin.

Portugal

AVEIRO: 40.39 N. 08.45 W.

DOCUMENTS: Health Certificate.
5 Crew Lists.
4 Lists of Passengers Disembarked.
2 Lists of Passengers in Transit.
5 Cargo Manifests.
1 Manifest of Cargo in Transit.
1 Provision List and Spares.
PILOTAGE: Send ETA to Agent by cable, 24 hours before arrival. Enter port as from 3 hours before high tide until high tide time. Entrance depending on sea conditions and ship's draft. Contact Aveiro Pilots frequency 2182 and listen on frequency 2132 on the following periods: 09.05/09.15, 11.05/11.15, 15.05/15.15, 17.05/17.15 local hour.
Pilot boat displays white flag, surrounded by narrow blue stripe, with black P in the centre. Pilot to be taken on board about 1 mile West of harbour entrance; vessel awaiting pilot can anchor there, if weather permits.
Pilot station, located close to Aveiro lighthouse, hoists black cylinder on signal mast when entry not possible due to bad weather or any abnormal cause. Pilot station has radar that can assist vessels during approach to harbour entrance.
ANCHORAGES: Anchor W. of North Pier, at a distance of more than ¾ mile.
RESTRICTIONS: Subject tide and bar conditions. Entering and sailing only during daylight.
MAX. SIZE: Maximum draft between 16 to 18 ft. dependent on tide. Maximum length 85 metres.
HEALTH: Free pratique automatic for vessels coming from other Portuguese and Continental ports. Vessels coming from other countries; Health Certificate must be delivered to Agent.
RADIO: Call Aveiro Pilots during the hours above indicated, under "Pilotage". Radio station is Lisboa Radio.
TUGS: Two tugs. One of 200 h.p. costing Esc. 400$00/hour. Another one of 500 h.p. cost Esc. 2.500$00 each time used.
STEVEDORES: Advise Agent 24 hours before vessel's arrival.
MEDICAL: Hospital and clinics in town. Advance notice not required. Required vaccination certificate, and when ship comes from affected regions, also yellow fever certificate.
TANKERS: Private quay of SACOR used by small-sized tankers.
DENSITY: About 1.028.
FRESH WATER: Supplied by barges or tank-car. 20 tons per hour.
FUEL: Only diesel available. Smaller quantities supplied from trucks. Otherwise, from SACOR's private quay (pipeline).

DEVELOPMENTS: New commercial quay has just started to operate. Dredging harbour entrance.
GANGWAY/DECK WATCHMAN: Available but not compulsory.
OPENING/CLOSING HATCHES: Work usually done by crew.
CUSTOMS ALLOWANCES: 50 grams tobacco, and one bottle wine/spirits for each man.
CREW IDENTIFICATION CARDS: Crew members going ashore will need a special card issued by State Police. Ship's agent takes these cards aboard, where they are filled in accordance with crew list. (See Lisbon).
CONSULS: Nearest Oporto, 60 km.
REPAIRS: Minor repairs can be carried out.
DRYDOCKS: One for vessels up to 1200 dw.
REPATRIATION: No difficulties for crew repatriations.
AIRPORT: Pedras Rubras (Oporto airport) at about 60 km., with 2 flights per day to Lisbon and 1 flight per week to London.
Lisbon airport at 250 km. is served by regular airlines covering all the world.
TIME: Local times is GMT, with no alterations during the year.
HOLIDAYS: New Year's Day; Portugal's day (10th June); 12th May (Municipal holiday); Corpus Christi (movable); Ascension Day; Proclamation of the Republic (Oct. 5th); All Saint's Day (1st Nov.); Independence of Portugal (1st Dec.); Immaculate Conception (8th Dec.); Christmas Day. No work allowed on Christmas Day and New Year's Day.
POLICE: Police 22022; Ambulance 115; Fire 22333.
TELEPHONES: None available on board.
SHORE-LEAVE: Crew allowed ashore.
DELAYS: As a tidal port, arrivals respectively sailings subject tides. Delays may occur owing bad weather especially the winter months.
AUTHORITY: Maritime, Capitania do porto de Aveiro, Avenida Dr. Lourenço Peixinho, 2 – Aveiro. Tel. 23657.
Administrative, Junta Autónoma do Porto de Aveiro, Avenida Dr Peixinho, 110,2°, Aveiro. Tel. 24091.

AGENTS: A. J. Gonçalves de Moraes, Lda., Av. Dr. Lourenço Peixinho, 49 – Aveiro. Tel. 24550. Telex 2690. Agents, Chartering and Brokers, Insurance Agents, Travel Agents, Stevedores.

FIGUEIRA DA FOZ: 40.09 N. 08.52 W.

DOCUMENTS:
Health Certificate (the Pilot supplies form).
5 Crew Lists.
4 Lists of Passengers Disembarking.
2 Lists of Passengers in Transit.
5 Cargo Manifests.
1 Manifest of Cargo in Transit.
Provision and Spares List.
2 copies each Bill of Lading.
PILOTAGE: Send ETA to Agent by cable 24 hours before arrival. Convenient try arrive one hour before high tide. Call Figueira-Pesca frequency 2182 and listen on frequency 1785. Await Pilot ½ mile from the piers.
ANCHORAGES: South of N.W. Azimuth of North Pier, at a distance of more than ½ mile.
RESTRICTIONS: No services during night.
SIZE OF VESSEL: Maximum draft 12 ft. Maximum length 65 metres.
HEALTH: Free pratique authorized for vessels coming from other Portuguese Continental ports. For vessels coming from other countries, Health Declaration supplied by the Pilot must be filled in.
TUGS: Pilot boat serves as tug. Tug hawser must be used. Total cost including entering and sailing Esc. 400$00..1$00× G.T.
STEVEDORES: Advise agent 24 hours before arrival.
MEDICAL: No prior advice is necessary. All medical facilities available.
DENSITY: About 1.028.
FRESH WATER: Each quay has its own installations. Cost Esc. 4$50/ton.
FUEL: Only diesel available.
DEVELOPMENTS: Dredging works are foreseen as well as the building of a new commercial quay.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: Work usually done by crew.
CUSTOMS ALLOWANCES: No limit, but must be declared.
IDENTIFICATION CARDS: See Lisbon.
CONSULS: France, Spain and Great Britain.
REPAIRS: Only minor repairs.
REPATRIATION: No difficulty in crew repatriations.
TIME: GMT. No alterations during the year.
HOLIDAYS: New Year's Day; Portugal's Day (10th June); Corpus Christi (movable); Ascension Day; Proclamation of the Republic (5th Oct.); All Saints' Day (1st Nov.); Independence of Portugal (Dec. 1st,); Immaculate Conception (8th Dec.); Christmas Day. No work allowed on New Year's Day and Christmas Day.
POLICE: Police 22022; Ambulance 22122; Fire 22122.
SHORE LEAVE: Crew allowed ashore.
DELAYS: As a tidal port, arrivals respectively sailings subject tides. Delays may occur owing bad weather especially during winter months.

AGENTS: A. J. Gonçalves de Moraes, Lda., Rua da Republica, 262 – Figueira da Foz – Portugal. Tel. 22584. Telex: 1707. Agents, Chartering and Brokers, Insurance Agents, Travel Agents, Stevedores.

LEIXOES and OPORTO (Douro River):
Leixoes: 41.11 N. 08.43 W. Oporto: 41.09 N. 08.37 W.

DOCUMENTS:
Health Certificate.
5 Crew Lists.
Provision List – ship and individual.
Tobacco Declaration and Entrance Forms supplied by Agent on arrival.
5 Manifests and two copies of each B/L concerning cargo to be discharged.
1 Transit Manifest if cargo in transit exists.
PILOTAGE: Always compulsory for ships calling Oporto (Douro River) and Leixões. Approximate ETA should be given to Agent with ample notice. Contact radar station or pilot station VHF at any time, Channel 16. Boats black, white flag. Pilots to be taken on board in the roads. Entering or sailing Douro River only during daylight and subject to tide.
ANCHORAGES: Leixões in the roads or outer-harbour. Douro in the roads or river.
RESTRICTIONS: Douro: subject tide and bar conditions.
MAX SIZE: Douro River: Maximum draft 18 ft. on HWST and 16 ft. on HWNT. – 82 metres long.
Leixões: Can accommodate tankers up to 100,000 dwt.
HEALTH: Free pratique authorized for vessels coming from other Portuguese Continental ports. For vessels coming from other countries. Health Declaration supplied by the Pilot must be filled in, and delivered to the Agent.
RADIO: Within 50 miles Estação Radar Leixões, or through Lisbon Radio Station.
TUGS: Normally join the vessel: *At Leixões:* in the outer harbour up to 800 GRT; from 800 up to 2,000 GRT 1 tug compulsory. Cost approx. 1 tug 1,800 GRT = Esc. 2.000$00 charged p/hour. Over 2000 GRT, 2 or more tugs required.
At Douro River: as a rule service necessary on arrival/sailings. Cost Esc. 1000$00 each service. Thus join the vessel after passing the bar.
BERTHING: Subject availability berth.
BRIDGES: Bridge at Leixões between Dock 1 and Dock 2 opening regularly.
STEVEDORES: Ordered by Agents according berth and cargo.
RADAR/VHF: Estação da Radar de Leixões, Contacts radar/VHF. Range 50 miles. Channel 16.
MEDICAL: Masters to advise by radio prior arrival if medical attendance required on board. Hospital facilities available.
TANKERS: New pier at Leixões for tankers up to 100,000 dwt. South pier at Leixões (370 metres). Maximum draft 22 ft.
DENSITY: 1026.
FRESH WATER: Can be supplied by shore installations or barge, according to quay. Cost respectively Esc. 7$20 or 18$00/M3.
FUEL: All grades available. Supplied by trucks or pipeline.
GANGWAY/DECK WATCHMEN: Available but not compulsory. Cost Esc. 100$00 each period, day/night.
OPENING/CLOSING HATCHES: Work always done by crew.
CERTIFICATES: Ship register.
Safety Radio.
Safety Equipment.
Load line and Deratting Certificates.
IDENTIFICATION CARDS: See Lisbon.
CONSULS:

Austria	tel. 32328	Ireland	tel. 681934
Belgium	,, 23508	Italy	,, 26243
Bolivia	,, 391111	Japan	,, 390092
Brazil	,, 24463	Monaco	,, 29026
Chile	,, 28421	Norway	,, 27243
Colombia	,, 40506	Panama	,, 22744
Costa Rica	,, 36773	Peru	,, 23435
Denmark	,, 933655	Spain	,, 25213
Ecuador	,, 36753	Sweden	,, 24867
Finland	,, 20827	Switzerland	,, 26742
France	,, 23349	South Africa	,, 22277
Germany	,, 29475	U.S.A.	,, 63094
Great Britain	,, 22442	Thailand	,, 24867
Greece	,, 22277	Turkey	,, 25150
Guatemala	,, 60292	Uruguay	,, 32668
Holland	,, 24867		

REPAIRS: All types of deck engine and electrical repairs can be carried out.
DRY DOCKS: Only small dry docks available for fishing-boats.
REPATRIATION: No difficulties for crew changes or repatriations.
AIRPORT: Distances: Oporto 17 km., Leixões 7 km. Airport served twice a day through Lisbon Airport.
TIME: GMT and no alterations during the year.
HOLIDAYS: New Year's day; Portugal's Day (10th June); Corpus Christi (movable); Ascension Day; Proclamation of the Republic (Oct. 5th); All Saints' Day (Nov. 1st); Independence of Portugal (Dec. 1st); Immaculate Conception (Dec. 8th); Christmas Day. No work allowed on Christmas Day and New Year's Day.
POLICE/AMBULANCE/FIRE: Leixões: Police 932032; Ambulance 115/930016; Fire 930016. Oporto: Police 26821; Ambulance 115/60720; Fire 44121.
TELEPHONES: Only available at certain quays.
SERVICES: Limited tank-cleaning may be performed. Discharge of tank washings subject port authorisation. Compass adjusting possible.

SHORE LEAVE: Crew allowed ashore.
AUTHORITY: Administracao dos Portos do Douro e Leixões. Tel. 932181.

AGENTS: A. J. Gonçalves de Moraes, Lda., Rua da Nova Alfandega, 18 – POB 185 – Porto, Portugal. Tel. 28741 (14 lines). Telex 2381–2382. After office hours: Hugo L. Myhre 690481; Jorge Barreira 492501. Agents, Chartering and Brokers, Insurance Agents, Travel Agents, Stevedores.

LISBON: 38.44 N. 09.07 W.

DOCUMENTS:
Health Certificate.
6 Crew Lists.
10 Passenger Lists.
2 Lists of Articles held by the crew: cameras, binoculars, radios, cigarettes, spirits, etc.
2 Stores Lists.
All to be signed by ship's master.
Certificates for vessels up to 500 tons: – tonnage register, loading and navigability certificates. For vessels over 500 tons: – tonnage register; loadline; radio; safety equipment and navigability certificates.
CARGO DOCUMENTS:
10 Manifests.
3 sets of Bills of Lading.
For cargo in transit: 2 Manifests.
PILOTAGE: Compulsory. Pilot boat anchored outside the river at Cascais bay, day and night, but Pilot can also board vessel inside the river at the Belém station. Ships have to contact pilots 3/4 hours before arriving at Lisbon. Pilots can be contacted by VHF Channel 16, on permanent attendance, and by radiotelephone 2182 kiloycles.
MAX. SIZE: Depth alongside piers varying between 15 and 34 ft.
TANKERS: Shell and Sonap berths exposed to 9 knot current. Essential to use good new mooring lines.
HEALTH: Ordinary visit made at central area with vessel anchored, from 08.00 to sunset. Master may ask for free pratique to get ship moored immediately on arrival. For this, necessary to cable the Health Authorities, addressing cable as follows: Estação Marítima de Lisboa, Rocha do Conde de Obidos, max./min. respectively 15/6 hours prior to the ship's arrival. Text of cable: "ship's name, nationality, code (MIBDU), day and time of arrival" signed by the Master.
RADIO: ETA to be advised by Master, to Agent, 24 and 12 hours before ship's arrival. Lisboa Radio: call sign CUL, medium and short waves by code 720, 22, 24. By VHF Channels 5, 9, 21, 23 and 25.
FUEL: Shell, Esso, Sonap. These companies can supply through their own barges or alongside their private bunkering stations on pier.
FRESH WATER: Usually supplied by barge unless vessel lying alongside a pier where water provided. By barge Esc. 20$00/T in normal conditions; From pier Esc. 7$00/cubic metre.
IDENTIFICATION CARDS: Crew members going ashore will need a special yellow card issued by the State Police. Ship's Agents take these cards on board, where they are filled in accordance with Crew List respectively their own Seamen's Book and/or passport. With these yellow individual cards, crew members may circulate within a radius of about 75 km. of the respective port.
Master and/or Owners will be fined Esc. 1.000$00 for any crew member found ashore without that card. A double fine will be imposed in case of reincidence.
Similar cards, but white, are required for passengers in transit.
CONSULS: Practically all countries are represented in Lisbon.
REPAIRS: There are several repair workshops. The biggest is Lisnave Shipyard with several docks for vessels up to 300,000 T.
AIRPORT: Within the Lisbon area. Regular International services.
TIME: GMT. No change during the year.
HOLIDAYS: 1st January; 10th June; 15th August; 5th October; 1st November; 1st December; 8th December; 25th December.

AGENTS: A. J. Gonçalves de Moraes, Lda. Steamship and Forwarding Agents. Tourist Department. 22, Rua do Alecrim-Lisbon 2. PO Box 2772. Tel. 34943 (20 lines). Telex 1296, 1297 and 1298. Cables: Amoras.

SETUBAL: 38.30 N. 08.55 W.

DOCUMENTS:
5 Crew Lists.
5 Passenger Lists.
Personal belongings of the Crew (portable radio, binoculars, cameras, etc.).
Store List.
Health Declaration.
For cargo: Dangerous Cargo List. Cargo Manifest. Transit Cargo Manifest (if any). Copy of B/L.
PILOTAGE: 2 hours before ETA vessel should call Setubal Pilot Station which listens day and night from every 3 min. to 15 min. past the hour and from 33 min. to 45 min. past the hour, in 2·182 kc/s. answering in 2·132 kc/s. Also during these periods VHF can be called on Channel 16. Lightening buoy situated approx. 1·5 miles from the Pilot Station House and 3 miles from Otão lighthouse. There, the Pilot's boat will meet the vessel.
ANCHORAGE: Only inside harbour with a Pilot aboard.
RESTRICTIONS: No restrictions on night entry. At low tide vessels only up to 22 ft. draft. Max. draft 26 ft., length/breadth no restrictions.
HEALTH: Free pratique automatically given when ships come from other Portuguese port. Otherwise, Health Certificate is to be handed over to Health Authorities during clearance procedures.
RADIO: Call through Lisbon Radio.
TUGS: One available.
STEVEDORES: Ordered by the Agent some time in advance.
MEDICAL: Prior to arrival and in order not to delay ship's clearance, Master should inform by radio if medical assistance required, this only in case of contagious or epidemic diseases.
TANKERS: Shell Maritime installation with private pier. Discharge lines 4 in., 6 in. and 8 in.
DENSITY: About 1.016.
FRESH WATER: Supplied from shore to all piers.
FUEL: Ordinary fuel available at Shell Installation to ships holding contract with Shell; or fuel supplied from lorry if ship holds contract with other company.
FIRE PRECAUTIONS: No smoking on deck or piers.
GANGWAY/DECK/WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: By crew unless otherwise specified in C/P. Stevedores usually help.
CUSTOMS ALLOWANCES: About 200 cigarettes and 2 bottles of spirits per man.
CARGO GEAR: Supplied by stevedores.
INDENTIFICATION CARDS: Supplied and filled in by the Agent. Crew members cannot leave Three Castles area (Setubal-Palmela-Sesimbra) without a special permit from International Police obtained through Agency.
CONSULS:

Holland	tel. 22379
Spain	,, 22090
Sweden	,, 22719

Others at Lisbon.
REPAIRS: Only small repairs. Lisnave shipyard and dry docks at Lisbon within about 50 miles.
REPATRIATION: All facilities.
AIRPORT: Nearest at Lisbon, about 50 miles away.
TIME: GMT without any alteration throughout the year.
AUTHORITY: Junta Autonomo do Porto, Setubal.

AGENT: A. J. Gonçalves de Moraes, Lda., 281 Avenida Luisa Todi – Setubal. Tel. 2 23 99. Cable Amoras. Telex 1612. Agents, Charterings and Brokers, Insurance Agents, Travel Agents, Stevedores.

VIANA DO CASTELO: 41.41 N. 08.50 W.

DOCUMENTS: Health Declaration.
3 Crew lists.
Provision list (ships and individual).
Tobacco Declaration and Entrance Forms supplied by Agents on arrival.
2 Manifests and 1 copy of each Bill of Lading concerning cargo to be be discharged.
1 Transit Manifest if cargo in transit exists.
PILOTAGE: Always compulsory. ETA should be given to Agent with ample notice. Signals; during the day Flag G of International Code, and at night 3 long whistles. Boats black with white cabins. Pilots to be taken on board in outer or inner harbour respectively with bad or good weather.
ANCHORAGES: Outer or inner harbour according to weather conditions.
RESTRICTIONS: Entering and sailing only during daylight unless exceptionally good weather.
MAX. SIZE: Maximum draft 17 ft. on HWST and 15 ft. on HWNT, with good sea conditions. Maximum breadth 12 metres.
HEALTH: Free pratique authorized for vessels coming from other Portuguese Continental ports. For vessels coming from other countries Health Declaration must be filled in and delivered to the Agents.
RADIO: Call Viana do Castelo Pilots frequency 2182 kc/s and listen on 2132 kc/s.
TUGS: No tugs.
BRIDGES: One bridge which allows entrance/sailing at any time.
STEVEDORES: Ordered by Agents 8 hours in advance.
MEDICAL: No prior advice is necessary.
FRESH WATER: Supplied by shore installations.
FUEL: Only small quantities of gas-oil can be supplied.
GANGWAY/DECK WATCHMEN: Available but not compulsory
OPENING/CLOSING HATCHES: Work usually done by crew.
CUSTOMS ALLOWANCES: No limit, but must be cdelared.
IDENTIFICATION CARDS: Required.
CONSULS: France 22412. Spain 23018.
REPAIRS: All types of deck, engine and electrical repairs can be carried out.
DRY DOCKS: Three dry docks available.

Characteristics:	*length*	*breadth*	*draft*
Dock 1	156 m.	24 m.	18′
Dock 2	127 m.	18,5 m.	18′
Dock Eng. D. Pacheco	104 m.	11 m.	16′

No special equipment for tank washing is available.
REPATRIATION: No difficulties for crew repatriation.
AIRPORT: Nearest Oporto airport at 55 km.
TIME: GMT and no alteration during the year.
HOLIDAYS: New Year's Day; Portugal's Day (10th June); Corpus Christi (movable); Ascension Day; Proclamation of the Republic (5th October); All Saints' Day (1st November); Independence of

Portugal (Dec. 1st); Immaculate Conception (8th Dec.); Christmas Day; no work allowed on Christmas Day and New Year's Day.
POLICE/AMBULANCE/FIRE: Tel. 115.
SHORE LEAVE: Crew allowed ashore.
AUTHORITY: Junta Autonoma dos Partos do Norte.
AGENTS: Antonio C. Esperança, Largo 5 de Outubro, 32 – Viana do Castelo. Tel. 22320 and 22100. Telegraphic address A. Esperança. Agents, Stevedores, Insurance, Brokers.

VILA REAL DE SANTO ANTONIO:
01.39 N. 07.26 E.

DOCUMENTS:
2 Health Certificates.
3 Crew Lists.
1 List of Passengers in Transit.
2 Lists of Passengers Disembarking.
2 Dangerous Cargo Lists.
1 Ship's Register.
1 Tonnage Certificate.
PILOTAGE: Black boat, wooden hull, white "P" at bow. Stationed near buoy No. 1 (harbour entrance). All sea-going vessels entering or leaving harbour are obliged to avail themselves of the services of a Pilot. Latest 24 hours before prior arrival cable "Corporacao dos Pilotos de Vila Real de Santo Antonio" or to Agent. Departing vessels should apply for their Pilots at least 6 hours before the time of departure.
MAX. SIZE: Entrance channel 4,000 metres long, has a depth of 4 metres (12 ft.) at LW. Vessels drawing up to 5·5 metres (16 ft.) can enter under normal circumstances 1 hour before HW, a keel clearance about 1 ft. will be maintained.
TUGS: Tugs up to 105 h.p. available.
BERTHING: One pier of 300 metres long. Depth at pier 20 ft.
STEVEDORES: Ordered by Agents. ETA to stevedores is necessary. No work allowed on Sundays.
MEDICAL: Inoculations in hospital Marquês Pombal – Vila Real de Santo Antonio.
FRESH WATER: Obtainable alongside quay.
FUEL: Gas-oil can be supplied in small quantities.
GANGWAY/DECK/WATCHMEN: Compulsory.
OPENING/CLOSING HATCHES: Crew allowed open and close.
TOBACCO/WINE/SPIRIT ALLOWANCE: About 200 cigarettes and 1 bottle of spirits per man.
CONSULS:
England, Falconer, Rua Dr. Oliveira Salazar, No. 4
Netherlands, Matias Gomes, Avenida da Republica, 73
France, Santiago Ponce Medeiros, Avenida da Republica, No. 114
Finland, Emilio Garcia Ramirez, Avenida da Republica, No. 133
Greece, José Rodrigues Marques, Avenida da Republica, No. 109
Italy, Mario Parodi, Avenida da Republica, No. 11
REPAIRS: There is one small ship-repair yard at Vila Real de Santo Antonio.
HOLIDAYS: 1st January; 10th June; 15th August; 5th October; 1st November; 1st December; 8th December; 25th December.
POLICE/AMBULANCE/FIRE: Police 66; Ambulance 202; Fire Brigade 202.
AUTHORITY: Junta Autonoma dos Portos and Delegacao Advaneira de Vila Real de Santo Antonio.
AGENT: See Lisbon.

Portuguese Guinea

BISSAU: 11.51 N. 15.34 W.

DOCUMENTS:
Entrance Declaration.
Clearance from the last Port of Call.
List of all Passengers on Board, either in transit or disembarking in Bissau.
Provisions List.
List of the Crew Members Effects.
2 Lists of Passengers Baggage.
List of Cargo to disembark in Bissau, Baldeade (Bolama) or otherwise in transit to be disembarked in another port.
List of Cargo (inside sealed envelope).
PILOTAGE: Pilot's base and radio beacon located at Caió Point, (small island at the entrance of Geba's channel). To call the Pilots and/or the radio beacon, send telegram to Servicosmarguine, informing of the ETA at Caió; pilotage is compulsory.
ANCHORAGE: Between Bissau and the Ilhéu do Rei,
MAX. SIZE: Draft, 24 ft.
HEALTH: Visit of port doctor compulsory if ship has no doctor, or if permission for exemption has not been required; permission can be requested by radio. When needed, the health services in Bissau can be used by passengers or crew members. Yellow fever and smallpox vaccinations required.
RADIO: Station call sign CQF weekdays on at 9, 13, 16, 18 GMT. Sundays 9 and 11 GMT. Frequency 500 KHZ, CW.
TUGS: One tug of 320 h.p. available.
BERTHING: Ponte, Cais de Bissau, length 131 metres, width 25 metres, depth 8 metres. 1 lifting crane with a max. lifting capacity of 25 metric tons. 1 lifting crane with a max. lifting capacity of 15 metric tons. 7 lifting cranes with a max. lifting capacity of 1·5 metric tons.
STEVEDORES: 1,500 stevedores available for loading and unloading cargo.
FRESH WATER: Available; pumping rate, 10 tons/hour.
FUEL: Diesel available; pumping rate, 6 tons/hour.
DEVELOPMENTS: Small boats pier with a length of 133 metres, to be finished in 1972 (depth of water 2 metres).
CONSULS: Belgium, tel. 3737; France, tel. 2470; Lebanon, tel. 2737.
REPAIRS: Small repairing work can be done on machinery or ship's hull.
AIRPORT: 7 kms. from Bissau; 3 flights to Lisbon per week.
TIME: GMT minus one nour all year round.
HOLIDAYS: 1st January; 10th June; 5th October; 1st November; 1st, 8th and 25th of December.
POLICE/AMBULANCE/FIRE: Police, tel. 3925; Ambulance and Fire, tel. 2222.
TELEPHONES: Line connection land-ship, if requested to the Post Office authorities; daily cost, 3.5 American dollars.
AUTHORITY: Port Director, Bissau, tel. 2797. Port Captain, Bissau, tel. 3912.

Puerto Rico

AGUADILLA: 18.22 N. 67.12 W.

DOCUMENTS:
1 copy of Inward Foreign Manifest (U.S. Customs Form 5727–A), Cargo for San Juan.
1 Stores List.
1 Crew Purchase List.
1 Passenger List (if any).
1 Crew List (U.S. Form I–418).
1 copy of Ships in Transit Cargo Manifest.
Clearance from Last Port.
PILOTAGE: Mayaguez's Pilots provide service in Aguadilla. Advise ETA in good time to Aguadilla Terminal.
RESTRICTIONS: Open port, very deep, safe in good weather. Cold fronts from North cause very heavy swells. Cannot berth during this kind of weather.
MAX. SIZE: 600 ft. long, 36 ft. draft.
HEALTH: Advise arrival to Aguadilla Terminal Inc. for free pratique.
BERTHING: The Aguadilla Shipping Terminal operates a bulk sugar-loading facility. Sugar-loading vessels tie-up on mooring buoys. There is 40 ft. or more depth at the outer end of the bulk sugar-loading berth. Ship ties up to 4 buoys and two bollards at main tower. Spring lines needed for shifting. Terminal boat handles lines, no charge; ship's lines not less than 600 ft. long.
STEVEDORES: 24 hours notice required to arrange gangs.
MEDICAL: 24 hours notice preferred; 90 miles for nearest hospital except emergencies.
TANKERS: Only molasses tankers – 10 in. connection (loading only). Only sugar and molasses loaded at the only facility available. Rate 66 tons/hr. sugar; 500 tons/hr. molasses.
FRESH WATER: Available. 2 in. pipe-line with meter, 40c/ton.
GANGWAY/DECK WATCHMEN: Usually crew members are used.
OPENING/CLOSING HATCHES: Performed by stevedores.
SHIP CERTIFICATES/CUSTOMS ALLOWANCES: U.S. Customs regulations.
IDENTIFICATION CARDS: Required to go ashore.
CONSULS: No local representation.
REPATRIATION: Can be arranged.
AIRPORT: 20 min. drive. Regular airlines.
TIME: Atlantic Std. Time, 4 hours less than GMT. No alterations during year.
HOLIDAYS: New Year's Day (January 1st); Three King's Day (January 6th); De Hostos Birthday (January 11th); Washington's Birthday (February 22nd); Emancipation Day (March 22nd); Good Friday; De Diego's Birthday (April 16th); Memorial Day (May 30th); Independence Day (July 4th); Muñoz Rivera's Birthday (July 17th); Constitution Day (July 25th); Barbosa's Birthday (July 27th); Labour Day (September, first Monday); Columbus Day (October 12th); Veteran's Day (November 11th); Discovery of Puerto Rico, (November 19th); Thanksgiving Day (November, last Thursday); Elections Day (November, every 4 years); Christmas Day (December 25th). Any holiday falling on Sunday is observed on the following Monday.
SHORE LEAVE: Allowed.
DELAYS: No delays unless another ship is already berthed.
AUTHORITY: Puerto Rico Ports Authority, Harbour Master.

GUANICA: 17.57 N. 66.54 W.

DOCUMENTS/GENERAL INFORMATION: Refer to "Ponce".
PILOTAGE: Port operations are under the control of the Captain of the port. Pilot services are available day and night.
ANCHORAGE: Harbour is located 8 miles Westward of Guayanilla Bay. Though small, it is one of the best hurricane harbours in Puerto Rico.
TUGS: Available and compulsory for docking.
BERTHING: Pier facilities are owned by the Guanica Central and used for bulk sugar shipments and limited general cargo operations. On the East side of the harbour entrance there is a reinforced concrete bulkhead wharf 440 ft. long with depths of 25 ft. alongside

for the handling of bulk fertilisers. Small craft landings and facilities are along the boulevard fronting the beach.
FRESH WATER: Available in limited quantities for emergencies only.
FUEL: Available by trucks from Ponce.
MEDICAL: Medical assistance is available; if hospitalisation is required for any crew member, it will probably be necessary to arrange for admittance to a Ponce hospital.
CONSULS: None available locally, nearest at Ponce, Puerto Rico.
AUTHORITY: Puerto Rico Ports Authority.

GUAYANILLA: 18.00 N. 66.47 W.

Oil Terminal owned by Commonwealth Oil Refining Co.
DOCUMENTS/GENERAL INFORMATION: Refer to "San Juan".
PILOTAGE: Port operations are under the control of the Captain of the port and pilot services are available day and night.
ANCHORAGE: It is the largest hurricane harbour and one of the best in Puerto Rico. Available for vessels of any draft. The harbour is protected at its entrance by extensive reefs which extend a mile or more offshore. The entrance channel between these reefs is about 1·5 miles long and about 0·4 mile wide.
MAX. SIZE: Tankers up to 680 ft. LOA, with maximum draft 35 ft. 6 in. forward and 38 ft. aft.
TUGS: Available 24 hrs. daily, as requested by vessel.
BERTHING: Fuel dock. Two 680 ft. berths with 365 ft. depth alongside. Mooring buoys placed to assist in clearing dock and mooring dolphins. No slop disposal facilities. The Union Carbide Company has berthing facilities for barge operations.
FRESH WATER: Available whenever requested by the vessel.
FUEL: Available only whenever arranged by owners of the vessel and/or characters prior to arrival.
MEDICAL: Medical service is available; hospitalisation at Ponce, which is only 15 minutes distance.
CONSULS: None available locally; nearest at Ponce, Puerto Rico.
AUTHORITY: Commonwealth of Puerto Rico – Harbour Master. Port facilities are operated and owned by the oil refinery.

JOBOS (Aguirre): 17.58 N. 66.39 W.

DOCUMENTS/GENERAL INFORMATION: Refer to "Ponce".
PILOTAGE: The Port of Jobos is served by the Pilots of Port Ponce. Services must be arranged in advance.
ANCHORAGE: A fine land-locked harbour, located on the South coast, approximately 42 nautical miles Eastward of Ponce and 20 miles West of Point Tuna. Anchorage inside the bay is Southward of the pier in depths of 19 to 24 ft. soft mud bottom.
RESTRICTIONS: The principal entrance is from Westward between Morrillo Cay and Ratones Cay, thence through buoyed channel to the bulk sugar-loading pier at Central Aguirre. Private range lights mark the dredged cuts. Controlling depth is 28.5 ft.
TUGS: No tug-boats available.
BERTHING: A 1,000 ft. finger pier at Central Aguirre, 29 ft. depth alongside. Pipe-lines for water and molasses, a conveyor belt for bulk sugar and a gantry crane are on the pier.
FRESH WATER: Fresh water is available at this dock.
FUEL: No bunkers are available at this dock.
MEDICAL: Medical assistance is available; if hospitalisation is required for any crew member, it will probably be necessary to arrange for admittance to a Ponce hospital.
CONSULS: None available locally; nearest available at Ponce.
AUTHORITY: Commonwealth of Puerto Rico – Harbour Master, port facilities owned and operated by Central Aguirre Sugar Company.

LAS MAREAS: 17.54 N. 66.11 W.

DOCUMENTS/GENERAL INFORMATION: Refer to "Ponce".
PILOTAGE: Pilot service available day and night. Entrance buoys, lt. buoy "LM", Fl. w. 3 sec., ecl. 7 sec. Radar reflector. Black and white vertical stripes.
BERTHING: Port serves Phillips Petroleum Company, a petrochemical complex, on the South coast, close Easterly to Jobos. 1,000 ft. long pier for the receipt and shipment of fuel oils and other liquid chemicals.
FRESH WATER: Fresh water, in limited quantities, is available at the dock; must be ordered 48 hours prior to the arrival of the vessel at the dock.
FUEL: No bunkers are available at Port of Las Mareas, lubricants may be obtained from Ponce.
MEDICAL: Medical assistance is available at Port of Las Mareas; if hospitalisation is required for any crew member, it will probably be necessary to arrange for admittance to a Ponce hospital.
CONSULS: None available locally; nearest available at Ponce.
AUTHORITY: Commonwealth of P.R., Harbour Master; port facilities operated by Phillips, P.R. Core, Inc.

MAYAGUEZ: 18.12 N. 67.09 W.

DOCUMENTS: If vessel staying less than 24 hours:
Crew List.
Stores List.
Cargo Manifest.
Crew Purchase List.
Valid Load-line Certificate.
Ship's Register.
Clearance from Previous Port.
Vessels working cargo. Two sets of documents to be prepared as follows:
Original:
1 copy of Inward Foreign Manifest (U.S. Customs Form 5727–A), Cargo for San Juan.
1 Stores List.
1 Crew Purchase List.
1 Passenger List (if any).
1 Crew List (U.S. Form I–418).
1 copy of Ship's in Transit Cargo Manifest.
Clearance from Last Port.
Duplicate:
Same as original except the in-transit Cargo Manifest.
If vessel has on board cargo for another American port, an extra copy of the original Cargo Manifest is required.
Crew members to declare individually all articles such as souvenirs, etc.
Agents require:
3 sets of Bills of Lading.
2 copies of Manifest (for San Juan only).
1 copy of Crew List.
1 copy of Stores List.
1 copy of Crew Purchases List.
1 copy of Narcotics List.
1 copy of Passengers List.
Certificates:
Valid Load-line Certificate.
Ship's Register.
U.S. Tonnage Tax Certificates (if any).
PILOTAGE: Ships Agents must make arrangements with Captain of the Port Office at Mayaguez Pier well in advance, not less than 24 hours, of arrival of vessel at harbour entrance. Pilot boats are painted black (hull) and white (topside) as required, showing the letter "P" on each bow. Pilots board 1 to 2 miles offshore of sea buoy depending on weather conditions.
ANCHORAGES: Close to the channel of entrance and boundaries enough depths for large vessels.
RESTRICTIONS: The bay is easily entered day or night and is a good harbour in any weather, except in a hurricane. The harbour is 3·8 miles wide, and offshore is protected by shoals which extend across the harbour entrance in a general North by West direction.
The principal channel is about 0·4 mile wide, with depths at the entrance of about 47 to 120 ft. and it is marked by lighted buoys and the range. Depth in the inner channel is approximately 30 ft. and close alongside the pier from 28 to 29 ft.
MAX. SIZE: Cargo vessels 60 0ft. or more in length call at the port. Safe draft for operations at the wharf is 27 ft.
RADIO: Communication to all points, including ships at sea, is available through commercial systems. Cables–Telex via RCA Communications, Inc., a global service of Radio Corporation of America. ITT World Communications, Inc., tel. 830–3316. Puerto Rico Telephone Company, local and overseas communications services, 129 and 128.
TUGS: Not used at Mayaguez Port.
BERTHING: Berthing permit required from the Ports Authority. The Puerto Rico Ports Authority operates the terminal facilities which consist of a bulkhead wharf approximately 1,200 ft. long, apron width, 30 ft., and transit sheds. There are other berthing facilities in the port which are owned by the tuna packing plants.
STEVEDORES: Arrangements are made by the ship's Agents or representatives.
MEDICAL: The Agent should know in advance any medical needs so that he can make the necessary arrangements with the U.S. Public Health Service. Good medical and hospital services available.
TANKERS: See "Port of Guayanilla". Regular calls from Esso and Texaco to unload fuel by means of barges in order to supply tanks on land by means of pipes located at berthing facilities.
FRESH WATER: Available at pier facilities alongside the berth in four outlets to supply any amount required at any time. Hose connections of 2½ in. or less, maximum pressure.
FUEL: All grades available.
FIRE PRECAUTIONS: Standard fire and safety precautions throughout. U.S. Coast Guard regulations.
DEVELOPMENTS: It is planned to locate a heavy lift crane on the berth facility.
GANGWAY/DECK WATCHMEN: Ship provides own gangway watchmen.
OPENING/CLOSING HATCHES: By stevedores.
IDENTIFICATION CARDS: Required to go ashore.
CONSULS: Dominican Republic, France, tel. 832–4322. Others at San Juan.
REPAIRS: Call San Juan facilities where complete salvage equipment is available. Service to other ports of the island.
REPATRIATION: Arranged by ship's Agents.
AIRPORT: Maní Airport, 15 minutes from pier, served by regular airlines daily from Mayaguez to San Juan.
TIME: GMT minus 4 hours all year round.
HOLIDAYS: *New Year's Day (January 1st); Three Kings' Day (January 6th); De Hostos Birthday (January 11th); Washington's Birthday (February 22nd); Emancipation Day (March 22nd); *Good Friday; De Diego's Birthday (April 16th); Memorial Day (May 30th); *Independence Day (July 4th); Muñoz Rivera's Birthday (July 17th); *Constitution Day (July 25th); Barbosa's Birthday (July 27th); *Labour Day (September, first Monday); Columbus Day (October 12th); Veterans' Day (November 11th); Discovery of Puerto Rico (Novem-

ber 19th); *Thanksgiving Day (November, last Thursday); Elections Day (November, every 4 years); *Christmas Day (December 25th). Any holiday falling on Sunday is observed on the following Monday.
* No cargo operations on these dates.

POLICE/AMBULANCE/FIRE: Telephone numbers: Police, 343–2020, 832–2300; Ambulance, 832–0496, 832–3212; Fire, 343–2330, 832–2330.

TELEPHONES: Can be arranged by Puerto Rico Telephone Company.

SHORE LEAVE: Allowed.

AUTHORITY: Puerto Rico Ports Authority, Post Office Box 3272, Mayaguez, Puerto Rico 00708. Autorip, Mayaguez, P.R. Tel. 832–3590, 832–3375.

PONCE: 17.58 N. 66.39 W.

DOCUMENTS: If vessel staying less than 24 hours:
Crew List.
Stores List.
Cargo Manifests.
Crew Purchase List.
Valid Load-line Certificate.
Ship's Register.
Clearance from Previous Port.

Vessels working cargo: Two sets of documents to be prepared as follows:

Original:
1 copy of Inward Foreign Manifest (U.S. Customs Form 5727–A), Cargo for San Juan.
1 Stores List.
1 Crew Purchase List.
1 Passenger List (if any).
1 Crew List (U.S. Form I–418).
1 copy of Ship's in Transit Cargo Manifest.
Clearance from Last Port.

Duplicate:
Same as original except the in-transit Cargo Manifest.
If vessel has on board cargo for another American port, an extra copy of the original Cargo Manifest is required.
Crew members to declare individually all articles such as souvenirs, etc.

Agents require:
3 sets of Bills of Lading.
2 copies of Manifest (for San Juan only).
1 copy of Crew List.
1 copy of Stores List.
1 copy of Crew Purchases List.
1 copy of Narcotics List.
1 copy of Passengers List.

Certificates:
Valid Load-line Certificate.
Ship's Register.
U.S. Tonnage Tax Certificates (if any).

PILOTAGE: Port operations are under the supervision of the Captain of the Port and pilot services are available day and night.

ANCHORAGE: Harbour is protected from the prevailing Easterly trade winds by enclosing reefs. To the Southward the harbour is exposed and for this reason is not safe in a hurricane.

RESTRICTIONS: Depths: Entrance channel 36 ft.; turning basin, 31 ft.; anchorage, 40 ft.

BERTHING: The municipal pier is a concrete and steel construction 430 ft. long by 100 ft. wide, with a steel and cement transit shed The municipality has also built a concrete bulkhead wharf extending Easterly from the pier. To the North of the bulkhead wharf there is a manoeuvring basin 30 ft. deep. Depth alongside: Pier 1A, 30 ft.; Pier 2, 29 ft. 6 in.; Pier 3, 30 ft.; Pier 4, 30 ft.; Pier 5, East-side, 33 ft.; Pier 5, West side, 32 ft.

FRESH WATER: Water is available whenever ordered in advance for 24 hour daily service or at request during office hours.

FUEL: Available by pipe-line: (Texaco only) diesel, gas oil, No. 6 fuel oil. By trucks (Chevron, Shell, Esso).

MEDICAL: Ambulance permanently available at dock area, hospital and doctors service available as requested to the Agent.

CONSULS:

Columbia	Holland
Denmark	Panama
Dominican Republic	Spain
France	Sweden
Honduras	Switzerland

REPATRIATION: Arranged by ship's Agents.

TIME: GMT minus 4 hours.

HOLIDAYS: *New Year's Day (January 1st); Three Kings' Day (January 6th); De Hostos Birthday (January 11th); Washington's Birthday (February 22nd); Emancipation Day (March 22nd); *Good Friday; De Diego's Birthday (April 16th); Memorial Day (May 30th); *Independence Day (July 4th); Muñoz Rivera's Birthday (July 17th); *Constitution Day (July 25th); Barbosa's Birthday (July 27th); *Labour Day (September, first Monday); Columbus Day (October 12th); Veteran's Day (November 11th); Discovery of Puerto Rico (November 19th); *Thanksgiving Day (November, last Thursday); Elections Day (November, every 4 years); *Christmas Day (December 25th). Any holiday falling on Sunday is observed on the following Monday.
* No cargo operations on these dates.

AUTHORITY: Puerto Rico Ports Authority.

SAN JUAN: 18.28 N. 66.07 W.

DOCUMENTS: If vessel staying less than 24 hours:
Crew List.
Stores List.
Cargo Manifests.
Crew Purchase List.
Valid Load-line Certificate.
Ship's Register.
Clearance from Previous Port.

Vessels working cargo. Two sets of documents to be prepared as follows:

Original:
1 copy of Inward Foreign Manifest (U.S. Customs Form 5727–A), Cargo for San Juan.
1 Stores List.
1 Crew Purchase List.
1 Passenger List (if any).
1 Crew List (U.S. Form I–418).
1 copy of Ship's in Transit Cargo Manifest.
Clearance from Last Port.

Duplicate:
Same as original except the in-transit Cargo Manifest.
If vessel has on board cargo for another American port, an extra copy of the original Cargo Manifest is required.
Crew members to declare individually all articles such as souvenirs, etc.

Agents require:
3 sets of Bills of Lading.
2 copies of Manifest (for San Juan only).
1 copy of Crew List.
1 copy of Stores List.
1 copy of Crew Purchases List.
1 copy of Narcotics List.
1 copy of Passengers List.

Certificates:
Valid Load-line Certificate.
Ship's Register.
U.S. Tonnage Tax Certificates (if any).

PILOTAGE: Compulsory. Ships Agents must make arrangements with pilot station well in advance – not less than 24 hours – of arrival of vessel at harbour entrance. Pilot boats are painted black (hull) and white (topside). Show the letter "P" on each bow. Pilots board three miles offshore of sea buoy. Call pilot station on Channel 16 VHF. There is no inner anchorage for incoming vessels to wait for the Pilot.

ANCHORAGES: Deep draft anchorage "E", on the South-west shore of Isla Grande, is for vessels awaiting Customs or quarantine, and no vessel shall remain more than 24 hours without a permit from the Commonwealth and U.S. Coast Guard Captains of the Port. Restricted Anchorage "F" (Fox), shoreward of the West margin of Anegado Channel, is for vessels discharging explosives. No vessel shall anchor without a permit from the Captain of the Port. Anchorage "D", East end of San Antonio Channel, is for yachts, schooners and small craft.

RESTRICTIONS: Besides the harbour entrance channel (Bar Channel) and the main ship channel (Anegado Channel) with depths of 42 ft. and 36 ft., respectively, there are three other navigable channels in the inner harbour:

The Army Terminal Channel is approximately 1 mile long and 300 ft. wide, with an average depth of 36 ft.

The Puerto Nuebo Channel, approximately 1 mile long and 300 ft. wide. with an average depth of 32 ft.

The Graving Dock Channel, approximately 1 mile long, 300 ft. wide, an average depth of 30 ft.

MAX. SIZE: Cargo vessels 750 ft. in length call regularly at the Port of San Juan. Channel to tanker's berth, 36 ft.

RADIO: Radio communication to all points, including ships at sea, is available through commercial systems. Cables-Telex via RCA Communications, Inc., a global service of Radio Corporation of America, tel. 723–6170, San Juan, Puerto Rico.

TUGS: The Puerto Rico Lighterage Company, tel. 723–6164, and Port San Juan Towing Company, tel. 724–2350, operate a fleet of tug-boats. Tugs join vessel just inside harbour entrance.

BERTHING: All vessels must request and obtain well in advance before arrival a berthing permit from the Ports Authority.

Pier 1. Finger pier, two berths; 500 ft. long, 100 ft. wide; general cargo pier.

Pier 3. East of Pier 1. Tourist ships terminal. Double deck finger pier, 630 ft. long, 90 ft. wide; 35 ft. depth alongside.

Piers 6 to 15. General cargo berths.

Isla Grande Terminal. 1,500 ft. wharf, 30 ft. depth alongside.

Seatrain Lines Terminal. 600 ft. berth, 30 ft. depth alongside.

Puerto Nuevo Docks. Two 500 ft. berths, 30 ft. depth alongside.

Trailership Terminals. Four berths, 30 ft. depth alongside.

STEVEDORES: Arranged by the ship's Agents.

MEDICAL: Medical attendance and services are available for seamen at the United States Marine Hospital in San Juan (outpatients). The Presbyterian Hospital handles internal cases.

TANKERS: Caribbean Oil Refinery pile clusters berth, maximum permitted draft, 35 ft.; Navy Oil Pier, maximum permitted draft, 29 ft.

FUEL: Served in barges either alongside the vessel at the pier or at anchor. Other combustible liquids are delivered in tank trucks by Shell, Esso and Texaco.

FRESH WATER: Most of the piers have adequate installations to supply water.

REPAIRS: Abarca Dry Dock and Marine Terminals handles dry docking and major vessel's repairs. Stateside Shipyard and Marina, at Isla Grande, and Vaello Shipyard at La Puntilla, Catano, operate marine railways for dry-docking and repairs of small vessels. The Puerto Rico Lighterage Company handles minor ship repairs.
DEVELOPMENTS: Two additional trailership berths are under construction at the Puerto Nuevo port sector.
GANGWAY/DECK WATCHMEN: Ship provides own gangway watchmen.
OPENING/CLOSING HATCHES: By stevedores.
IDENTIFICATION CARDS: Required to go ashore.
CONSULS:

Belgium	tel. 725–3179	Honduras	tel. 723–5230
Bolivia	,, 723–0180	Italy	,, 722–4344
Colombia	,, 722–3562	Panama	,, 767–2175
Denmark	,, 725–3885	Holland	,, 723–1442
El Salvador	,, 723–9160	Mexico	,, 724–7812
Finland	,, 722–0283	Sweden	,, 725–1842
France	,, 722–3415, 725–4279	Uruguay	,, 723–1787
		Venezuela	,, 725–4055
Great Britain	,, 767–4435	Spain	,, 722–1045
Dominican Rep.	,, 725–9550, 722–4422	Germany	,, 725–5912, 722–2595

REPATRIATION: Arranged by ship's Agents.
AIRPORT: On outskirts of port area, served by regular airlines.
TIME: GMT minus 4 hours.
HOLIDAYS: *New Year's Day (January 1st); Three Kings' Day (January 6th); De Hostos Birthday (January 11th); Washington's Birthday (February 22nd); Emancipation Day (March 22nd); *Good Friday; De Diego's Birthday (April 16th); Memorial Day (May 30th); *Independence Day (July 4th); Muñoz Rivera's Birthday (July 17th); *Constitution Day (July 25th); Barbosa's Birthday (July 27th); *Labour Day (September, first Monday); Columbus Day (October 12th); Veteran's Day (November 11th); Discovery of Puerto Rico (November 19th); *Thanskgiving Day (November, last Thursday); Elections Day (November, 4 every years); *Christmas Day (December 25th). Any holiday falling on Sunday is observed on the following Monday.
* No cargo operations on these dates.
POLICE/AMBULANCE/FIRE: Police, 343–2020; Ambulance, 765–9700; Fire, 343–2330.
AUTHORITY: Puerto Rico Ports Authority, Post Office Box 2829, San Juan, Puerto Rico 00936. Autorip, San Juan, P.R. Tel. 723–2260.

Qatar

HALUL ISLAND: 25.38.55 N. 52.25.33 E.

Halul Terminal S.B.M.

Qatar national flag should be flown during hours of daylight.
DOCUMENTS: Master required provide 2 copies of crew list and show Light Dues receipt. All other necessary papers will be supplied on arrival, by Berthing Master.
PILOTAGE: Berthing Master will board incoming vessels about 1 mile Westward or Eastward of the S.B.M. depending on weather conditions. Masters requested provide a good lee for the launch to facilitate boarding of Berthing Master and the lifting on board of equipment.
The regulation pilot ladder should be rigged well aft on port side. Tankers of 70,000 tons dead weight class and above that are not equipped with an overside pilot hoist should rig a combination of pilot and accommodation ladder.
ANCHORAGE: To Westward of Halul Island centred in a position with Halul Lighthouse bearing 090°×1·5 miles. Depth about 70 ft. and bottom is sand.
MAX. SIZE: Depth of water over 60 ft.
HEALTH: If sickness on board, details should be included in ETA message. No Doctor on Halul. In emergencies the services or advice of Company's Medical Officer based in Doha may be obtained. If Medical Officer or patient has to be flown to or from Doha, the tanker concerned will be charged for helicopter hire. Round trip is approx. £80.
RADIO: Vessels should establish communications with Shell Company of Qatar Ltd., Doha, at least 48 hours before arrival Halul Terminal, giving ETA local time and quantity of cargo required in long tons. Message to "Shell Qatar Doha" via Bahrein Radio. Any changes in ETA should be passed via Bahrain Radio, or if within range, through station 2AA (see below).
A private radio station, call sign "2AA", operated by Shell Company of Qatar Ltd., situated in position 25° 17′ 12″ N. 51° 34′ 39″ E. A continuous listening watch maintained on 500 kHz. Incoming tankers should listen for the 2AA traffic list which is transmitted on 438 kHz at 0400, 0800, 1200 and 1600 hours GMT after first calling on 500 kHz. Other details shown in Admiralty List of Radio Stations Volume 1.
A standard information cable is passed to all incoming tankers by station 2AA.
Ship's radio station must not be used while tanker moored to SBM.
VHF: A VHF station on Halul Island, call sign "Halul Control", maintains a continuous watch on the International Marine Band, Channel 6. The station has a range of approximately 50 miles and incoming tankers should establish communications with this station as soon as possible. Ship-to-shore communication during loading is by portable VHF Radio telephone provide by the terminal.
TUGS: Not available.
BERTHING: Approach is from the open sea, usually passing to Northward of the island. There is 1 single buoy mooring with two 810 ft. floating hose strings. Vessels berth head on the buoy. Two 12 in. 150 ft. nylon lines from buoy are secured on forecastle head, using equipment provided by terminal. A suitable messenger rope should be ready for use. No moorings are used aft. The Berthing Master will advise in detail the mooring procedure.
Hose connections amidships 2×16 in. hoses. Hose derrick should be rigged to lift at least five tons and 2×16 in. reducers fitted on port side only. Hose connection carried out by ship's personnel with advice from Berthing Master.
Shore line is 1×30 in. submarine pipe-line, 2×16 in. floating hose strings for direct connection to ship's manifold.
Tankers not permitted to immobilise main engines or auxiliaries whilst moored to the SBM.
DENSITY: At berth, 1028/1030 (approx.).
CARGO: Flash point: Flash point of Qatar crude is below 32 degrees Fahrenheit.
H_2S content: Qatar marine crude contains concentrations of H_2S (sulphuretted hydrogen). This is an evil-smelling poisonous gas which can be lethal depending on concentration of gas in the air inhaled. It can be detected normally by smell, but unfortunately a high concentration of the gas rapidly paralyses sense of smell and may lead to a false sense of security. It is, therefore, important that when the presence of the gas is detected the area or compartment concerned must be left with all possible despatch until adequate ventilation can be carried out. *The explosimeter will not detect this type of gas.* The under-noted precautions have been evolved as necessary to provide against a possible accident.
(*a*) During loading gas should only be allowed to escape via the agreed venting arrangements.
(*b*) When ullaging tanks, personnel should keep to windward of the tank opening and avoid breathing fumes as much as possible. If H_2S is inadvertently inhaled the man should leave the area and not return until his sense of smell has been restored.
(*c*) No one should enter any pump room or any compartment where gas could collect unless another person is standing by.
(*d*) Lifelines, breathing apparatus and resuscitator should be readily available.
(*e*) As a precautionary measure, the gas ejector for the pump room should be put into operation at any time entry is made into this space whilst the possibility of H_2S gas entering pump room from cargo or empty tanks exists.
FRESH WATER: Not available.
FUEL: Not available.
REPAIRS/STORES/LAUNDRY: Not available.
TANK CLEANING: No facilities available and ships must arrive with clean ballast, lines and pumps.
CUSTOMS: Trading in liquor is *strictly* prohibited and no alcoholic drink should be offered to Arab nationals.
TIME: Local time GMT plus 4 hours.
SHORE LEAVE: Not Permitted.
AGENT: The Shell Company of Qatar Ltd., PO Box 47, Doha, Qatar, Arabian Gulf. Telegraphic address: "Shell Qatar Doha".

UMM SAID: 24.54 N. 51.34 E.

When vessel enters port waters in ballast, the ballast water for overside discharge must be clean and a declaration signed by Master and delivered to representative of the terminal. Ashes, oil, oily water or other refuse must not be discharged overboard in port waters. Vessel's scuppers must be effectively plugged and leakage or spillage of oil aboard ship must not be swept or washed overboard whilst in port waters.
DOCUMENTS:
Health Declaration.
Crew Lists,
Light Dues Receipt.
Other necessary papers supplied on arrival.
APPROACHES:
Depths. In Outer Channel there are at least depths of 37 ft. in vicinity of Nos. 1 and 2 buoys, 3 and 4 buoys and Nos. 9 and 10 buoys. Between Outer and Inner Channel, depth varies from 40 ft. at Nos. 11 and 12 Outer Channel buoys through 72 and 78 ft. between S.E. Arrif and S. Arrif buoys to 47 ft. close to No. 1 Inner Channel buoy. In Inner Channel, least depth is 38 ft. between Nos. 3 and 4 Inner Channel buoys.
From Inner Channel to anchorage, depths vary from 43 ft. between Channel and Turning buoy to 48 ft. at anchorage.
Tides. Tides in this area have large diurnal component and at times there is only one high water and one low water in twenty-four hours. This irregularity is more pronounced at Umm Said than at Outer Channel entrance for which predictions are made.
In December the higher high water, or the only high water during periods of single day tides, occurs between 5 a.m. and 2 p.m.; in March between 10 p.m. and 9 a.m.; on June between 6 p.m. and 1 a.m. and in September between 9 a.m. and 9 p.m.
At Umm Said there are a few days in the year when tide does not rise above 5 ft. and there are considerable periods each day when predicted height of tide is greater than 3 ft. In vicinity of Nos. 3 and 4 Inner Channel buoys, high water occurs about 1 hour after high water at Outer Channel entrance and rise of tide is slightly more than at Outer Channel entrance. Higher high water is normally 5 ft. or better, rising to 8 ft. at exceptional Springs.

Meteorological conditions may affect all the above tides by +2 ft.

Tidal Streams. In general, flood stream sets to South south west and ebb stream to North north-east, the rate being up to two knots at Springs.

Cross sets will consequently be experienced in the channel, more particularly in Northern part of Outer Channel, between Outer Channel and S.E. Arrif buoy and between S. Arrif buoy and the Turning buoy. Outer Channel entrance stream continues to set to Southward for some time after tide has started to fall.

PILOTAGE:

Inward: Except on special request Pilots are not provided for the inward passage. Vessels should proceed to Eastern Anchorage, having first received clearance from Umm Said Terminal to enter channel. This is to ensure that all outward bound vessels are aware of traffic movements in channel.

Outward: Pilots will be disembarked off Wakrah light buoy.

N.B. It is requested that tankers of 40,000 dwt and over should have rigged, when in light condition, an accommodation ladder lowered to about 12 ft. above the water. This can be adjusted to suit conditions. A pilot ladder should be rigged immediately abaft the accommodation ladder, to within 2 ft. above the water. This will enable Pilot to ascend pilot ladder clear of launch, and then step on to lower platform of accommodation ladder.

ANCHORAGE: Eastern Anchorage. Depth 48 ft.

MAX. SIZE: Draft of laden tankers leaving Umm Said controlled by depth at outer end of Outer Channel. This is 37 ft. below Chart Datum and Zero of Predictions. Tide rarely falls below 1 ft. above datum, so that there is always 38 ft. or more in the channel.

Even under worst weather conditions there is no appreciable movement on larger ships in Outer Channel. As deep-draft vessels always reduce speed between Nos. 3 and 4 Inner Buoys and in Outer Channel, there is very little "draw down" and an allowance of 3 ft. under the keel for safety is considered adequate. Deep-draft vessels should endeavour to pass between Nos. 1 and 2 Outer buoys at higher high water for the Outer Channel entrance.

In general, limitations are as follows:

(*a*) Ships drawing 35 ft. or less can sail at any time on any day.
(*b*) Ships drawing 36 ft. will rarely have to use tides.
(*c*) Ships drawing 37 ft. will usually have to use tides.
(*d*) Ships drawing 38 ft. always have to use tides.
(*e*) Ships drawing 39 ft. will occasionally be neaped.
(*f*) Ships drawing 40 ft. will be neaped 120 days+a year. The best months are April to August.
(*g*) Ships drawing 41 ft. can sail occasionally. The best months are June and July.
(*h*) Ships drawing 42 ft. are not worth programming as on the few days when predictions indicate they could sail, meteorological conditions may well cut the tides.

HEALTH: (Quarantine and Medical Clearance). The Medical Officer of Qatar Petroleum Company Ltd. will carry out these duties. No fees are payable. Medical attention to Masters and crews of ships arranged by Qatar Petroleum Company's Medical Officer when asked for by Master.

RADIO: Vessels are requested to inform QPC Limited by cable of ETA Hul light buoy 48 hours prior to arrival. It should be clearly indicated whether times quoted are Greenwich Mean Time or Local Time. Also state quantity of cargo, in long tons, and maximum loading rate required. Cables should be addressed "Petroqat, Doha", and passed via Bahrain Coast Radio Station.

When advising ETA ships must state last port of call and if there is any sickness on board. If last port of call Bahrain or Ras Tanura, the port previous to them must be stated.

VHF: Tanker VHF Radio Communications. Terminal equipped operate on six channels of International Maritime Mobile Radio Telephone Service as follows:

Channel No.	*Transmit frequency mc/s.*	*Receive frequency mc/s.*
1	156·05	156·05
9	156·45	156·45
11	156·55	156·55
12	156·60	156·60
14	156·70	156·70
16	156·80	156·80

Continuous listening maintained on Channels 16 and 14, call sign being "Umm Said" and range of station approximately 50 miles.

TUGS: No tug available.

BERTHING: Pilots act in same capacity as Mooring Masters in the berthing, after which they supervise raising of flexible hoses and connection to ship's manifold. During loading operation they act as company's representatives.

Mooring, loading and unmooring carried out night and day and necessary standards of safety can only be maintained if vessels have equipment suited to terminal requirements.

Vessels moored at sea-line berths by ship's anchors and mooring buoys. Following equipment should be carried:

(*a*) Port and starboard anchors to be fitted with marker buoys and sufficient line.
(*b*) Two good boat ropes 4½ in. circ., at least 200 ft. long.
(*c*) A good line by the pilot ladder for hauling on board equipment such as hose clamps, wrenches, reducers and elbows.
(*d*) Four good mooring lines aft of a suitable size for the vessel on which they are used. Each line should consist of 120 fathom hawser, tailed by a similar hawser and ready to run out if required.
(*e*) Two good mooring lines forward similar to the after lines for use on breast buoy if necessary.
(*f*) Two good rope stoppers to be available forward. Four good rope stoppers to be available aft.
(*g*) Derricks or cranes reaching over hose connection should be capable of lifting flexible hose from sea-bed to a height of up to 30 ft. above deck.
Derricks should have a safe working load of 10 tons in order to lift 12 in. hose strings.
(*h*) Reducers or adaptors to be bolted to ship's flanges, so as to take 12 in. hose.

Note. Where a vessel has two or more loading connections, the ship's flanges should not be less than 4 ft. apart.

Sea-Line Berths.

Berth	*Maximum tph*	*Fixed sea-line*		*Strings of flexible hoses*	
North	4,100	Two	16″	Two	12″
South	4,300	One	24″	Two	12″

Depth of Water at Berth. Available depth of water at seaward end of sea line is as follows: North Berth 41 ft. South Berth 44 ft.

An allowance of 3 ft. for North Berth and 8 ft. for South Berth has been made for height of the sea-line end cradle above the sea bed.

CARGO:

1. Flash Point. Flash point of Qatar crude is below 32 degrees Fahrenheit.

2. H_2S Content. Qatar crude contains concentrations of H_2S (sulphuretted hydrogen). This is an evil-smelling poisonous gas which can be lethal depending on concentration of gas in the air inhaled. It can be detected normally by smell, but unfortunately a high concentration of the gas rapidly paralyses sense of smell and may lead to a false sense of security. It is, therefore, important that when the presence of the gas is detected the area or compartment concerned must be left with all possible despatch until adequate ventilation can be carried out. *The explosimeter will not detect this type of gas.* The under-noted precautions have been evolved as necessary to provide against a possible accident.

(*a*) During loading gas should only be allowed to escape via the agreed venting arrangements.
(*b*) When ullaging tanks, personnel should keep to windward of the tank opening and avoid breathing fumes as much as possible. If H_2S is inadvertently inhaled the man should leave the area and not return until his sense of smell has been restored.
(*c*) No one should enter any pump room or any compartment when gas could collect unless another person is standing by.
(*d*) Lifelines, breathing apparatus and resuscitator should be readily available.
(*e*) As a precautionary measure, the gas ejector for the pump room should be put into operation at any time entry is made into this space whilst the possibility of H_2S gas entering pump room from cargo or empty tanks exists.

LOADING:

(*a*) *Readiness.* Notice of Readiness will be received by Company Representative provided vessel ready to load. Lay time will commence six hours after receipt of Notice of Readiness, berth or no berth. The Company will make every effort to load tanker on arrival provided berth available and weather permitting.

Advice from vessel which states she is ready to receive cargo is considered as final, and as indicating that every operation necessary aboard vessel has been completed. As soon a possible after such a signal has been received, and without further advice, loading will commence. Damage to hoses can occur if ship's valves are not open at the start of loading.

(*b*) *Pipelines.* Each berth connected to shore installation by one or two submarine pipelines. The seaward ends of pipelines terminate in 12 in. flexible hoses, there being two such strings of hoses at each berth.

A mooring barge is available to assist ships to raise hoses from sea bed and connect up.

(*c*) *Tank Dips.* When loading, dips shall be taken frequently of vessel's tanks, thereby preventing loss of oil through a leaking hose. This particularly applies at night, as seepage of oil is practically invisible on the water during darkness. Inspection of vessel's tanks will be made before loading commences by a ship's officer and a representative of the Terminal. Opening dips and closing ullages will be taken and the quantity of cargo calculated. Particular care must be exercised by ship's personnel, towards completion of loading, in the "topping-off" of tanks to ensure that Terminal given timely advice of any decrease in pumping rate required. Adequate "Stand-by" notice should be given before the final "Stop".

(*d*) *Loading Pumps.* Cargo is loaded with two 1,200 h.p. pumps. Sudden shutting of valves or asking for pumps to be stopped whilst loading at full speed can cause pressure surges throughout pipe system. This has caused breakage in the lines and consequent loss of large quantities of oil with the serious risk of fire. Should a pressure surge occur causing damage to flexible hoses connected to vessel you can imagine the risk with large quantities of crude oil on the decks and in the surrounding sea. In order to avoid any possibility of this, please ensure that 15 minutes notice of requiring to stop pumping be given and that *slow speed* be asked for at this time.

(*e*) *Ballast.*
(*a*) Essential that vessel is adequately ballasted to ensure safe handling and manoeuvring. Please comply with Mooring Master's requests as to ballast quantity and disposition.
(*b*) Umm Said is an open roadstead and subject to sudden changes in weather. On occasions it is of great advantage to commence loading whilst discharging ballast or prior to completely deballasting to avoid having the vessel in a flying light condition.
(*c*) No cleaning of boiler tubes whilst ship is in port.

(*d*) All pump-room seacocks must be closed before commencement of loading.

FUEL: Bunkers not available. A vessel proceeding to a nearby bunkering port should repeat ETA to Qatar Petroleum Company Ltd. for information. If Qatar Petroleum Company Ltd. have sufficient information concerning expected arrivals, taking into consideration time taken to bunker, they will advise Masters when they consider that probable delay at Umm Said can be avoided by the vessel loading cargo before proceeding to the bunkering port. A similar request may be made in exceptional circumstances when there is a possibility that unduly large stocks of oil may necessitate shutting down the field.

WATER STORES: Not available.

LIQUOR: The State Laws of Qatar are very strict about import of liquor and its consumption both on mainland and on vessels in harbour. No employee, whether senior or junior, is permitted to import any liquor direct or to bring any liquor ashore from vessels, and under no circumstances should liquor be offered for consumption on vessel to any company employee unless he is of staff status. At the present time vessels enjoy the privilege of not having to seal liquor stocks whilst in port, but this privilege would be withdrawn if above rules not strictly observed.

DERATISATION: No facilities.

DISCHARGE CERTIFICATE: The Master of every vessel loading at Umm Said is handed a Discharge Certificate for completion by the Customs or Port Authority at port of discharge and return by air mail to the Director of Customs Government of Qatar. Doha, within *three* months of sailing from Umm Said. It must be emphasised that failure to comply with this requirement may result in delay or even boycott of the vessel upon return to Qatar. It is therefore in best interest to ensure that Agent at port of discharge attends to despatch of this certificate with least possible delay and by *airmail.*

OUTWARD PASSAGE: Same track is followed as for inward passage. Speed must be reduced before rounding the Turning buoy and passage of Inner Channel must be made at slow speed to avoid increase of draft due to "draw down" or heel under helm". Outer Channel should also be taken at moderate speed to avoid "draw down" and "canal action" when passing close to shoal patches.

AGENT: Agency carried out by Qatar Petroleum Company Ltd. Telegraphic address, "Petroqat" Doha. Postal address, Qatar Petroleum Company Ltd., PO Umm Said, Qatar, Arabian Gulf.

Reunion Island

POINTE DES GALETS: 20.55 S. 55.18 E.

PILOTAGE: Pilot is normally ordered by the ship's Agent, or in particular cases by the Harbour Master if contacted by VHF beforehand. Pilot launch carries regulation pilot signals. Pilot boards at the entrance to the port about 1 mile from the breakwaters.

ANCHORAGE: There are 3 anchorages in the roads near the port.

(*a*) In Baie de St. Paul in depths of about 40 metres, well marked and safe except in very strong swell.

(*b*) South of the port entrance in the immediate approaches, depths of 40 metres, only used in fine weather and calm sea.

(*c*) In roads of La Possession unmarked anchorage and little used.

If vessel requires a Pilot for anchoring, then anchorage dues are incurred. Vessels anchoring by their own means do not incur charges.

RESTRICTIONS: Entering port in daylight only. Before berthing vessels swing in the outer port using starboard anchor.

MAX. SIZE: Length, 160 metres; draft, 9 metres. After July, 1971, port will be able to accept vessels up to 175 metres length.

RADIO: Saint Denis Radio. Harbour Master's Office equipped with VHF.

TUGS: Only used to assist vessel manoeuvring in the port. Tugs join vessel in outer harbour. Ship's lines always used.

BERTHING: Berth assigned by Harbour Master, basis vessel's length and draft. Tankers berth in the outer harbour at dolphin berth. No slop facilities.

DENSITY: 1025.

FRESH WATER: Available by pipe-line at the quays. Rate 10 tons per hour. Cost 2.50 F.F. per ton. Not available at tanker berth.

FUEL: Bunkers expected to be available after July 1971.

MEDICAL: Doctor and hospital facilities available.

WATCHMEN: Not necessary.

OPENING/CLOSING HATCHES: Normally performed by ship's crew.

REPAIRS: Only minor repairs can be effected.

REPATRIATION: All facilities available for crew change and repatriation.

AIRPORT: 30 kilometres away, daily connections to Africa and Europe.

TIME: GMT plus 4 hours. No alterations during the year.

HOLIDAYS: Same as for "France".

SHORE LEAVE: Crew are allowed to go ashore.

AUTHORITY: Capitain du Port.

Romania

CONSTANTZA: 44.12 N. 28.41 E.

DOCUMENTS: As soon as vessel is boarded by the border control commission, the Master fills in a form of declaration in 4 copies, which together with Stowage Plan, Cargo Manifests, Sanitary Certificates, is handed to representative of the Agency. Also following documents are to be handed over at Harbour Master's Office:

Derating Certificate.
Certificate of Nationality.
Tonnage Certificate.
Safety Equipment Certificate.
Load-line Certificate.
Safety Radio-telegraph Equipment Certificate.

Crew Lists and Passengers Lists must be typed in several copies (up to 7).

PILOTAGE: Upon arrival in roads, a cable must be sent through radio coast station to Agent, stating hour of arrival and asking for Pilot. If entrance is not possible immediately due congestion Agent will call back the vessel advising when Pilot may board near the port entrance in order to berth vessel.

MINEFIELDS: Danger Area Nr. 3B (Constantza South). The area enclosed by the coast and by lines joining the following positions:

(*a*) 44° 09′ 81″ N. 28° 38′ 25″ E. (*b*) 44° 08′ 99″ N. 28° 39′ 96″ E.
(*c*) 44° 08′ 50″ N. 28° 39′ 96″ E. (*d*) 44° 08′ 50″ N. 28° 54′ 01″ E.
(*e*) 44° 00′ 17″ N. 28° 54′ 01″ E. (*f*) 44° 00′ 17″ N. 28° 39′ 88″ E.

Danger Area Nr. 3A (Constantza North). The area enclosed by the coast and by lines joining the following positions:

(*a*) 44° 21′ 79″ N. 28° 41′ 10″ E. (*b*) 44° 21′ 79″ N. 28° 52′ 69″ E.
(*c*) 44° 21′ 14″ N. 28° 54′ 01″ E. (*d*) 44° 10′ 19″ N. 28° 54′ 01″ E.
(*e*) 44° 10′ 19″ N. 28° 42′ 18″ E. (*f*) 44° 10′ 48″ N. 28° 42′ 16″ E.
(*g*) 44° 10′ 99″ N. 28° 40′ 76″ E. (*h*) 44° 09′ 77″ N. 28° 39′ 55″ E.

ANCHORAGE: Anchorage areas in Constantza roads are just near the new port works in an area up to 44 ft. depth. Length and breadth have no special restrictions. Actual official permitted draft for tankers 30·6 ft. will be soon improved in new tanker berths. Constantza anchorage – East approach Nr. 2. Approach is between limits of Danger Areas Nos. 3B and 3A. Width 1·7 miles, length 15·3 miles, direction 270°–90°. Centre line joins following positions.

C1: 44° 09′ 35″ N. 29° 02′ 20″ E. At 17·5 miles on bearing 91° 12′ from Constantza main lighthouse (nr. 1·5).

C2: 44° 09′ 35″ N. 28° 41′ 00″ E. At 2·25 miles on bearing 99° 12′ from Constantza main lighthouse (nr. 1·5).

On this approach non-degaussed vessels with max. draft 12 metres may navigate.

TUGS: Tugs normally join vessel near port entrance assisting them until berthing.

RADIO: Constantza coast radio station, call sign YQ1, frequency 462 kc/s. Operation – daily starting at 0650, 1250 and 1850 GMT.

MEDICAL: Crew members are offered medical assistance on Monday, Wednesday and Friday between 0900 and 1200 a.m., and on Tuesday, Thursday and Saturday between 1300 and 1700 hours.

WATCHMEN: Watchmen recommended for special general cargoes. Cost will be arranged through Agent.

CUSTOMS ALLOWANCES: Small quantity permitted for each crew member out of bond but may be renewed if vessel stays longer in port.

REPAIRS: Largest dry dock in Constantza has 15,000 tons lifting capacity, second dock up to 8,000 tons.

TIME: Local time is GMT plus 2 hours.

HOLIDAYS: Official holidays in Romania: New Year's Days (1st and 2nd January); Easter Orthodox Monday (April); Labourer's Days (1st and 2nd May); Liberation Days (23rd and 24th August); Anniversary of Socialist Revolution (7th and 8th November); Christmas (25th and 26th December); Proclamation of the Republic (30th December).

STEVEDORES: Working hours 0800–1700 and 2000–0500. Saturday afternoons, afternoon of days before holidays, Monday mornings and days after holidays until 0800 usually exempted in C/P although work may be effected. Loading and discharging are generally effected by shippers and receivers, respectively at their own expense and they may work also on holidays, Sunday and Saturday afternoons, no overtime expenses being charged to the vessel for shore labourers but without payment of overtime to vessel's crew and without counting the time.

SHORE LEAVE: On completion of border inspection, crew can go ashore taking their Seaman's Books (or Passports) and the permits they receive from the soldier at the gangway. The permits must be returned to soldier upon coming back on board. In the event that crew members desire to visit another place outside Constantza they shall inform Agent.

GENERAL: From the time a vessel enters the territorial waters of Romania until she leaves the respective zone, i.e. 12 miles, it is compulsory to fly the Romanian flag. Ships that call at Constantza for the first time and have not got the Romanian flag on board must have it ordered through the Agent immediately upon berthing.

AGENT: Navlomar Shipping Agencies, Telex 014–259. Cables "Navlomar Constantza".

SULINA (including Galatz and Braila): 45.09 N. 29.39 E.

DOCUMENTS: Within maximum 1 hr. from fulfilment of arrival formalities the Master or Chief Mate reports at the Harbour Master's Office where he hands the following documents:

Certificate of Nationality.
Tonnage Certificate.
Safety Equipment Certificate.
Load-line Certificate.
Safety Radio-telegraphy Equipment Certificate.
Safety Construction Certificate.
Cargo Gear Certificate.

The above certificates are to be valid and not to expire before ship's sailing the port, Load-line Certificate and Cargo Gear Certificate not to be older than 12 months, and same remain with the Harbour Master until ship's departure when returned through the representative of the Agency that accompanies the Control Commission on departure.

PILOTAGE: Notice of arrival to pilot station at Sulina is to be sent in due time through Navlomar Sulina.

Sulina – South-east approach nr. 5. Width 1·6 miles. Length 7 miles. Direction 146°–326°. Centre line joins the following positions:

S1: 45° 03′ 01″ N., 29° 53′ 4″ E. At 11·5 miles on bearing 124° 24′ from Sulina Lighthouse (nr. 1.20).

S2: 45° 08′ 9″ N., 29° 47′ 9″ E. At 5·75 miles on bearing 95° 42′ from Sulina lighthouse (nr. 1.20).

Thence on the Nr. 01 Sulina black light and whistle buoy, and afterwards on the line of Sulina Entrance leading lights (301° 12′) into Sulina Channel and so to harbour. On this approach non-degaussed vessels with maximum draft 7 metres may navigate.

The port of Galatz is situated on the left side of the Danube 79 miles from the Black Sea.

RESTRICTIONS: Vessels calling at Danube ports are obliged to wait in roadstead of Sulina, at least one mile away from the black buoy (a black floating cylinder marked 01 in white, which is lighted at night by green flashing light). All vessels both entering and going out of Sulina channel as well as during navigation in the channel and Danube, are obliged to have on board a Danube Administration Pilot. As a rule, entering and leaving the Sulina channel, as well as navigation in the channel, is prohibited after night-fall.

MAX. SIZE: The draft at Sulina bar is 23 ft. passable. Any other changes of official draft are broadcast daily, at 11.50 hours on 1935 metres, long wave.

MINEFIELD: Danger Area nr. 7 A (Sulina). The area enclosed by the coast and by lines joining the following positions:

(*a*) 45° 13′ 27″ N. 29° 40′ 42″ E. (*b*) 45° 11′ 77″ N. 29° 41′ 42″ E.
(*c*) 45° 09′ 17″ N. 29° 57′ 22″ E. (*d*) 45° 07′ 37″ N. 29° 57′ 22″ E.
(*e*) 40° 03′ 07″ N. 29° 54′ 82″ E. (*f*) 45° 03′ 07″ N. 29° 39′ 34″ E.

CLEARANCE: On arrival in Sulina harbour vessel has to stop to complete border and sanitary formalities and after vessel has completed same, with Danube Administration Pilot on board, proceed to destination. After the vessel has completed manoeuvring to come alongside berth, she is boarded by the sanitary commission. If the vessel has passed the sanitary inspection she is boarded by border control commission which includes a representative of the Agency, the latter assisting the Master in fulfilling arrival formalities and facilitating meeting of any requirements on ship's part. The Master fills in a form of declaration in 3 copies which together with the Stowage, Plan, Cargo Manifest, etc., are handed to representative of the Agency upon his leaving ship. A supplementary declaration is to be completed by the Master, stating: 1. Who supports disbursements expenses (name, mail address, telegraphic address, number of telex). 2. Who supports the supplies of bunkers, provisions other services, etc. (name, mail address, telegraphic address, number of telex).

RADIO: Constantza – coast radio station. Call signal YQ1, frequency 462 kc/s. Operation daily, starting with 0650, 1250 and 1850 GMT. Contents of transmission: meteorological and navigation notices. Weather forecasts are broadcast in clear English or codified; radio notices to mariners and navigation warnings are broadcast in Romanian, Russian, and English.

BERTHING: After arrival in Galatz roads and port Pilot boarded, the berthing of the vessel is done as ordered by the Port Authorities according to the possibilities of operation (loading/discharging) and to the availability of berths.

MEDICAL: Crew members are offered medical assistance if necessary when the Master requests, and they have to come at the Agency Office between 08.00 and 09.00 a.m. every day, except Sundays and holidays.

STEVEDORES: Working hours: 0700–1500 and 1500–2300 hours.

CUSTOMS ALLOWANCES: For releasing cigarettes from Customs seal it is necessary to notify the Agent who, in turn, will arrange with the Customs House. Attention is drawn to the fact that bringing into or taking Romanian currency out of the country is prohibited. According to requirements of crew, the Master gets from Agent any sum of Romanian currency. The respective sum is charged in the disbursements account at lei 18 = U.S. $1. (official exchange rate+200% premium granted to seamen). Before departure from port the Master is obliged to return to Agent the sums of Romanian currency unspent against receipt. The sums are returned in front of the representative of the Customs during the control for departure.

HATCHES: Opening and closing of the hatches is to be performed by crew whenever requested due to weather conditions.

CARGO GEAR: Rigging of derricks, the good working condition of the winches and derricks, are permanent obligations of the vessel according to requirements of working gangs, The hatch ways must be opened or closed to their full size. The removable beams or covers shall always be stowed on deck on the side where work is not being carried on, so that they may not hinder working gangs or cause accidents. During operations, the vessel is recommended to close the hatches with rain tents, ship's property, if bad weather. If cargo handling gear gets out of order during operations, the waiting time of workers is charged against vessel and such time lost for breakdown of winches not to count as laytime.

SHORE LEAVE: On completion of border inspection crew can go ashore taking their Seaman's Books (or Passports) and the permits they receive from the soldier at the gangway. The permits must be returned to the soldier upon coming back on board. In the event that crew members desire to visit another place out of Galatz they shall inform the Agent.

GENERAL: From the time a vessel enters the territorial waters of Romania until she leaves the respective zone, i.e. 12 miles, it is compulsory to fly the Romanian flag. Ships that call at Galatz for the first time and have not got the Romanian flag on board must have it ordered through the Agent immediately upon berthing at Sulina Harbour. Throwing garbage overboard or pumping out dirty ballast or bilge water is allowed only beyond the territorial waters of Romania. Non-observance of these rules may result in fines varying between 3,000 and 10,000 lei imposed by the Harbour Master.

AGENT: Navlomar Shipping Agency.
Galatz: 20, 13 Junie. Telex 225. Cables "Navlomar Galatz".
Braila: 2 Imparatul Traian. Telex 10. Cables "Navlomar Braila".

St. Lawrence Seaway

ST. LAWRENCE SEAWAY

DOCUMENTS: For Agent in Montreal, three unfreighted copies of Complete Manifest for Seaway Toll purposes covering all cargo to be discharged in the Great Lakes.

In first U.S. port, a "Traveller" is made up by the Customs Inspector with the following documents:

2 complete sets of U.S. Cargo Manifests, plus 6 copies for Agents.
1 set Manifest of Cargo for first U.S. port.
4 Stores Lists.
4 Personal Effects Lists.
4 Firearms and Ammunition Lists.
4 Crew Lists, Form I–418.
4 Narcotics Lists.
4 Vessel's Itinerary Lists.
Vessel's Registry and copies of Paid Tonnage Tax Certificates.
Health Pratique.
Clearance from previous port.
2 sets Bills of Lading.
3 copies Stowage Plan.

In subsequent U.S. ports the following are required:

5 sets Manifest of Cargo for that port.
The Traveller and Permit to Proceed issued in previous port.
2 Stores Lists.
2 Personal Effects Lists.
2 Firearms and Ammunition Lists.
2 Crew Lists.
2 Narcotics Lists.
2 sets Bills of Lading.
3 copies Stowage Plan.

PILOTAGE: The first pilot station when entering the St. Lawrence River is at Les Escoumins, 80 miles West of Father Point. This Pilot will take the ship to the Quebec pilot station 121 miles to the West. Off Quebec a new Pilot boards to take the ship to Trois Rivières, where there is another change of Pilot for the remaining trip to Montreal.

RESTRICTIONS: The average navigation season in the St. Lawrence River is from April 1st to December 20th.

Locks Nos. 1 to 7: length, 860 ft.; width, 80 ft.; depth, 30 ft.; channel depth, 27 ft.

Welland Canal Locks: No. 1: length, 865 ft.; width, 80 ft. Nos. 2 to 7: length 859 ft.; width, 80 ft. No. 8: length, 1,380 ft.; width, 80 ft.; channel depth, 27 ft.

St. Mary's River Locks: MacArthur: length, 800 ft.; width, 80 ft. Poe: length, 1,000 ft.; width, 100 ft. Davis: length, 1,350 ft.; width, 80 ft. Sabin: length, 1,350 ft.; width, 80 ft. Canadian: length, 900 ft.; width, 59 ft. Channel depth 27 ft.

Special Limits: Vessels maximum speed is limited in certain areas as follows: Locks Nos. 1 to 7, 7 knots; Welland Canal, 7 knots; Lower Detroit River, 12 knots; St. Clair River, 9 knots; St. Mary's River, 10 knots.

MAX. SIZE: Length, 730 ft.; beam, 75 ft. 6 in.; draft, 25 ft. 9 in. Masts must not exceed 117 ft. above water level.

HEALTH: All ocean-going vessels must obtain a free pratique before entering the Seaway. Vessels entering the Seaway direct may receive quarantine inspection and clearance from the Canadian authorities at Montreal while at anchor awaiting entrance to the Seaway.

RADIO: *Notice of Arrival.* Master must give at least 24 hours notice to Commander, 9th Coast Guard District, Cleveland, Ohio, of the vessel's ETA at Snell Lock. Also at least 24 hours notice of ETA at first U.S. discharge port is required.

Welland Canal: A vessel arriving at either calling- in point will call the Welland Canal Traffic Control Centre on Channel 16 (156·8 Mc/s) giving (*a*) name of vessel, and (*b*) position. Seaway Welland will acknowledge the call and request the vessel to shift to Channel 14 (156·7 Mc/s). The vessel will then shift to Channel 14 and give: (*c*) destination, (*d*) draft, fore and aft, and (*e*) cargo. If the vessel is called directly into the canal, she will be told to remain on Channel 14. If the vessel is not to come into the canal, she will be ordered to

anchor and instructed to guard Channel 16 until called in. Unless instructed otherwise, vessels will guard Channel 14 during their entire transit from calling-in point 15 to calling-in point 16, or vice versa, and all transmissions will take place on Channel 14.

Great Lakes: It is recommended that vessels within a radius of 35 miles of a shore station use their FM transmitting and receiving equipment to ensure better connections. This pertains especially to vessels at anchor or in the proximity of a port or berth.

Radio Stations: Buffalo, New York, marine operator. Port Burwell, Ontario, marine operator. Geneva, Ontario, marine operator. Loraine, Ohio, marine operator. Rogers City, Michigan, marine operator.

IDENTIFICATION CARDS: In the first U.S. port, the immigration officer requires an alphabetical crew list made up on Form I–418 and visaed by the American Consul in the last overseas port. This crew list should contain the name of every crew member on board. Also needed are three copies of this crew list on the same form. The Immigration Officer will require all seamen's books and passports, to issue the completed crew landing permits made out on Form I–95A. The Master will be given a crew list receipt which will indicate the names of crew members detained on board, if any. In case a crew member is detained on board, he cannot go ashore, and at irregular times an officer of the Immigration Service will check if the crew member is on board. A fine of $1,000.00 will be imposed on the vessel for each detained crew member who is not on board.

TUGS: Whistle signals differ from those in international usage and are as follows:

1. Ship to Tug: One Long and One Short (— .) = ship ready to proceed, O.K. or all right. One Long and Two Short (— . .) = let go the bow tow-line. One Long and Three Short (— . . .) = let go the stern tow-line.
2. Both Ship to Tug and Tug to Ship: One Short (.) = work propeller ahead when stopped, *or*, stop propeller when working, either ahead or astern. Two Short (. .) = work propeller astern. Three Short (. . .) = slow down or check. Four Short (. . . .) = work propeller strong in the same direction it is working at the time the signal is blown. Five or more Short Blasts (. . . . .) = the standard danger signal.

SEAWAY EQUIPMENT: *Radio-telephone Equipment:* All vessels, other than pleasure craft of less than 65 ft. in overall length, must be equipped with VHF radio-telephone equipment, in addition to the FM equipment otherwise required. The radio transmitters must have sufficient power output to enable the vessel to communicate with authority stations from a distance of 25 miles and must be fitted to operate from the wheelhouse and to communicate on 156·6, 156·7 and 156·8 Mc/s.

Stern Anchors: It is strongly recommended that vessels in excess of 350 ft. in overall length be equipped with a stern anchor rigged and ready for immediate use.

Propeller Direction Alarms: Vessels in excess of 260 ft. in overall length shall be equipped with propeller direction and shaft r.p.m. indicators or visible and audible wrong-way propeller direction alarms located in the wheelhouse and in the engine-room.

Sewage and Galley Waste Disposal Systems: Sewage retention tanks and galley waste grease traps are required for vessels not otherwise equipped with containers for ordures. At Montreal, or at Port Colborne, vessels without retention tanks intending to call at Chicago must put on board portable chemical toilets which are offered for rental by two chemical companies. Two to ten chemical toilets are required for each ship at $30.00 each per week rental charge.

Oily water separators: It is strongly recommended that vessels, which cannot contain waste oil products and bilge water containing waste oil products, shall be equipped with oily-water separators or other such equipment for the extraction of oil products from waste water before discharge.

Rudder Angle Indicators: Vessels in excess of 260 ft. in overall length shall be equipped with rudder angle indicators located in the wheelhouse.

Gyro Compass: It is recommended that vessels be equipped with a gyro compass.

Radar Equipment: It is recommended that vessels be equipped with radar.

Vessels not fitted for the Seaway as prescribed above, will incur expenses for the rental, installation and removal of compulsory fittings.

AUTHORITY: The St. Lawrence Seaway Authority.

St. Pierre and Miquelon

ST. PIERRE: 46.47 N. 56.10 W.

DOCUMENTS: Formalities completed on arrival. Advise Port Service beforehand of vessels ETA, length, tonnage and draft.

PILOTAGE: Contact Pilot one hour before arrival via St. Pierre Radio. Pilot Launch named *Radar* meets vessel at entrance to N.E. channel, in approximate position 46° 48′ N. 56° 08′ W.

ANCHORAGE: In the roads, depth 13 metres, not secure in strong East winds.

MAX. SIZE: New Port: maximum length 110 metres. Old Port: maximum length 70 metres. Channel depth 5 metres below chart datum.

HEALTH: If suspected disease on board contact St. Pierre Health Service, tel. 279.

RADIO: St. Pierre Radio, call sign IXU, receiving on 2,182 kc/s, transmitting on 2,410 kc/s.

BERTHING: Mole de Commerce: length, 160 metres; depth alongside, 8 metres. Mole du Frigorifique: three berths, depth alongside, 6 to 7 metres.

MEDICAL: All facilities available.

FRESH WATER: Available at berths.

FUEL: Available from Esso and Shell.

IDENTIFICATION CARDS: Each man to carry passport or seamen's book.

CONSULS: Local representatives for Canada, Netherlands, Norway, Portugal and Spain.

REPAIRS: Small repairs can be effected. Floating dock, capacity 750 tons.

REPATRIATION: Can be arranged.

TIME: GMT minus 3 hours all the year round.

AMBULANCE: Telephone: 279.

AUTHORITY: Officier de Port, tel. 8.

Samoa

APIA, Western Samoa: 13.50S. 171.45 W.

DOCUMENTS:
1 Clearance from previous port of call.
3 Crew Lists.
3 Passenger Lists.
Customs Documents.
2 Health Documents.
1 Manifest.
Bills of Lading.
Ship's Papers (stores and poisons).

PILOTAGE: 24 hours ETA is required. Pilotage is compulsory for merchant vessels and advisable for naval vessels. Pilot boards 1½ miles outside harbour on line of leading beacons. Pilot boat painted white with red upper structure and deck on which painted in white lettering the words "Pilot-Apia". Also has black rubbing band and word "Pilot" on bows.

By night, in addition to usual navigation lights, pilot boat carries standard identification, i.e. a red light on foremast with all-round visibility. Exemption from pilotage may be granted to Masters of vessels trading regularly to Apia, but pilotage dues are still payable.

Pilotage District: This is defined as being all navigable waters contained within the segment of a circle of 3·5 nautical miles radius having as its centre Vaea beacon and having as its Western and Eastern limits radii bearing 348° and 030° respectively from its centre.

ANCHORAGES: In 20 fathoms outside a line drawn between the two reefs and preferably on line of leading beacons. Bottom is coral.

RESTRICTIONS: No night-time or tide restrictions and turning basin dredged to 35 ft. Arrivals preferred either early morning or late afternoon owing trade winds.

MAX. SIZE: Shore bollards have now been completed to take stern and bow lines for vessels up to 800 ft. in length. Maximum draft 35 ft. Maximum length 600 ft. if moored to buoy. No limit to beam.

HEALTH: Doctor boards vessel on arrival.

RADIO: Signals to incoming ships by radio or radio-telephone from Apia radio station 5WA. For radio, ships should call on 500 kc/s and operate on 483 kc/s. For radio telephone, ships should call on 2182 and operate on 2162 or other available frequency as may be arranged once contact has been established. Apia maintains continuous service.

TUGS: Four tugs, 150 h.p. to 400 h.p. Powerful tug on order from Australia, delivered September 1970, 60 ft. long.

BERTHING: Small charge made for use of hawsers and moorings. Export Wharf – reinforced concrete wharf 604 ft. in length on the East side of inner harbour. Maximum draft alongside 35 ft. All loading and discharging is carried out with ship's gear. No wharf cranes available. This wharf and all surrounding areas enclosed by fence is Customs area and all vessels trading to or from places outside Western Samoa must depart from or arrive at this wharf.

Buoy – one mooring buoy (black with white top) for use by tankers and other vessels which may be unable berth at wharf. Usual to moor to buoy by the stern, using two wires and two ropes. Length of moorings will be advised by the Pilot or by the Harbour Master having regard to sea conditions and interval between swells.

STEVEDORES: Arranged by ship's Agents.

MEDICAL: Advance notice to Agents prefereble. No private doctors but good general hospital where seamen may be admitted.

TANKERS: Shell and Mobil only companies operating in Samoa, and have own discharging facilities. Tanker terminal – situated on West reef. Vessel's stern moored halfway between reef and buoy. Discharge line is 6 in. diameter. Launch service may be provided between ship and shore at a small charge.

TIDES: Mean high water intervals 6 hrs. 27 mins., spring range 3.2 ft., mean range 2.6 ft. Tidal stern normally slight, but after heavy rain outflow from rivers and streams can cause it to become quite strong.

FRESH WATER: Available at wharf from shore installation at 5s. per 1,000 gallons.

FUEL: Only light diesel fuel available.

FIRE PRECAUTIONS: Fire services available on wharf and new tug will have fire pumps fitted.

DEVELOPMENTS: Extending turning basins and adding 200 ft. to existing wharf length. New wharf 604 ft. long, and in future, when sufficient mooring facilities provided, ships up to 800 ft. length may be berthed.
WATCHMEN: Recommended and available at £2 per day.
HATCHES: Opened and closed by stevedores.
CUSTOMS ALLOWANCES: No enforcements.
IDENTIFICATION CARDS: Not needed.
CONSULS: The New Zealand High Commissioner represents all British subjects; French Consul, tel. 156.
REPAIRS: Minor repairs only.
AIRPORT: 25 miles from Apia on Western side of Island. Regular and frequent mail and passenger services.
TIME: GMT minus 11 hours. No alteration to clocks.
HOLIDAYS: No cargo on Sundays between 0300 and 2100. The recognised holidays are Christmas, New Year, Boxing Day, Good Friday, Easter Monday, Whit Monday, Anzac Day and Independence holidays from 1st June to 3rd June.
TELEPHONES: Police and public telephones at wharf and provision being made to enable telephone connection to vessels berthed at wharf. Hospital, 364; Police, 390; Fire Brigade, 200.
AUTHORITY: Port Administrator and Harbour Master, PO Box 474, Apia, Western Samoa.

Saudi Arabia

DAMMAM: 26.30 N. 50.12 E.

LOCATION: Situated on the Eastern coast of Saudi Arabia, in the Arabian Gulf, is owned by the Saudi Arabian Government and operated by the Saudi Government Railroad.
FLAG: In addition to the quarantine signals which are to be shown until pratique is granted, the Saudi Arabian Flag must be flown from vessel's foremast while in port of Dammam.
DOCUMENTS: In order to cope with Port, Customs and Agent's requirements, following documents should be airmailed to Agents prior to arrival of vessel at Dammam port:
12 copies of Cargo Manifest for each port of loading, all typed, stamped and signed.
2 copies of Freight Manifest.
3 copies of Hatch List.
3 copies of Stowage Plan.
1 copy of each non-negotiable Bill of Lading.
List of Dangerous Cargo on board, if any.
PILOTAGE: Pilotage at Dammam Port is compulsory. Manoeuvring of vessels in the vicinity of pier or in anchorage will always be performed under supervision of a Dammam port Pilot.
The Dammam port Pilot and/or the Mooring Master will board vessels at anchor off approaches to port or when they are abeam of Dammam Beacon No. 2 (approximate position 26° 33′ N., 50° 11′ E.), and will then pilot vessels to anchorage or berth at pier.
ANCHORAGE: The approach anchorage area is situated South of parallel 26° 34′ 00″ N., and may be demarcated on the East by the 6 fathoms contour starting in proximity of Beacon No. 1 coming up to Beacon No. 3, and thereafter remaining West of line drawn from Beacon No. 3 to Beacon No. 6. On the West, the approach anchorage area extends within the 6 fathom contour starting from Beacon No. 2 up to Beacon No. 4 and thence remaining North of line joining Beacon No. 4 and Beacon No. 6.
The vessels anchored in approach anchorage are required to keep fairway clear for access to and from port.
WEATHER: The peninsula of Saudi Arabia is almost of an equatorial climate. In winter the temperature is rather low but in summertime it rises over 50 degrees Centigrade. Rain is generally scarce. During major part of year, but especially during summer, the relative humidity is high. From July to September it frequently exceeds 85%.
Winds in this area are not predictable for more than a few hours. They vary in strength and direction, although prevailing winds are from North-west.
Visibility is generally good. There are times, however, when it is reduced to a very short distance due to fog or dust held in suspension in the atmosphere.
TIDE: The diurnal tide rise at port of Dammam is approximately 8 ft. at spring (shortly after new and full moon in each month) and approx. 5 ft. at neap (soon after moon's first and third quarter). Currents generally drift with tide, and run in or out of the port in counter-clockwise rotation. Depending upon weather conditions and other contributing factors, these currents move, at times, with considerable speed (up to 12 m.p.h.) or strength. Since no breakwater or other protective barrier exists against the open sea, currents are moving at all times.
MAX. SIZE: See "Berthing".
HEALTH: In accordance with international practice, quarantine signals must be displayed by all vessels approaching Dammam port. These signals shall be displayed continuously until pratique granted. Such signals are the following: Sunrise to sunset – Quarantine Flag; Sunset to sunrise – Signal Lights – red over white.
The Port Doctor or Quarantine Officer will board the vessel either at anchorage or at pier. Documents required for immediate inspection are the following:
Maritime International Health Certificate (from the last port).
Valid Deratisation or Deratisation Exemption Certificate.
Crew List (3 copies).
Passenger List, if any.
Valid Smallpox Vaccination Certificates (of a date not exceeding three years) for all crew members and passengers.
Valid Cholera Vaccination Certificates (of a date not exceeding six months) for all crew members and passengers.
Valid Yellow Fever Vaccination Certificates for all crew members and passengers.
Certificates of inoculation against any communicable diseases prevailing at the ports of departure.
Ship's Log Books.
RADIO: (Also see "Agents"). Vessels bound to Dammam are required to notify their Agents 72 hours steaming-time prior to arrival, giving ETA in GMT, total weight tons of cargo for discharge at Dammam, number of workable hatches, maximum arrival draft and overall length of the ship. ETA notice should then be confirmed 48 hours and again 24 hours before arrival.
Vessels' messages to Agents can be given either by contacting via wireless Aramco Radio Station "HZY" on 500 kc/s, which station provides free of charges service, or through Bahrain Radio Station, operated by Cables & Wireless Ltd., Manama, Bahrain. Due, however, to considerable delays often experienced in receiving messages relayed to Bahrain Radio Station, vessels are recommended to make preferable use of Aramco Radio Station services.
TUGS: A small fleet of tug-boats is available to assist vessels in mooring or unmooring. Whenever such assistance is provided, Master and crew of tug shall, in the performance of such services as they render to the vessel, become and be deemed to be the Agents and servants of the Owners and/or charterers of the vessel assisted.
BERTHING: There are three piers at Dammam commonly referred to as North Pier, South Pier and Small Craft Pier.
(*a*) *North Pier* Consists of steel and wood structure connected with mainland by means of 4·86 miles of railroad causeway and 1·8 miles of railroad trestle. The main wharf, located at outer end of the trestle, is 744 ft. long and 86 ft. wide. The heading of main wharf is 346 degrees true. It provides berths for two ocean-going vessels, one on each side, with approx 36 ft. of water at low tide.
(*b*) *South Pier.* This is a new-built steel and cement pier consisting of a man-made island built half-way between North Pier terminal described above and Small Craft Pier. This new pier is 2,000 ft. long and 700 ft. wide. It provides berths for four vessels in a depth of water of about 30 ft. at low tide.
The South Pier has lately been lengthened with the construction of a new berth mainly designed to accommodate vessels loading fertiliser in bags, but it may occasionally be also utilised for discharging ships. There are no cranes at this new berth however, and cargo-handling operations will have therefore to be performed by use of ship's gear. Except for fertiliser berth mentioned above, there are 15 electric-driven portal cranes (12 of 3 tons lifting capacity and 3 of 6 tons lifting capacity) at South Pier, mounted on rail track. Cargo operations from/to ships alongside berths 1, 2, 3 and 4 are performed by the use of these cranes.
Four large storehouses, located each opposite to each berth, are available at South Pier, for storage of a variety of general cargo as discharged from ships, provided however the individual weight of each piece or package does not exceed 3 tons; units in excess of 3 tons in weight, as well as such homogeneous cargo as timber, iron and steel bars or plates, bagged cargo, etc., are off-loaded directly from ships to railway cars.
(*c*) *Small Craft Pier.* It is a steel and cement pier, located 575 ft. from North end of causeway, and protruding 342 ft. into the bay, Eastward. It is mainly designed for accommodating small coasters, barges, dhows, tugs, etc. This pier is 61·6 ft. wide and equipped with cranes for handling cargo to/from barges or crafts. The depth of water is about 11 ft. Two large storehouses are also available.
(*d*) *Other port facilities* (*tugs – lighters – railway cars*). 4 tug boats, 12 lighters of from 150 to 250 tons capacity each, 10 reefer railroad cars of 1300 cu. ft. capacity, 1 railroad flat car of 80 tons capacity, A large stock of railroad cars of any type of 45 tons capacity each.
No heavy lifts equipment, no floating cranes, no water or oil barges, no repairs facilities, no transhipment facilities.
(*e*) *Priority.* There is no berthing priority at Dammam port for any ship or type of cargo carried whatsoever. However, vessels carrying small quantities of cargo, may be berthed, irrespective of turn, at the South Pier No. 4 berth, immediately on arrival if such a berth is available and provided that there are no other vessels in port within such category.
(*f*) *Registration.* Incoming vessels are assigned berth on a "first in, first out" basis. Every possible effort is made to berth vessels immediately upon arrival. If no berth available, vessels will be listed "in turn" in accordance with time of arrival at prescribed anchorage area (South of Beacon No. 2), pratique granted and presentation of cargo documents to the Port Authorities.
In the event of long delay in berthing due to port congestion or otherwise, vessels once "in turn", may be allowed to take up registration and proceed for any other Gulf port for any intended purpose, and return thereafter to Dammam still keeping their position "in turn". In order, however, that a registered vessel may be still considered in turn, is necessary that she return to Dammam within the time limit intimated to the Master at time the ship was cleared out. Failure to return to Dammam within such time limit, will automatically result in loss of ship's turn and her drop to bottom of waiting list.
STEVEDORES: All stevedoring operations at Dammam Port are performed by Saudi Stevedoring Company, established in Dammam. This is the sole Stevedoring Company available. Charges are levied on weight/measurement basis, in accordance with current tariff.
A limited amount of stevedoring gear and equipment can be made available by Saudi Government Railroad on request of Master or Agents. A charge is levied for rental of this equipment.

MEDICAL: Masters may obtain medical attention for ship's personnel from port doctor who may in case of serious illness or injury recommend treatment to local hospitals. The port doctor ordinarily will treat minor illness or injuries on board ship.

Masters of vessels at sea may use services of Aramco Radio Station "HZY" without charge to obtain medical advice at any time.

WATER: Well water is obtainable at all Dammam piers at the rate of 4/5 tons per hour and at the cost of Saudi Riyals 5.00 per ton (approx.).

Both well water and distilled water, though in limited quantities, may be also obtainable in Ras Tanura but only in conjunction with and during bunkering operations. Fresh water is charged at SR: 5.00 per ton and distilled water at SR: 18.00 per ton. The maximum quantity of distilled water obtainable is 15 tons per vessel.

FUEL: There are no bunker facilities at Dammam. Vessels requiring bunkers have to call at nearby port of Ras Tanura where bunkers facilities are operated by Aramco. No bunkers supplied however unless a nomination is made available at Ras Tanura through Aramco New York. To obtain such nomination, Owners/Charterers/Operators are required to handle the necessary arrangements in advance of time directly with Aramco New York or one of its offtakers.

CUSTOMS: All materials to be either exported from or imported into Saudi Arabia are subject to examination by Customs Authorities. The importation of certain articles, such as the following, is strictly prohibited:

Alcoholic beverages, including beer and wines.
Explosives.
Firearms.
Implements of war of any kind, including antiques.
Religious matter not pertaining to the Moslem faith.
Playing cards and gambling devices.
Narcotics.

Trafficking in these items between ships or between ships and shore is strictly prohibited, regardless of whether they are alongside the piers or at anchor.

CONSULS: Except for the U.S. Consulate-General residing in Dhahran, no other foreign consulates are available.

REPAIRS: Relatively limited repair service is available from local business concerns and replacement parts are practically unavailable.

Deep-sea divers, operating from modern and well-equipped diving boats, are available at Dammam.

A Lloyds representative is available in Dammam.

AIRPORT: Very good airline facilities available. Daily departures for any part of the world.

TIME: GMT plus 3 hours all year round.

POLICE/AMBULANCE/FIRE: Ambulance 3182; SGRR Police 3771; SGRR Fire House 2211.

SHORE LEAVE: Ship's personnel and passengers are not permitted ashore for any purpose whatsoever until pratique has been granted. All shore leave is contingent upon compliance with quarantine regulations and subject to proper permission granted by Immigration Authorities. The necessary arrangements can be made by ship's Agent on Master's request. While in port, the vessel's personnel is under jurisdiction of the Law of Saudi Arabia.

GENERAL:

(*a*) *General Port Charges.* Vessels arriving at Dammam port are required to pay for: Pilotage in and out; Handling of mooring lines; Harbour dues; Quarantine fees; Dockage charges; Stevedoring; Tallying; Car and launch hire; Supplies and services as otherwise required; Agency fee and commission.

(*b*) *Port working hours.* Work at Dammam port is performed 6 days a week, from Saturdays to Thursdays, Friday being the regular week holiday. Two shifts are normally worked each day: from 0700 to 1500 and from 1500 to 2300. On request, overtime work can be arranged from 2300 to 0700 hours.

(*c*) *Dangerous cargo.* Vessels carrying explosives, ammunition, highly inflammable liquids and/or any other cargo of dangerous natures, will not be berthed alongside piers. All discharging operations will have to be performed in anchorage into barges as available and weather permitting. Only daylight work is permitted.

(*d*) *Lubricating oils.* Lubricating oils are available in limited drum quantities if ordered in advance by letter or cable through Agent.

(*e*) *Provisions.* A large variety of frozen, fresh and canned goods is available in the local market. Supplies can be arranged through recommended ship chandlers upon Master's request.

(*f*) *Laundry.* Modern washing and dry cleaning facilities are available at Dammam and Al-Khobar. Deliveries can be arranged within 24 hours.

AGENT: Gulf Agency Co. (Saudi Arabia) Ltd., Pob Airport Post Office, Dhahran, Saudi Arabia, Cables "Confidence Dammam". Vessels equipped with VHF, can communicate, when within range, with Agent on stand-by Channel 16 by calling "Confidence Dammam". Voice contacts may be also established via VHF, on the same channel as above, with Ras Tanura office, by calling "Confidence Ras Tanura". Once contact is established on Channel 16, communication will continue by switching on available working channels as directed.

Telephone: Normal working hours 2441, 23425, 23426 and 23427; After office hours 22861 and 41742.

JEDDAH: 21.28 N. 39.11 E.

DESCRIPTION: The port stands to South-west of the city, on island called Jazirat al Mafsaka approximately 600 acres in area. The island is connected with mainland by a causeway.

The harbour is sheltered by several long lines of coral reefs and islands. The access is through two narrow channels.

PORT LIMITS: The limits encompass all waters, islands, channels, passages, piers, wharves, jetties, landing-places, sheds, warehouses workshops, basins, slipways and bridges, etc., contained within the parallels extending from shore seaward to 39° 06′ East longitude and between 21° 27′ and 21° 31′ North latitude including Qaham and the approach beacons, Mismari and Shib el Kabir.

CLIMATE: Tropical desert, hot climate. Humidity very high during summer months, but winter is mild and pleasant. Rainfall is negligible and does not exceed more than 3 to 4 inches per annum.

General direction of wind is mostly North-westerly, mild in intensity. Winds of gale force occur very rarely. The effect of high winds when they do occur in the harbour is not felt due to barrier reefs breaking force of waves. Waves inside harbour not generally above 1 to 2 metres, although waves up to 6 metres may sometimes occur beyond outer reef.

Tides of Indian Ocean do not affect Red Sea due to construction of the Bab-el-Mandab. There is, however, a local semi-diurnal tidal oscillatory motion of the sea along its length, giving a high tide at one end and at the same time a low tide at the other. Jeddah Port is hardly affected by these tides and there are almost no currents produced by these movements.

The variation between the summer and winter water levels is approximately 50/60 cm. only.

Visibility in the port area is generally good, occasionally obstruction to vision occurs due to dust, but such occurrences are seldom of long duration.

DOCUMENTS:

2 Crew Lists.
2 Passenger Lists.
Last Port Clearance.
Vaccination Certificates.
Stores List.

PILOTAGE: Necessary and compulsory. Pilot boards 1½ miles N.W. of Kaham Beacon for vessels coming from the North, and 2 miles S.W. for vessels coming from the South.

RESTRICTIONS: No navigational aids marking approaches to port, and therefore there is no night navigation. A lighthouse and lighted marker buoys are scheduled for positioning in the development of the new port.

ANCHORAGE: If vessel arrives pilot station too late for entry, anchorage may be made ½ mile North or South of the Kaham Beacon.

Arriving vessels will remain at Outer anchorage until turn for berthing, or proceeding into Inner Anchorage for discharge into lighters.

HEALTH: (*a*) *Cholera:* All arrivals from infected or endemic areas are required to possess a certificate showing two injections made not less than 7 days and not more than 30 days before arrival. For re-vaccination carried out within six months of a recorded vaccination or re-vaccination, a single injection renders the certificate valid for a further six months.

In addition, arrivals must submit a certificate dated not more than 7 days before their departure recording the negative results of stool culture. This certificate must be delivered by a licensed laboratory and attested by the Health Authority.

(*b*) *Smallpox:* All arrivals are required to submit a valid vaccination certificate in accordance with international sanitary regulations.

(*c*) *Yellow Fever:* All arrivals from infected or endemic areas are required to submit a valid vaccination certificate in accordance with International Sanitary Regulations.

(*d*) *Mecca:* All Muslim crew members who wish to visit Mecca and Medina should have in their possession two recent passport size photos. These should bear the crew member's name and C.D.C. number to enable Agent to obtain permission for the pilgrimage. Crew members must also have in their possession the above-mentioned medical certificates, otherwise permission may not be granted to them to visit Mecca and Medina.

RADIO: Jeddah Radio – HZH 500 kc/s.

TUGS: Two tugs "Riyadh" of 600 h.p. and "Al Aman" of 1100 h.p. available for berthing and unberthing.

BERTHING: 1. Berthing Priority. Generally priority in order of arrival, but also following priorities:

(*a*) Vessels in distress.
(*b*) Vessels carrying pilgrims and passengers.
(*c*) Vessels carrying army stores and equipment.
(*d*) Vessels instructed to have a special priority by the Ministry of Communications.
(*e*) Vessels carrying livestock.
(*f*) Vessels carrying explosives and other dangerous goods.
(*g*) Vessels carrying freezer cargo, fruit, vegetables and perishable goods, foodgrains and flour.
(*h*) Vessels carrying less than 100 tons of cargo.
(*i*) Regular mail vessels.

2. New berths. Four new berths at the new pier, which have a maximum depth of 35 ft. These berths are in addition to two available at the old pier.

3. Old berths. (*a*) The pier was constructed in 1949. It is a projecting jetty 170 metres long and 30 metres wide connected with island by approach road on trestles 390 metres long and 8 metres wide. The berth is capable of taking two vessels up to 30 ft. draft. There is a derrick of 50 tons capacity on Western edge of pier.

(*b*) The Marginal wharf of 158 metres in length with 19 ft. of water alongside can accommodate vessels of low draft which is mostly used for direct delivery cargo or vessels carrying livestock. There is a large asphalt surface area in front of the wharf which facilitates the road delivery.

(*c*) There is a wharf of about 1,200 ft. for handling cargo ex barges where goods are handled by a fleet of mobile cranes. The depth of water alongside is approximately 15 ft.

STEVEDORES: For vessels discharging alongside the working hours are from 07.00 to 12.00 hours. Workers take rest for lunch from 12.00 to 13.30 hours. Work resumes until 15.30 hours. Work continues for two hours on overtime until 17.30 hours. When vessel discharging into lighters at anchorage berth, she can continue working overtime as required. Friday is a holiday, but for vessels discharging alongside, work is possible on overtime from 06.00 to 11.00 hours and sometimes this is compulsory.

LIGHTERAGE: About 50 port lighters available for discharge at Inner Anchorage, with individual capacities up to about 400 tons. Total capacity about 10,000 tons. Privately owned lighters also available.

FRESH WATER: (*a*) New berths: there is a 2 in. fresh-water pipe available at the new berths. Upon completion of fresh water tower and pipelines, a 9 in. pipe for the supply of fresh water to ships at berth, will be available.

(*b*) Old berths: Fresh water can be supplied to ships at the pier and the marginal wharf by hydrants located at these berths.

FUEL: Privately owned bulk storage for petroleum and fuel oil is available, which is connected with a pipeline to the oil mooring in the port. Fuel oil can also be supplied to vessels by barges.

FIRE PRECAUTIONS: A fire-float is available.

DEVELOPMENTS: Port development programme still under construction. Completion expected end 1971 when there will be about 12 berths available for large tonnage. With completion of the programme, cargo handling facilities and rate of discharge will be considerably improved.

CUSTOMS: All alcoholic beverages will be placed under seal.

CARGO GEAR: No cranes available at either Old or New Piers. Cranes are to be installed at New Pier under development programme.

Discharging gear is obtainable on a hire-basis from ashore, but is expensive. Bagged cargo requires canvas slings, and six slings are needed for each gang.

Vessels carrying explosives for discharge Jeddah or any other port are not permitted to berth inside harbour. Such vessels will be discharged at the Outer Anchorage and must be capable of discharging all cargo with ship's gear.

DELAYS: Since the availability of the four new berths, no waiting time has been experienced, and even though waiting time would normally be expected during the Pilgrim season to Mecca, by the 1971 season there should be another three berths available under the development scheme, and therefore delays are not anticipated.

AGENT: Gulf Agency Co. (Saudi Arabia) Ltd., King Abdulaziz Street, POB 2038, Jeddah, Saudi Arabia. Cables: "Gulfagency", Jeddah. Tel. 2690.
Copies of correspondence to Jeddah office should be sent to Ras Tanura office.

RAS TANURA: 26.38 N. 50.10 E.

OPERATORS: Arabian American Oil Co. ("Aramco").

FLAG: Saudi Arabian flag must be flown from vessel's foremast while in port. Vessels should provide themselves with this flag before arrival but, if circumstances render this impossible, such flag may be purchased from the vessel's Agent. Saudi Arabian flag is properly displayed when writing appears on top and sword or swords on the bottom.

IMPORTANT FEATURES:

1. There are two piers and a Sea Island having a total of sixteen oil-loading berths. In addition, a small oil-loading pier is located on West side of Ras Tanura peninsula.
2. Aramco Harbour Pilots moor, unmoor and supervise movement of all vessels in vicinity of piers except coastal tankers loading at West Oil Pier. Normally no charge made for this service.
3. Safety rules strictly enforced. Receipt of instructions must be acknowledged before vessel will be berthed.
4. Aramco maintains radio station (call letters HZY) for exchange of messages with ships. All incoming tankers should establish early contact with this station order transmit ETA data, etc.
5. Vessels should arrive with minimum clean ballast water to enable manoeuvring under prevailing weather conditions. Masters urged to maintain radio contact with HZY or ship-to-shore communication by VHF voice radio order obtain latest weather information.
6. Consumption of alcoholic beverages prohibited within Kingdom of Saudi Arabia. Local officials carry out inspection to confirm that all alcoholic beverages under lock and key during vessel's stay. Vessels moored at loading piers or anchored in harbour considered to be in Kingdom of Saudi Arabia.
7. Display of quarantine signals on approach to Ras Tanura must be maintained until pratique is granted. The flag of Saudi Arabia must be flown throughout the vessel's stay in port. Ships cannot be berthed until the quarantine message has been received (see "Radio").
8. To permit more rapid ship turnaround, an "Early Departure Procedure" is available. This service provides for a quick departure of the vessel after loading, without necessity of waiting for delivery of documents at anchorage. This special service should be requested and arranged with Agent at earliest opportunity.

LOCATION: Aramco's shipping and refining facilities situated on Saudi Arabian coast of Arabian Gulf on peninsula known as Ras Tanura. The peninsula, which has a total length of 13 statute miles, has as Southern extremity a 5 mile-long sandspit with maximum width about 5 mile. Near its tip are Company's piers, shipping tanks, and terminal offices. Refinery and its storage tanks located about 5 miles to the North. There is a survey reference point located at Southern tip of peninsula, over which a beacon tower has been erected. Exact position of this beacon is Latitude 26° 37′ 25″ North, Longitude 50° 09′ 50″ East. All bearings are referenced to this point, which is officially known as Ra's at Tannurah. The name "Ra's-at-Tannura" (variously spelled) appears on most charts and publications.

Port of Ras Tanura is a roadstead and there are only open anchorage areas for oil tankers and other vessels. Some protection is afforded by land on the West and shoals to the North, East and South. These shoals tend to keep the sea down to such an extent that vessels do not ordinarily register heavy movement.

APPROACHES: (Typical low tide is about 2 ft. above ISLW and average depth is 4.5 ft. above ISLW.) All ships approaching or departing from Ras Tanura must pass to the East of the Sea Island. There are two recognised ship channels crossing the shoals of the Great Pearl Bank, and no ship should attempt to navigate in either of these channels without access to the relevant charts. All of the turning points in the channels are well marked by lighted beacons or buoys. Beacons are of skeleton steel construction, approximately 30 ft. high; buoys are the large deep-sea type. All beacons and buoys are fitted with radar reflectors.

(*a*) The "Middle Channel" generally is used by laden, outbound ships and has an approximate depth of 47 ft. ISLW, except for a few shoals which have lesser depths.

(*b*) The "North Channel" is used by deep draft vessels or by vessels bound to or from ports in the Northern part of the Gulf. The channel has a clear depth of 71 ft. except for a shoal area about 6,500 ft. long that has a clear swept depth of 63 ft. at ISLW. Further dredging and sweeping has been in progress to provide a departure channel having a minimum depth of 69 ft. at ISLW scheduled end 1970. Vessels are requested to contact the Pilot's Office to obtain the latest information regarding the location of swept temporary departure channels.

DOCUMENTS:

(*a*) Following documents required for immediate inspection by boarding officials:

- Maritime International Declaration of Health. (1 copy from last loading port to be surrendered).
- Valid Deratisation or Deratisation Exemption Certificate.
- Crew List.
- Passenger List.
- Smallpox Vaccination Certificate, of a date not exceeding three years, for all passengers and crew members.
- Certificates of Inoculation against any communicable diseases prevailing at the ports of departure.
- A complete set of Log Books covering the period since the vessel's last call at Ras Tanura. In the case of a first visit, log books must cover the period from the date of a vessel's first sailing or from April 25, 1952, whichever date is most recent.

(*b*) "Early Departure Procedure." To permit more rapid ship turnaround, an "Early Departure Procedure" is available. This service provides for a quick departure of the vessel after loading, without the necessity of waiting for delivery of documents at anchorage. This special service should be required and arranged with Agent at ship's earliest opportunity. When vessel is ready to leave port, a Ministry of Health permit and port clearance will be given to Master by ship's Agent.

(*c*) Export Goods Manifest. Masters will receive from Agents, Export Goods Manifest forms covering each consignment of cargo loaded. A letter addressed to the consignee will accompany these forms. This letter provides detailed instructions as to requirements and disposition of the Export Goods Manifest forms. It is imperative that Master delivers these papers to consignee upon arrival at the discharge port(s).

(*d*) Discharge Certificates. According to local procedure, certificates showing details of cargo loaded at this port on any tanker, are airmailed by Agents to the receivers of cargo at the port of discharge along with a self-addressed envelope, and returned to the Arabian American Oil Company in Ras Tanura signed by the recipient Customs Authorities.

PILOTAGE:

(*a*) Channel Pilots. Approach channels well marked by lighted, radar-reflecting beacons and buoys. For these reasons, Channel Pilots not provided.

(*b*) Harbour Pilots. Harbour Pilots provided for assistance to Masters of vessels using the Port. Aramco Pilots are on duty continuously. If a berth is available and the ship's radioed quarantine message and notice of arrival and readiness have been received, an Aramco Harbour Pilot will board the incoming vessel while it is underway. The point of boarding will be South of beacon No. 15A and East of the Sea Island. Aramco Harbour Pilots will pilot vessels to berth at all piers. All manoeuvring of vessels in vicinity of or at the piers will be under supervision of an Aramco Harbour Pilot. VHF radio contact may be made between ships and the Port Control and the Pilot's Office at frequencies listed under "Radio".

ANCHORAGES: There is ample anchorage and manoeuvring area East of the peninsula. The anchorage area ranges in depth from 5 to 12 fathoms. Holding ground is only fair, as bottom is varied in character, it is recommended that anchored vessels lie to a long scope of chain whenever weather is unfavourable. Any vessel having anchored should immediately advise Aramco, via Radio HZY, following information: (*a*) Time of arrival in anchorage area (in GMT); (*b*) Approximate position in anchorage area in relation to

North Pier; (*c*) Contact Ras Tanura Port Control Office by VHF Radio, Channel 14 or 16 if vessel is so equipped.

METEOROLOGICAL DATA:

(*a*) Tides and Currents. Depths quoted in "Sailing Directions" as well as those shown on charts for the Arabian Gulf are based on Indian Spring Low Water (ISLW). Locally the diurnal tidal rise is approximately 8 ft. in springs and 5 ft. at neaps. (The "Sailing Directions" present a more detailed description of tides and currents of the locality, and of Ras Tanura in particular.) Typical low tide is about 2 ft. above ISLW and average depth is 4.5 ft. above ISLW. Due to peculiar configuration of coastline of the peninsula a local system of tidal currents prevails in vicinity of piers.

(*b*) Winds. The winds in this area are not predictable for more than a very few hours. Winds of varying strength may come from any quarter. The prevailing wind, however, is from N.N.W. Winds of any strength tend to create a sharp but short, choppy sea, coming up very quickly and calming down just as rapidly. Easterly winds, however, may cause heavy seas and swells lasting for a considerable period. For a more complete description of the winds in Gulf, refer to the "Sailing Directions". It is anticipated that loading operations can be conducted at wind velocities up to 60 m.p.h. with corresponding wave height of 10 ft. – 190 ft. wave length and 6 second interval between waves.

(*c*) Visibility. Generally fair to excellent, but at times fine dust is held in suspension in the atmosphere and visibility is reduced to a very short distance. These phenomena are more deceptive than fog in that mariners are apt to believe visibility to be greater than it actually is. Fogs, without sand or dust, may occur in morning hours.

(*d*) Weather. The exposed position of the port permits winds to mitigate heat of the summer. Temperatures usually range from a low of 45° F. in February to a high of 110° F. in August. During most of year relative humidity is high and during late summer and fall it frequently exceeds 85%. Proper precautions should be taken to avoid sunstroke and heat prostration, particularly during summer and early fall months.

MAX. SIZE: Vessels up to 250,000 dwt. (part-cargo) have been handled. Departure channel 69 ft. ISLW – see "Approaches". Water depth at Sea Island berths is a minimum of 85 ft. at ISLW, but depth of water in departure channel and not depth of Sea Island berths limits the draft of vessels calling at Ras Tanura.

HEALTH: A modified Radio Pratique procedure is in use. Vessels supplying requested quarantine information can be berthed on arrival and proceed with normal loading operations prior to arrival on board of quarantine officer. Vessels failing to supply information will be delayed at anchorage until cleared by quarantine officer. Extensive delay can be incurred by vessels failing to supply requested information promptly. Quarantine information (see "Radio") must be received prior to berthing. In accordance with international practice, quarantine signals must be displayed by all vessels when approaching Ras Tanura. These signals shall be displayed continuously until pratique granted. These signals are: Sunrise to sunset, quarantine flag. Sunset to sunrise, Signal lights, red over white.

Quarantine officer may board vessels awaiting berth in prescribed anchorage area; however, vessels proceeding directly to a berth at one of the piers will be boarded at the pier after being tied up. Pier personnel are normally allowed on board prior to arrival of quarantine official. Vessels at anchor awaiting berth should not rig an accommodation ladder, but instead should provide a safe pilot ladder in good repair, properly secured. At night, the pilot ladder must be adequately lighted.

RADIO:

(*a*) Station. Aramco owns and operates marine radio station call letters HZY, maintained for transacting company business with "in-or-outbound vessels" and is open 24 hours daily. Station HZY will also accept and forward messages concerning ship's agency matters to Agents. However, agency messages to Masters are not permitted. No charge for either incoming or outgoing messages. Marine transmitting antenna of HZY located at Latitude 26° 18′ 36″ North, Longitude 50° 07′ 12″ East.

Due to its inland location Masters strongly advised *not* to use this antenna for radio direction-finding purposes since inaccurate bearings will be obtained due to coastal refraction.

(*b*) Messages. All vessels must endeavour keep HZY fully advised regarding estimated times of arrival at Ras Tanura, as well as times of actual arrival and position in anchorage. It is required that vessels provide HZY with a minimum of three notices of ETA information at about 72, 48 and 24 hours "steaming time" from Ras Tanura. Shorter notices may result in berthing delay. If loading part cargoes at other Arabian Gulf ports prevents a vessel from furnishing an accurate ETA, steps should be taken to dispatch a message either direct or through ship's Agent giving best estimate possible at the time. This message should then be followed by an accurate ETA immediately upon departure for Ras Tanura. Failure to give at least 24 hours notice will result in an addition to allowable laytime in the event a demurrage claims is filed against Aramco.

Upon first contact with an inbound tanker, HZY will transmit the following two standard messages of 180, and 40 words:

180 Word Message

Master——————————————————HZY

Contact HZY soonest advise ETA GMT Ras Tanura and later changes stop agents name and requirements stop arrival and sailing draft stop if vessel equipped with VHF start calling Rastanura Port Control for berthing instructions on 156.8 Channel 16 or 156.7 Channel 14 when 100 miles out stop if no VHF aboard contact HZY 500 kc and also copy traffic lists on odd hours for possible berthing instructions stop on arrival anchorage advise HZY giving official arrival readiness time and position relative North Oil Pier stop all Radio messages without charge stop suggest copy HZY traffic lists several days after departure stop Pilots require sufficient clean ballast for safe manoeuvring and Pilot will board in anchorage for mooring stop please have gangway ready for use fullstop vessels loading cargo advise previous cargo carried stop all tanks and loading lines must be washed and gas free prior to loading kerosene, kerosene type jet fuels, white diesel and black diesel products stop advise if cargo or residue aboard to be commingled with cargo to be loaded here stop advise hours ballast and maximum loading rate per hour. Aramco

40 Word Message

Master——————————————————HZY

Advise any epidemic diseases or illness on board stop status of crews international certificates of immunization stop All ports of call past thirty days stop destination stop Agent stop flag stop net registered tonnage stop vessel will not be allowed to berth until this information is received Aramco

It is important that Master send a reply to the above two messages soonest after receipt. The quarantine signal shall remain until quarantine officer grants pratique (also see "Health").

(*c*) Traffic. Traffic list transmitting times and frequencies of HZY as follows:

Transmits on 12,814 kilocycles (kc) on even-hours GMT from 0600 to 1600 GMT. Duals 12,814 kc transmission with 16,960 kc at 0800, 1000, 1200 GMT. HZY will transmit on 16,960 kc at other times on request.

Listens on 12 megacycle (mc) band until 15 minutes after above traffic list transmission, and also on 16 mc band at approximately 0815, 1015, and 1215 GMT after 12 mc calls have been cleared.

Transmits on 8,480 kc on even hour GMT from 1800 to 0400 GMT.

Listens on 8 mc band for 15 minutes after traffic list transmissions.

Transmits on 430 kc on all odd hours GMT after call up is made on 500 kc.

N.B.—To faciliate contacting a vessel after departure, it is suggested that vessels copy HZY traffic lists for several days after leaving Ras Tanura.

(*d*) Weather. Weather advice, hydrographic notices and traffic lists are "dualed" on 430 kc and 8,480 kc at 0430 GMT and again on 430 kc and 12,814 kc at 1630 GMT. It is requested that all vessels forward their local weather observations to this station, either in code or plain language, to assist in preparation of the Arabian Gulf forecasts. No charge for the incoming traffic or the forecast.

(*e*) Agents. Messages to ship's Agents are handled by HZY, free of charge. However, the shipping Agents are not permitted to use HZY for outgoing traffic. Address message to Aramco and indicate Agent's name as the first words of text.

(*f*) Beacon. An aircraft radio beacon, call sign RT, which transmits on 335 kc is located at Latitude 26° 37′ 36″ North, Longitude 50° 09′ 47″ East.

(*g*) VHF/RT. VHF radio-telephone Channels 9, 10, 11, 13, 14, and 16 are available for ship-to-shore communication. Channels 13, 14, and 16 are monitored 24 hours a day in Port Control Office. Harbour Pilots can be contacted on Channels 13 and 16. VHF equipped vessels should try to contact Ras Tanura Port Control when within 100 mile range of port, and while at anchor. HZY will, on request via CW, utilise voice radio, transmitting on 4,372.4 and 8,780 kc and receiving in the 2, 4, 8, and 12 mc bands.

(*h*) Radio Silence. The main wireless equipment of any ship must not be operated while the vessel is alongside oil piers. Use of VHF while alongside the oil piers to contact Port Control, Pilots, or Agents is permitted.

TUGS: Under normal operating conditions, no tow-boat or other craft is to come alongside any vessel before Harbour Pilot boards vessel. Should Harbour Pilot deem assistance of a tug to be necessary, he will give proper signal. Ship's personnel must not signal for tugs or boats to come alongside except as directed to do so by the Pilot. Mooring and unmooring assistance is provided by diesel tugs, which are regularly stationed in immediate vicinity of piers. At present no charge is made for these tugs when employed in normal mooring and unmooring operations, but a charge is made for additional or unusual services. Tugs are fitted with fire pumps and water/foam monitors to assist in fighting fires.

BERTHING: Harbour Pilot will direct the manoeuvring of the vessel to the assigned berth. Berthing draft should be sufficient to immerse or almost immerse the propeller, with a maximum of 10 ft. stern trim. Full power and manoeuvrability should be available.

(*a*) Turn. Incoming ships are assigned berths in accordance with time of arrival, product to be loaded, size of vessel, and loaded draft. Vessels loading crude oil or crude blends will normally be assigned berths as follows: Below 60,000 dwt. Usually assigned to North Pier (or South Pier in case of some refined products). 60,000 to 100,000 dwt. May be assigned either to North Pier or Sea Island depending on berth availability. Above 100,000 dwt. Usually assigned to Sea Island. Endeavour is made to berth vessels immediately upon arrival and Master should maintain radio contact with station HZY. If no berth available, vessels to anchor in prescribed anchorage and maintain radio contact with station HZY or Ras Tanura Port Control office by VHF radio frequencies listed under "Radio".

(*b*) Ballast. Storage space is extremely small for dirty ballast and residue. Prior clearance must be arranged for discharge of reclaimed oil or dirty ballast ashore. The Sea Island does not have facilities for handling this material. Aramco strongly recommend the "Load on Top" procedure wherein such residues are commingled with crude cargo whenever possible and that new vessels be built with ballast system independent of cargo tanks. A separate ballast system shortens time in port by about 5 hours. Vessels should arrive with minimum clean ballast to enable manoeuvring under prevailing

weather conditions. Masters are encouraged to take advantage of the favourable weather which prevails much of the time, particularly during summer and fall months, to minimise ballast in order to reduce turn-around time. Masters should maintain radio contact with HZY or ship-to-shore communication by voice radio in order to obtain latest weather information and advice on appropriate ballast. Aramco particularly interested in having vessels complete deballasting promptly after berthing order minimise time at berth. Simultaneous loading and deballasting is encouraged on properly equipped vessels. Vessels requiring excessive time to complete deballasting will be given Letters of Deficiency. To avoid any possible pollution of local waters, all tankers calling at Ras Tanura to load must do necessary tank cleaning prior to arrival. Prior to arriving at a loading berth Masters must assure themselves that all tanks, pipe-lines, and pumps are free of oil. All tank cleaning must be done East of 52nd meridian. Regulations in this regard strictly enforced to protect local fishing and pearling and reduce fire hazards. If, after arriving alongside, a vessel is found to have oil ballast water on board, it will be sent to sea to accomplish necessary tank cleaning. A new notice of readiness to load must then be given.

(*c*) Gangway. All vessels required to furnish their own gangway which should be made "ready" prior to berthing at North or South Pier. At the Sea Island, Aramco will normally furnish ladder-type aluminium gangway with range of reach varying from a maximum of 65 ft. in Berth 14 to a maximum of 93 ft. in Berth 18. These ranges are above the deck elevation of the Sea Island loading platform.

OIL LOADING PIERS: There are two "T" head piers (piers project from Eastern face of peninsula and are commonly referred to as South Pier and North Pier) and a Sea Island.

(*a*) South Pier. Designed to handle T-2 class tankers. Ships up to 25–30000 dwt, are efficiently handled. An 8 ft. tide permits some flexibility in loading. Ships up to 35000 dwt. will be topped off and unberthed on rising tide. The pier is mainly used to load refined products and has one 15,000 b.p.h. crude loading system to service small crude ships. South Pier connected to peninsula by causeway and trestle, 2,300 ft. in length. Pier has four berths and is 1,200 ft. long and 105 ft. wide. Depths South Pier as follows: Berth 1, 33 ft. at ISLW; Berth 2, 33 ft. at ISLW; Berth 3, 33 ft. at ISLW; Berth 4, 32½ ft. at ISLW.

(*b*) North Pier. This pier handles mainly crude shipments with loading rates up to 60,000 barrels per hour. Some refined products as well as refrigerated propane and butane are also available. The berths were designed for 45,000 dwt. tankers; however, vessels in excess of 100,000 dwt. have been safely handled, berthed and loaded with sufficient attention given to approach velocities and tidal conditions. North Pier located about 3/4 mile to North of South Pier, and has causeway and trestle that extends some 3,600 ft. from the peninsula. Pier is 2,200 ft. long and 110 ft. wide, and comprises six berths. Depths North Pier as follows: Berth 6, 48 ft. at ISLW; Berth 7, 42 ft. at ISLW; Berth 8, 50 ft. at ISLW; Berth 9, 48 ft. at ISLW; Berth 10, 50 ft. at ISLW; Berth 11, 50 ft. at ISLW.

(*c*) Sea Island. Located about 5,600 ft. North-east of the North Pier. The Sea Island has six berths in service. Berths 12–17 are capable of routinely handling vessels up to 200,000 dwt. Berth 18 is designed to handle vessels between 65 and 400,000 dwt. Larger vessels can be berthed under special conditions. Depths Sea Island as follows: Berth 12, 85 ft. at ISLW; Berth 14, 85 ft. at ISLW; Berth 15, 85 ft. at ISLW; Berth 16, 85 ft. at ISLW; Berth 17, 85 ft. at ISLW; Berth 18, 85 ft. at ISLW. Each island, or pair of berths, consists of four mooring dolphins and a platform with four breasting dolphins on each side. Length of Sea Island No. 1 (Berths 12 and 14) is 1,250 ft. whereas length of Sea Islands No. 2 and 3 (berths 15 ,16, 17, and 18) is 1,400 ft. each between outer mooring dolphins. Sea Island facility equipped with four submarine crude loading lines having a combined capacity of 166,000 b.p.h. and one bunker fuel line having a capacity of 10,000 b.p.h. Prevailing wind is from a N.N.W. quarter. Sea Island design is for berthing of ships at wind velocities up to 30 m.p.h. and wind pressure of 5 pounds per square foot on pier structure, and 3 pounds per square foot on vessel.

(*d*) West Oil Pier. A small oil-loading pier with maximum water depth 12 ft. Located on West side of peninsula. Pier is used for fueling small craft and loading coastal tankers. Vessels taking cargo subject to same safety regulations applicable to other piers.

MOORING:

1. Full power must be available for manoeuvring to and from wharves.
2. An Aramco Pilot will pilot vessel to berth assigned.
3. All manoeuvring in vicinity of, or at piers, will be under supervision of an Aramco Pilot.
4. Aramco tugs will assist in mooring and unmooring.
5. All tank tops, ullage plugs and sighting ports will be closed before berthing.
6. Vessel's Master must notify the Pilot of any special conditions, difficulties or peculiarities such as defective equipment, lines or gear which might impose special hazards in connection with handling mooring or loading of vessels.
7. Steering gear, engine-room telegraph, whistle and all navigational equipment must be tested before any manoeuvring to or from piers is started.
8. Pilot will decline to moor vessel with unsatisfactory equipment, lines, gear, etc.
9. Aramco will loan additional mooring lines if Pilot deems them necessary.
10. Vessels must be moored to entire satisfaction of Pilot.
11. Vessels must be ready to put out more lines as required by weather changes or at request of Pilot or oil-loading personnel.
12. Winches must be ready at all times for immediate use.
13. Except in emergency, no mooring lines will be let go without permission of the Pilot.
14. While alongside wharves, maintain engines and propulsive machinery ready at all times to leave wharf on short notice under full power.
15. No repairs are permitted that will delay or interfere with this manoeuvring.
16. Non-compliance with 13 and 14 constitutes a serious safety hazard. Any towage and delay resulting from non-compliance will be for vessel's account.
17. If fire or other grave emergency occurs or danger appears imminent on either the vessel or pier, do not await arrival of Pilot–immediately let go mooring lines and personally remove vessels from pier in such manner as to best avoid damage to pier or other vessels.
18. Upon completion of loading and/or bunkering and immediately after disconnection of hoses, vessel must leave berth and await clearance in stream.

Note: Most vessels will be loaded using all-metal Chiksan arms. The use of nylon or other highly elastic line is prohibited. Mooring lines should be checked frequently and kept tight to prevent excessive movement of vessel in berth. All vessels moored with automatic tension winches shall set manual brakes on these winches. Pier crews on duty continuously to handle oil hoses/arms and mooring lines. Mooring lines on board vessels will not be handled by Aramco personnel. All loading connections equipped with electrical insulating flanges. Therefore ship-to-shore bonding cables are not used.

LOADING: A commonly-used design criterion for tanker loading rates is as follows:

Loading rate in barrels per hour equals dead weight tonnage of vessel (bph. equals dwt.). This rate results in loading a vessel in 7 to 8 hours.

This criterion can be achieved for vessels up to 60,000 dwt. at the North Pier, for vessels up to 90,000 dwt. at Sea Island berths 12, 14, 15 and 16 and for vessels up to 120,000 dwt. at Sea Island berths 17 and 18. With the installation of the fourth 16 in. loading arms in berths 15 and 16, the maximum loading rate at these berths will also increase to about 120,000 bph. Achieving these loading rates will depend upon availability of loading systems, whether vessel's manifold permits connecting all the arms at a berth, and the loading rate at which excessive arm vibration begins to occur.

Note: Diurnal tidal rise approximately 8 ft. at spring and 5 ft. at neaps. If at any time a ship's draft approaches to within about 3 ft. of the depth of water at the berth, loading will be suspended until an incoming tide increases the depth to permit resumption of loading and provide for safe draft of the fully loaded ship on departure.

(*a*) Loading Rates. Following table shows products available at each berth and nominal loading rates:

Cargo	*Available at Berths*	*Barrels per Hour*
Crude Oil	12, 14, 15, 16, 17, 18	40,000 to 120,000
Crude Oil	6, 7, 8, 9, 10, 11	15,000 to 60,000
Crude Oil	1, 2, 3, 4	12,000
Fuel Oil	6, 7, 8, 9, 10, 11	12,000 to 22,000
Fuel Oil	1, 2, 3, 4	12,000 to 18,000
Black Diesel	1, 2, 3, 4	5,000
White Diesel	6, 7, 8, 9	15,000
White Diesel	1, 2, 3, 4	8,500
Gasoline	1, 2, 3, 4	6,000
Aviation Gasoline	2, 3, 4	800
Kerosene (See X-2-34)	1, 2, 3, 4	6,500
Jet Fuel (See X-2-34)	1, 2, 3, 4, 8, 9	10,000
Bunker Fuel Oil	1, 2, 3, 4	5,000
Bunker Fuel Oil	6, 7, 8, 9, 10, 11	5,000
Bunker Fuel Oil	12, 14, 15, 16, 17, 18	10,000
Bunker Diesel	1, 2, 3, 4	1,400
Bunker Diesel	6, 7, 8, 9, 10, 11	1,200
Refrigerated LPG	6	8,000 to 28,000
Naphtha	8, 9	15,000

Products can be loaded simultaneously at the respective berths if shown above as being available. It is expected that most ships will be able to receive any cargo, except crude oil, as fast as it can be delivered. Officers in charge of loading must have due regard for all safety precautions as well as for individual ship hazards. If loading is too slow, Aramco reserves the right to register protests and an addition to allowed lay-time will be made in the event a demurrage claim is filed against Aramco.

(*b*) Responsibility. All operations in connection with starting of loading, discharging, switching tanks and topping off must be directly and personally supervised by a ship's officer. Upon completion of loading vessel will normally be required to leave berth immediately after disconnecting hoses/arms to await clearance in tanker anchorage.

(*c*) Manifold Connections. Since most tankers have manifolds located near midships, the berths at Ras Tanura are designed accordingly. Aramco recommend midship manifolds for all vessels loading at Ras Tanura. Cargo loading arms at the North Pier have 12 in. standard 150 lb. ASA raised face flanges. The two refrigerated LPG loading arms at North Pier Berth 6 have 12 in and 8 in. standard 150 lb. ASA raised-face flanges. Cargo loading arms at the Sea Island have 16 in. standard 150 lb. ASA flanges. Cargo loading hoses/arms at the South Pier have 8 in. standard 150 lb. ASA raised face flanges. All vessels calling at Ras Tanura should be equipped with reducing spools to fit these loading connections. These fittings should be in place prior to berthing to help expedite ship turnaround time.

NOTE: Recommendations for layout of ship's manifold.

The size and configuration of the outboard swivel joints of 12-in. arms is such that absolute minimum distance between loading connections to which these arms can be directly connected side by side is 42 in., centre to centre. To allow for some movement of the ship and the arms, this spacing should be no less than 48 in.

The size and configuration of the 16-in. arms is such that the minimum distance between connections to which 16-in. arms can be directly connected side by side is 54 in., centre to centre for all Sea Island berths except Berth 18 which will require a minimum spacing of 66 in. The manufacturer of the arms has recommended that the ship's connections be spaced 7 ft. (84 in.) apart in order to give adequate freedom of movement of arms and vessel. 12-in. arms could be readily connected to ship's connection with the 7 ft. spacing also.

Vessels larger than 60,000 dwt. should be equipped to accept either four 12-in. arms at the North Pier and/or four 16-in. arms at the Sea Island for loading cargo. This flexibility can be achieved either through permanently installed connections which present both 12-in. and 16-in. flanges or by means of 16-in. by 12-in. reducing spool pieces which can be connected to permanently installed 16-in. flanges on the vessel whenever the vessel is to load at the North Pier. These reducing spools should be carried by the vessel and fitted in place by ship's crew by the time the vessel has berthed in order to achieve fast turn around. Cast-iron reducing spools should never be used. Use of reducers from shore requires use of ship's hoisting gear, and results in increased hazard to personnel, extra work, and increased ship turn around time.

Ship's manifold and piping should be designed to allow simultaneous loading of two parcels, as this type of cargo is increasing at Ras Tanura.

Ship's loading manifold flanges should be approximately 12–15 ft. from the side of the ship. A greater distance tends to over-extend the arms and reduces the allowable distance the ship may move. When flanges are too far inboard of the ship's rail (more than 20 ft.), extension spool pieces may be required, in which case support jacks are required and loading rate is reduced because of excessive vibration.

The ship's loading manifold should be rigidly restrained. Capacity of the Chiksan arms is limited to the loading rate at which vibration starts to become excessive. Poorly restrained loading connections tend to permit design which rigidly restrains each loading connection about 12 in. from the flange results in least vibration or highest loading rate. Space must be left to permit easy installation of the bolts in the flange.

Flanges on vessels loading manifold should be appropriately sized 150 lb. USAS *raised face* to mate with flanges on most Aramco loading arms.

(*d*) Refrigerated LPG.Facilities for loading Refrigerated LPG located in Berth 6. LPG loaded at approximately -40°F. for propane and 30°F. for butane. Maximum loading rate 8,000 bhp. for butane and 20,000 bph. for propane. Ships arriving for Refrigerated LPG cargo should have cargo tanks chilled to desired temperature upon arrival. RLPG loading facilities consist of following:

(i) Two 22-in. insulated loading lines each with a 6-in. liquid return line from pier to storage tanks. 4,800 ft. lines manifolded to permit loading propane in one, and butane in the other simultaneously.

(ii) Two PCMA Chiksan loading arms, one 8-in. and one 12-in. The arms are 9 ft. 5 in. centre to centre and are located about 11 ft. 6 in. from ship's rail (12-in. arm is on the North side). The 48-ft. long arms designed for maximum operating elevation of 61·5 ft. above ISLW. Arms equipped with 150 lb. USAW raised face flanges. The 8-in. and the 12-in. arms manifolded to permit propane or butane loading through either arm. Using 12-in. arm propane can be loaded at rates up to 17,500 bhp. of —40°F. (20,000 bhp. equivalent 60°F. liquid). Alternatively butane can be loaded through same arm at rates up to 10,000 bhp. of +24°F. liquid (10,000 bhp. equivalent 60°F. liquid). Using 8-in. arm propane or butane can be loaded at rates up to 8,000 bhp. of —40°F. C_3 or +24°F. C_3.

(iii) One 20-in. ship-to-shore LPG vapour return line with 12-in. hose connection to ship's vapour manifold. The 12-in. vapour return riser is located 9 ft. North of 12-in. LPG loading arm.

(*e*) Blended Cargoes.

(i) Fuel/Crude. If vessel's draft permits, a full cargo of fuel or a split cargo of fuel and crude can be loaded at the North Pier. In the latter case vessel design should permit simultaneous loading of both fuel oil and crude. The maximum fuel oil loading rate on the North Pier is 25,000 bhp. No facilities to load fuel oil cargoes at Sea Island. However, fuel portion of split cargo could be loaded at North Pier after which vessel would be shifted to Sea Island to load crude portion. Bunker "C" fuel oil is available at Sea Island at rates up to 7,500 bph, metered.

(ii) Crude/Crude Blends. Many large vessels calling at Sea Island load two or more segregated parcels of crude and/or crude blends. Order assure satisfactory loading rates under these conditions, the piping arrangements aboard vessels should be such as to permit loading each parcel consecutively, at rates of 60 mbph., through two or three 16-in. Chiksan arms, Simultaneous loading of another non-blended crude is possible if ship's manifolding allows this.

(iii) Co-mingled. A 60 mbh. blender is used to supply blends of crude oil/products/LPG to both North Pier and Sea Island. A 30 mbh. blender is used to load blends at North Pier only. Both blenders required full time to load blends containing LPG where homogeneity is critical. Blends that do not contain LPG not required to be homogeneous during loading. Therefore whenever possible Aramco use "batch blend" method, sometimes referred to as "commingling" or "ship board blending". Blenders used to supply Sea Island with blends containing naptha.

(iv) Spiked Crude. Blends of Arab Light and Arab Medium crudes and LPG are commonly referred to as spiked crude. Order assure that boiling mixtures are not delivered to a ship at any time, blend vapour pressure calculations are made prior to each loading taking into consideration such factors as crude vapour pressure, LPG vapour pressure, and blend temperature. LPG and crude stream rates carefully controlled in Inline Blender and spiked crude blend continuously monitored by a Hallikainen Vapour Pressure Analyser so as to at no time exceed a Reid Vapour Pressure of 13 lb. or a True Vapour Pressure of 14.7 psia. For the amount of vapour to be vented, a non-boiling mixture with a True Vapour Pressure equal to atmospheric pressures will have only about 10–20 per cent more than for a stabilised crude of 4–5 lb. RVP.

(*f*) Loading Arms/Pressure.

(i) Piers. Chiksan loading arms used extensively for loading crude, crude blends, bunkers, and refrigerated LPG at Ras Tanura over North Pier. Hoses used at South Pier and for occasional product and bunker loading at North Pier. North Pier has six berths handling vessels up to 150,000 dwt., equipment as follows: Type of Arms: Chiksan HMLA* arms for crude oil, crude blends, and bunkers; Chiksan PCMA** arms for refrigerated LPG (one 8-in. arm and one 12-in. arm – both at North Pier berth 6). Number and Size: Most North Pier berths have four 12-in. arms per berth for cargo with an additional 8-in. or 12-in. arm for bunkers. The bunker arm is located South (aft) of cargo arms (except for 11 berths where arm located North of cargo arms). One berth (Mo. 8) has 12in.- arm for loading white products (located North of cargo arms) and three berths (Nos. 6, 8, and 9) each have a 12-in. arm in dual service for fuel oil cargoes or bunkers. Berths 8, 9, 10 and 11 each have two 12-in. arms through which fuel oil cargo can be loaded. Spacing of Arms: All arms on North Pier with exception of LPG loading arms are spaced 66 in. apart, centre to centre. Capacity: Each 12-in. arm has a capacity of 15.000 barrels per hour. The point at which vibration of arm and ship's manifold becomes excessive limits loading capacity. Flanges: All 12-in. arms have 12-in., 150 lb. USAS raised face flanges. All 8-in. arms have 8-in. 150 lb. USAS rasised face flanges.
* HMLA – Hydraulic Marine Loading Arm.
** PCMA – Pantograph-Counterweighted Marine Arm.

(ii) Sea Island. Double Counterweighted Marine Arms. Number of Arms: Sea Island berths 12 and 14 have three 16-in. arms for cargo and on 10-in. arm for bunkers in each berth. Bunker arm located South (aft) of cargo arm in each berth. A hose length is used if vessel bunker connection is forward of manifold. Sea Island berths 15 and 16 have three 16-in. Chiksan cargo loading arms. Space provided for future installation of fourth 16-in. cargo arm when demand for higher loading rate justifies installation. Berths 17 and 18 have four 16-in. cargo loading arms. Two loading arms in berth 18 are 72 ft. long. All other loading arms 60 ft. long. Two 10-in. bunker arms (one on each side of the cargo arms) provided in each of these four berths. Spacing of Arms: All arms on Sea Island spaced on 11 ft. centres. This large space required to permit rotating travel of counterweights. Elevation of Arms: Sixty-foot arms designed for maximum operating elevation of 72 ft. above ISLW whereas 72-ft. arms operate 97 ft. above ISLW. Capacity: Capacity of each of 16-in. arms is 30,000 barrels per hour. Actual capacity limited by vibration – thus ship's manifold design should be adequate and well supported. Flanges: Flanges on 16-in. arms of Sea Island berths 12 and 14 are 16-in., 150 lb. USAS *flat* faced. Flanges on 10-in. arms of Sea Island berths 12 and 14 are 10-in., 150 lb. USAS *flat* faced. Flanges on 16-in. and 10-in. arms of Sea Island berths 15–18 same as above except that they are *raised* face. An alarm sounds when pressure in loading arm reaches 100 psig and pier operator shuts down loading. A motor-operated valve upstream of loading arms is throttled during "topping-off" operations to prevent over-pressuring. In addition to alarm which sounds when loading system pressure reaches 100 psig. at Sea Island, loading pumps shut down automatically when pressure reaches 125 psig. This feature does not protect against high surge pressures associated with sudden shut-off against a high loading rate. Loading rate control is by means of a hydraulic coupling between pump and motor of each loading system. Speed of pump (and thus loading rate) is remotely controlled from Sea Island. Push button controls at loading arms and in control room shuts down loading pumps and closes a motor-operated valve in loading line. Pump discharge pressure on shore is 150 psig. Pressure at ship's manifold depends on size and number of ship's lines, number of tanks being loaded, loading rates, etc. Aramco design basis is for pressure of 30 psig. at ship's manifold when loading at 75,000 barrels per hour through Chiksan arms. Aramco recommend this same ship's manifold pressure for higher rates, also.

(*g*) Valves. Calculations indicate valves closing in *less than 30 seconds* when loading at high rates will cause excessive surge pressure and will possibly damage Chiksan arms and ship's loading manifold. Aramco strongly recommend that hydraulically controlled valves be adjusted to close in no less than 30–40 seconds. Several ships which have called at Ras Tanura have hydraulically operated

valves in their cargo handling syatems which close in 5 to 10 seconds. Closure of valves in 5 to 10 seconds while loading at high rates will result in momentary surge pressures well above pressure rating of ship's loading system fittings and maximum pressure rating of Chiksan arms. Aramco presently limits loading rate of ships equipped with fast closing hydraulic valves. As an example, ships with valves capable of closing in 10 seconds would be limited to loading rates of 22,000 bph. per system.

MEDICAL: When necessary, Master may obtain medical attention for ship's personnel from port doctor (quarantine officer), who may in the case of serious illness or injury recommend treatment at Dammam Government Hospital, Government or private clinics in Ras Tanura, or Al-Sharq hospital in Al-Khobar. Port doctor ordinarily will treat minor illness or injuries on board ship. A charge is made for medical attention or supplies furnished by port doctor or other private sources. Medical facilities of Aramco made available in emergency only when referral is warranted medically. A charge is made for medical attention or supplies furnished by the Company. Aramco radio station, HZY, may be used without charge by vessels at sea to obtain medical advice at any time.

WATER: The natural well water obtainable in Ras Tanura is quite brackish and is used mainly for washing. Well water obtainable at all berths on North and South Piers at a rate of 50 tons per hour. Water is not available at Sea Island. Vessels will be supplied with well water usually up to a limit of 100 tons at a cost of approximately $1.25 per ton. Distilled water also obtainable at all berths on North and South Piers, at a rate of 20 tons per hour, but supply usually limited to 25 tons per vessel. The cost is $4.00 per ton. No water or bunkering barges in port of Ras Tanura.

FUEL: The maximum viscosity of fuel oil bunker is 60 SF at 122°F. The maximum viscosity of black diesel bunker is 55 SU at 100°F. About 72 hours advance notice is needed for large lifting of these fuel grades.

It is recommended that vessels taking bunkers only, call at Ras Tanura prior to loading cargo elsewhere. By following this recommendation vessel will avoid delays caused by draft and berth assignment problems.

Bunkering facilities are operated by Aramco. Failure of a ship to provide advance notice of bunker requirements could result in vessel delays. Majority of bunkering effected through temperature-compensated positive displacement meters which record on print-out forms the net barrels at 60°F. delivered. Galley fuel is available at all berths at the North and South Piers at approximately U.S. $28.00 per ton. Not available at Sea Island. Lubricating oils available in limited drum quantities if ordered in advance by letter or radio through ship's Agent.

Sea Island. One 20/22 in. line supplying bunker "C" bunkers up to a maximum of 7,500 barrels per hour. Bunkering is simultaneous with cargo loading. A diesel supply line (black diesel) has been extended to berths 15 and 16 of Sea Island for bunkering vessels when alongside to either one of such berths.

SAFETY: Master should acquaint himself with Aramco's safety regulations, and obtain copy of regulations from terminal representative. Port of Ras Tanura maintains vigorous tanker loading safety programme. Arabian American Oil Company is a member of International Oil Tanker Terminal Safety Group (IOTTSG) and as such follows procedures recommended by this international organisation. Each ship's Master is presented a "Declaration by Master" by pier safety representative who discusses each item in detail with Master. Prior to start of loading cargo and at several times during loading, pier safety inspectors will personally visit vessel and, in company with one of ship's officers, will check to ensure that safe loading practices being observed by both ship and shore.

Hydrogen Sulphide Hazards: Aramco crudes may contain dissolved hydrogen sulphide in concentrations which would cause the gases vented during tanker loading to be hazardous if inhaled. Aramco recommend that Masters review instructions issued by Owners/Charterers about hydrogen sulphide hazards. If loading of H_2S bearing crude oil is not covered by such instructions, Aramco has available, upon request, a list of recommendations to aid Masters.

Signals for Emergency: (*a*) Ship should sound an "Emergency Stations" signal consisting of a continuous ringing of ship's alarm bells supplemented by a series of short blasts of ship's whistle or siren. (*b*) Telephone is fitted on jetty. Normally, Aramco personnel will telephone for assistance. If no Aramco personnel available, ship's personnel may call for emergency assistance by dialing telephone number 3100 from any berth. (*c*) Assistance can be summoned on VHF radio if necessary. Use International Channel 16 on VHF. Give location and extent of assistance required. (*d*) Shore signal in event of an emergency is either a fire siren or a series of short blasts on an alarm or horn.

CUSTOMS: All materials to be either exported from or imported into Saudi Arabia subject to examination by Customs authorities. Importation of certain articles is strictly prohibited. Such articles include: alchoholic beverages, including beer and wines; explosives; firearms; implements of war of any kind, including antiques; religious matter not pertaining to the Moslem faith; playing cards and gambling devices; narcotics. Trafficking in these items between ships also is strictly prohibited. This applies to ships at anchor as well as to ships at piers. Almost without exception, all other commodities subject to close examination and to Customs Duty if imported. Saudi Arab Government discourages trafficking between members of ship's crews and shore personnel.

CONSULS: United States Consulate General established at Dhahran, about 50 miles by road from Ras Tanura. British Political Agent established on Bahrain Island. It is very difficult, however, to contact Bahrain Island from Ras Tanura, and Masters having business there usually arrange to call at port of Sitra.

REPAIRS: Relatively limited repair service available from local business concerns. Aramco will assist in making emergency repairs on vessels only if approved by Aramco Marine Superintendent of Chief Harbour Pilot. Suggested that Master discuss repair charges with ship's Agent prior to authorizing or requesting any repair work. Deep sea divers, operating from modern and well-equipped diving boats, available under same conditions as repair services. When alongside Aramco piers, vessels must maintain engines and propulsion machinery in readiness to leave the pier under full power on short notice. No repairs permitted which would interfere with this requirement. Violation of this rule will entail towage from the berth at the vessel's expense and Aramco will not accept responsibility for the resulting delay to the vessel.

REPATRIATION: Arrangements can be made through ship's Agent. The following countries are considered cholera infected areas: Burma, Cambodia, India, Indonesia, Laos, Nepal, East and West Pakistan, Philippines, Singapore, Thailand, Vietnam. All concerned persons, including regular passengers and crew members, must bring in a stool culture Certificate and five-day stay in a cholera-free area Certificate, in addition to the usual Health Certificate, for entry into Saudi Arabia. Persons not possessing the above mentioned certificates will be denied entry by SAC. Immigration Authorities and returned to the place of their embarkation.

AIRPORT: Ras Tanura terminal about 50 miles from Dhahran Airport, This airport is serviced by many international airlines.

TIME: Company generally bases local time on 45th meridian (3 hours East of Greenwich). In order to avoid any confusion all communications should be quoted in Greenwich Mean Time.

HOLIDAYS: Ras Tanura port operates 24 hours a day, 365 days a year, irrespective of holidays.

EMERGENCY TELEPHONES: Emergency (fire, serious injury), 3100; Port Control, 3101; Pilots' Office, 7195; Pier Foreman: North Pier, 7140; South Pier, 7161; Sea Island, 7152.

SERVICES: (*a*) Recreation Centre. Seaman's Recreation Centre located at shore end of South Pier causeway. The route to the centre and area itself is prescribed and no one should attempt to violate these limits, as Coast Guard personnel guard the route. Violators subject to arrest. Arrangements may be made through ship's Agent for launch transportation from North Pier. During limited hours, soft drinks and ice cream available at nominal cost. Motion pictures, games, and a barber shop also located at this facility. (*b*) Provisions. Ship's chandlers available through ship's Agent at piers, but are not allowed to board vessel. (*c*) Oil Inspectors. Oil inspection service maintained by following independent agencies: Charles Martin Inspectors of Petroleum Inc., 61 Broadway, New York, New York 10006; E. W. Saybolt & Co., S.A., 400 Swenson Drive, Kenilworth, New Jersey 07033; U. S. Navy. (*d*) Surveyors. American Bureau of Shipping and Lloyds of London maintain a marine surveyor at nearby Manama on Bahrain Island.

SHORE LEAVE: Ship's personnel and passengers not permitted ashore for any purpose whatsoever until pratique granted. This regulation includes going to pier to read arrival draft. Personnel may go to pier if actually engaged in duties connected with discharging of ballast, loading, etc., but only after pratique granted. All shore leave contingent upon compliance with quarantine regulations. Direct transit to or from Seamen's Recreation Centre requires no special government approval. Centre is open to seamen usually between the hours of 1430 and 2230 local time each day (during summer months of May through September, Centre is open between hours of 1330 and 2130 local time.) Saudi Arab Government regulations strictly enforced, and if Masters have any doubts with regard to these regulations they are urged to consult their Agent. While in port, vessel's personnel under jurisdiction of Saudi Arab laws.

AUTHORITIES: The Arabian American Oil Company, Dhahran, Saudi Arabia. Cable Address, Aramco, Dammam.Port Officials: Saudi Arab Government port authorities located in Customs House, Port Office, and Quarantine Office at Ras Tanura.

AGENTS: Mail Address: Gulf Agency Co. (Saudi Arabia) Ltd., Aramco Mail Box 621, Ras Tanura, Via Dhahran, Saudi Arabia. Telephones: 7118, 7190. Cables: "Confidence", Dammam. Due to slow cable communication, messages of any urgency should be sent via the telex of Bahrain office, telex: 211 Bahrain, Answer back: "Gacship 211", stating "For Ras Tanura". Radio: Vessels can communicate with SSB radio station, frequencies 3539 and 6910, call "Confidence Ras Tanura". For ship to shore communication Ras Tanura office is also equipped with VHF radio, call "Confidence Ras Tanura", on Channel 16, and switch to Channels 13, 6, 9, or 14 for communication.

YEMBO (Yenbo): 24.05 N. 38.03 E.

FLAG: Saudi Arabian flag must be hoisted.

LOCATION: On Red Sea coast, about 218 nautical miles North of Jeddah.

CHANNEL: Ships entering port pass a channel of the following measurement: Length 1647 metres, width varying between 70 to 130 metres, width at entrance between beacons 310 metres.

BEACONS: 11 miles outside port, beacon at Al-Sharm. Height 23 ft. White flash every ten seconds. At entrance of port channel two beacons, height 15 ft. Starboard-hand beacon (black), green flash every second. Port-hand beacon (red), red flash every second.

795 metres from channel entrance on port hand is another beacon height 15 metres (black and white squares), white flash every second

BUOYS: Channel is buoyed with red and green port and starboard-hand buoys.
PILOTAGE: Compulsory. Vessels requiring Pilot should exhibit code flag or International light signal.
DOCUMENTS: All vessels calling Yembo should provide the authorities with the following:
Passenger Vessels
Certificate of Registry.
International Safety Certificate (issued and validated from one of the signatory states of the pact).
Radio-telegraphy Safety Certificate.
Cargo Vessels
Certificate of Registry.
Load-line Certificate.
Safety Construction Certificate.
Safety Equipment Certificate.
Safety Wireless Certificate for vessel of 1,600 tons dwt. or more
Safety Wireless and Telephone Certificate for vessels of 300 tons to 1,600 tons dwt.
Requirements of Cargo and/or Pilgrim Documents:
For Doctor
2 copies Passenger List – landing.
2 copies Passenger List – transit.
2 copies Crew List.
2 copies Declaration of Health.
For Customs
2 copies Passenger List – Landing.
2 copies Passenger List – Transit.
2 copies Crew List.
2 copies Ship's Bond (tobacco, spirit, wine and beer).
For Immigration
6 copies Passenger List – Landing.
For Agents
6 copies Passenger List – Landing.
1 copy Crew List.
HEALTH: All incoming vessels should abide by health regulations and present necessary documents to the authorities in accordance with international laws, i.e. as under: Q if the health condition is clean. QQ if there is a suspicious case in the vessel. QL if there is an infection or epidemic case on board.
RADIO: Until the implementation of a Beacon Station for navigation, all ships entering port before passing the channel should contact Port Department by radio/telephone during following times: 0500 to 0600 GMT; 100 to 1100 GMT; 1400 to 1500 GMT.
These are the decided times during normal days, but during the Hajj Season a new publication is issued to cover additional times.
BERTHING: The port has two quays built at right-angles. The Northerly berth is 170 metres long and the Easterly berth is 210 metres long. The depth is 31–32½ ft. The port can accommodate 2 big and 1 small ship or 4 small ships. Turning circle is 350 metres.
Mobile cranes with a capacity of between 1 and 5 tons are available. There is also a supply of fork-lifts to meet with present port requirements. Discharge is mostly carried out by ship's own gear.
There are no barges at Yembo, but 70 native lighters (sambouks) with a capacity of between 5 to 80 tons are available. The total capacity of these native lighters is 1,034 tons.
STEVEDORES: Like Jeddah, stevedoring at Yembo, is based on daily paid basis. There are no stevedoring companies and labour is engaged on day to day basis.
There is one custom warehouse at the moment (at Easterly berth) which can accommodate about 10,000 tons of cargo. This shed is near quay and can receive cargo direct into shed from vessel.
FRESH WATER: Ships receive fresh water alongside quay and a 24 hours advance notice by the Master should be given. There are no facilities to supply water at anchorage.
CUSTOMS: Each crew member may have 200 cigarettes or ½ lb. tobacco, but all alcohol and wine, beer, etc., must be sealed. This applies to all persons on board. For each flask/glass/bottle containing alcohol found by the customs, there is a penalty of £100 sterling.
SHORE LEAVE: Passengers may only go ashore if they have a valid visa. Crew may go ashore if they have written permission from Master and leave their passports with passport office at the port.
AGENT: Head Office. Gulf Agency Co. (Saudi Arabia) Ltd., Shipsbrokers and Agents, POB. Airport Post Office, Dhahran, Saudi Arabia. Cables: "Confidence Dammam". Tel. 2441, 23425/26/27. After office hours. 22861–41742.

Senegal

DAKAR: 14.40 N. 17.26 W.

DOCUMENTS:
5 Crew Lists.
2 Lists of Vaccinations.
6 Lists of Passengers in Transit.
6 Lists of Passengers Disembarking.
4 Lists of Crew Personal Effects.
4 Lists of Ship's Stores.
PILOTAGE: Pilots meet vessels off the island of Gorée in a naturally sheltered area.
RESTRICTIONS: During the rainy season, all vessels with a draft of more than 32 ft. 6 in. could be delayed due to the effects of swell to stay at anchorage in outer-roads and await meteorological conditions permitting their entry into the harbour.
Use of whistle signals to call Pilot is forbidden between 2200 and 0600 hours. The harbour area is dredged to a depth of 10 to 11 metres.
MAX. SIZE: Ships of 33 ft. draft are able to enter at all stages of the tide by day and night. Vessels up to 36 ft. draft may enter at high tide except possibly during the stormy season, between mid August and Mid October.
HEALTH: Health Officials board vessel immediately after berthing alongside. For passenger vessels, these formalities are effected before berthing to avoid delays. Vessels at sea may obtain medical advice by VHF via Dakar Radio.
VHF: The Port Captain's Office, pilot station and tugs are equipped with VHF, with the following channels: Channel 16 used by vessels approaching to contact pilot station or Port Captain's Office; Channel 12 used during manoeuvres for communications between Pilots and tugs; Channel 6 used only by the tug station.
TUGS: Operated by a private company, 4 tugs available up to 2,000 h.p.
BERTHING: 9,000 metres of quay length available of which more than half has depths of 8 to 12 metres alongside.
Mole D'Escale: 6 berths, depth alongside 10 metres, can be used for vessels refuelling simultaneously with cargo operations.
Pier 718 Phosphate quay (Pechiny). 215 metres long, max. draft of 25 ft. 7 in., loading average of 200 T/hour.
Pier 52 Phosphate quay (TA IBA). 170 metres long, max. draft of 36 loading average of 1,000 T/hour.
The South area has three wharves with a depth of 26–33 ft.
Dock I is 460 metres long.

Berth No.	12	Draft	26 ft. 3 in.
,, ,,	13	,,	28 ft. 7 in.
,, ,,	14	,,	28 ft. 7 in.
,, ,,	15	,,	33 ft.
,, ,,	17	,,	33 ft.

Dock II

Berth No.	21	Draft	27 ft. 3 in.
,, ,,	22	,,	26 ft. 11 in.
,, ,,	24	,,	26 ft. 3 in.
,, ,,	25	,,	25 ft. 11 in.

Dock III
360 metres long. Max. draft of 32 ft. 10 in.
TANKERS: The Petroleum Basin is dredged to a depth of 10 to 11 metres. Two jetty berths can receive tankers up to 200 metres length, max. draft 32 ft. 6 in. Petroleum Wharf: 4 berths, depth alongside 12 metres (depth in approaches 11 metres) can receive tankers up to 250 metres length with a draft of 36 ft.
STEVEDORES: Normal working hours, weekdays from 08.00 to 12.00 and from 14.00 to 18.00. Saturdays from 08.00 to 12.00. Overtime, week-days from 05.00 to 08.00; from 12.00 to 14.00; from 18.00 to 22.00; from 22.00 to 05.00. Holidays and Sundays from 00.00 to 05.00; from 22.00 to 24.00.
MEDICAL: *Vaccinations:* Possibilities from 08.00 to 12.00 and 15.00 to 17.00. Sunday and holidays excluded. *Doctors:* All kinds of specialists available. *Hospitals:* With qualified European doctors and good equipment.
FRESH WATER: All quays are fitted with water hydrants. Water supplied by 3 hoses simultaneously, with a rate from 60 to 100 cubic metres per hour. Can also be supplied by barge up to 400 tons capacity.
FUEL: All grades can be supplied from the quays up to 1,000 tons per hour. Fuel can also be supplied by barge.
REPAIRS: All types of repair can be effected by the Naval Arsenal or by private companies.
DRY DOCK: At the Naval Arsenal, one dry dock length 189 metres, width 23 metres, depth up to 9.50 metres.
REPATRIATION: Seamen can be repatriated to Europe without delay by air.
AIRPORT: International airport with regular services to Europe.
TELEPHONES: All berths are equipped with telephone apparatus which is placed on board vessels without charge.
HOLIDAYS: New Year (1st January); Tabaski (Variable Date); National Day (4th April); Easter (Variable Date); Labour Day (1st May); Ascension Day (7th May); Whit Monday (Variable Date); Maouloud (Variable Date); National Day (14th July); Assumption (15th August); All Saints' Day (1st November); Korite (Variable Date); Christmas (25th December);
AUTHORITY: Port Autonome de Dakar.
AGENT: Socopao Senegal, 47 Avenue Albert Sararult, B.P. 233. Tel. 26600/7. Telex 521. Cables "Freight Dakar"

KAOLACK: 14.09 N. 16.06 W.

DOCUMENTS:
2 Crew Lists.
2 Store Lists.
2 Manifest pacotille (tobacco, wine, etc.). Agents deposit to Customs office.
PILOTAGE: Pilot taken on board, and lands in Dakar. When vessels do not require tank-washing, the Pilot disembarks in roadstead.
ANCHORAGES: Sufficient for three vessels only. About six metres deep.
RESTRICTIONS: Night navigation forbidden in river Saloum.
MAX. SIZE: Length 105 metres (because of river Valor).
HEALTH: Agent signals to Harbour Master. Provisionally vessels quarantine in Dakar. No hospital.
TUGS: No tugs. (Only from Dakar.)

BERTHING: Signalled by flag when berth available. Vessels enter at flood tide so that they can turn at anchorage to be ready for sailing.
MEDICAL: Yellow fever vaccinations only at Dakar. No hospital facilities.
DENSITY: August to December: sea water. January to July: 1·55.
FRESH WATER: Cost frs. CFA. 55. Ten tons/hour.
FUEL: None available.
GANGWAY/DECK WATCHMEN: Arranged by Agent.
OPENING/CLOSING HATCHES: By stevedores.
CUSTOMS ALLOWANCES: Tobacco, No restrictions, but Customs control on board (declaration on manifest). Crew going ashore only allowed cigarettes marked "Vente au Senegal". Wine and/or Spirit, Not limited, Customs controlled.
IDENTIFICATION CARDS: Not necessary.
CONSULS: None (Dakar only). French Consulate Agent: Mr Jean Guillemot. UTRAM. Tel. 87. Telex Mafic 781 SG.
REPAIRS: None (only Dakar).
REPATRIATION: Not possible (Dakar only).
AIRPORT: None.
TIME: GMT Permanent.
HOLIDAYS: Independence Day (4th April) no loading. Tabasky (dependent on moon phase).
FIRE: Fire Tel. 324.
TELEPHONES: Not possible to place on board.
SHORE LEAVE: Crew members allowed ashore.
PORT REGULATIONS: Vessels must hoist Senegalese flag and notify agent before entering port.
PORT AUTHORITY: Harbour Master Tel. 92.

AGENT: See Dakar.

Seychelles

PORT VICTORIA, Mahe: 04.37 S. 55.28 E.

DOCUMENTS:
Health Certificate – forms obtainable from Medical Officer.
Deratisation Certificate.
5 Crew Lists and Passengers' Lists.
Dangerous Cargo List.
Ship's Register.
PILOTAGE: 24 hours notice, giving draft and length, Telegraphic address "Port Officer" through Cable and Wireless on CW schedule 500 kc/s. and 8714 megs. schedule published in Radio List, no VHF station, no direct contact with pilot. Pilot boat: white hull with blue cabin, flies "H" flag. Signals for Pilot: "G" by flag and/or whistle and by night "G" by morse. Pilot boat stationed ashore and proceeds to sea to meet approaching vessels 3 cables Northward of outermost buoys in North Entrance Channel. Pilot can board in any weather. While awaiting Pilot, Vessel can anchor in any suitable anchorage in approaches to harbour. Pilotage compulsory for vessels over 150 tons net.
ANCHORAGES: (1) Anchorage A. In depth of 66 to 72 ft., fine sand and shells. Good holding, 9·75 cables, 058 degrees from Victoria Lighthouse.
(2) Anchorage B. In depth of about 64 ft., sand and coral. Good holding, 8·25 cables, 074 degrees from Victoria Lighthouse.
(3) Anchorage D. In depth of 78 ft. coral and sand. Good holding, 3 cables, 048 degrees from Victoria Lighthouse.
(4) Anchorage E. In depth of about 60 ft., sand and shells. Good holding, 1·25 miles, 089½ degrees from Victoria Lighthouse. Super tankers and large vessels anchor outside the Fairway Buoy in any suitable anchorage. The Master should always contact Port Officer for anchorage instructions if not familiar with harbour.
RESTRICTIONS: All shipping movement in Inner Harbour to take place during daylight hours only. Ships limited to 250 ft. in length. In Outer Harbour, night movement at discretion of Master. (Night facilities will soon be in operation.) No tide or draft restrictions.
HEALTH: "Q" Flag or international red over white. Medical Officer boards vessels at anchor and before entering Inner Harbour. Crew Lists with vaccination dates against smallpox, yellow fever and cholera if vessel from infected places. Health clearance given at Port Victoria only. Hospital facilities available.
RADIO: Cable and Wireless, Port Victoria, Mahe. Call sign ZCQ. No. VHF.
TUGS: Join vessels in Inner Harbour. Ship's lines must be used.
BERTHING: Due to limited space no berth can be reserved either alongside or at anchorage. All assistance given to position every ship in best available place.
STEVEDORES: ETA advice required two to three days before ship's arrival in port. Loading and Discharging: General Cargo: average 8 to 10 tons per hour per gang (subject weather condition). Bagged Cargo: average 10 to 15 tons per hour per gang (subject weather conditions).
TANKERS: No specific requirements. No restrictions in draft. Maximum length to 250 ft. No night discharge. Discharge line 4 in.
DENSITY: Average 1025 at all states of tide.
FRESH WATER: In good supply. By mains when alongside and steel barges when at anchor. All water supplied is chlorinated. Two special steel water barges with capacity of 100 and 80 tons each with pumping capacity of 40 tons an hour per barge. *Rates at anchor:* If supplied uring normal working hours i.e. from 7 a.m. to 4 p.m. on week days Rs. 8/- per ton. If supplied after normal working hours i.e. from 4 p.m. to 7 a.m. and Sundays and public holidays Rs. 9/- per ton. *Rates alongside:* Rs. 4.02 per ton.
FUEL: Marine diesel, viscosity 4·5/5·5 secs. at 100°F. Gas oil, viscosity 3·4/3·9 secs. at 100° F. Due to limited stock, it is advisable to give one week's notice.
DEVELOPMENTS: New harbour planned. Night navigational facilities available soon and more lighthouses for other islands.
GANGWAY/DECK WATCHMEN: Customs Officer on duty at all times if vessel carries cargo or passengers.
OPENING/CLOSING HATCHES: Normally carried out by Stevedores.
CUSTOMS ALLOWANCE: At Custom Officer's discretion. No fixed allowance.
CARGO GEAR: No local safety regulations required for cargo gear. All cargo slings and gears supplied by ship.
IDENTIFICATION CARDS: Not required.
CONSULS: French, Mr Andre Delhomme, Le Chantier, PO Box 69, Victoria, Mahe. Tel. 253.
Netherlands, Norway, Sweden, Denmark, Finland and Iceland, Mr. Harold Hunt, Port Victoria, PO Box 83, Mahe. Tel. 353.
REPAIRS: Only minor repairs to deck: gas welding, pipe bending, etc.
DRY DOCKS: None.
REPATRIATION: Crew changes for British ships and nationalities represented. Repatriations for same by Agents.
AIRPORT: Under construction.
TIME: GMT plus four hours, throughout year.
HOLIDAYS: *Public and Estate:* New Year (1st and 2nd); Good Friday; Easter Monday; Official Anniversary of the Birth of the Sovereign (8th June); Corpus Christi (15th August); Saints day (November 1st)); Immaculate Conception (December 8th); Christmas Day (December 25th).
TELEPHONE NUMBERS: Police 851–853; Fire 333; Ambulance 333.
A telephone is placed on board ships alongside for a fee of Rs. 25/- and a daily rate of Rs. 5/-.
SERVICES: No tank-cleaning equipment, no facilities for discharge of tank washing, no compass adjusting, no radar or radio engineer available.
SHORE LEAVE: All members of the crew are allowed ashore. No limit to shore leave.
DELAYS: Berthing: limited berth, adverse weather conditions. Loading or discharging: weather conditions. Bunkering: space alongside and weather conditions.
AUTHORITY: Port Officer, Port & Marine Department, Victoria, Mahe.

Sierra Leone

FREETOWN: 08.30 N. 13.14 W.

DOCUMENTS:
5 Crew Lists.
5 Ports of Call Lists.
5 Passengers in Transit Lists.
5 Passengers Landing Lists.
1 Crew Declaration (signed by Crew Members).
1 Store List.
1 Arms Ammunition List.
1 Port Health Declaration.
1 Vaccination List (smallpox, cholera and yellow fever).
Port Health Declaration, Crew Declaration Form and Arms and Ammunition List, all special forms, which obtained from boarding party or, if required, mailed in advance to ship's owners.
1. *For vessels working cargo (discharging):*
(*a*) From each port of loading, by air mail to vessels Agent: 6 copies of Cargo Manifest, 1 copy of Freighted Manifest.
(*b*) On arrival: 4 copies of Cargo Manifests, 1 copy each Bill of Lading (non-negotiable).
Note: Customs and Port Authority insists on documents in English, and that Manifests should show weights and measurements. Non-compliance with these instructions places vessel's Agent in difficult position, and vessel may not discharge without payment of fine.
2. *Required by Port & Stevedores for vessels working cargo:* 4 copies Stowage Plan, 4 copies Hatch Lists.
PILOTAGE: Vessels can enter and leave port anchorage without Pilot. Pilotage only compulsory for vessels berthing alongside Queen Elizabeth 2nd Quay or Kissy Oil Jetty. Upon Master's request, Pilot available at Fairway Buoy with 24 hours notice. Normally only at daylight hours. Port entrance is between Cape Sierra Leone to South and Fairway Buoy to North. Is approximately 1 mile wide and minimum draft 36 ft. To West harbour is protected by sand shoals, nearest to entrance is O'Farrell Shoal about 1½ mile North of Cape Sierra Leone.
ANCHORAGE: With Falconbridge Point Beacon bearing as follows (all bearings true): Note: Falconbridge Point Beacon circular steel tower 8 ft. high, painted white with two horizontal black bands; F1. white every 2 seconds.

Anchor Berth	*Bearing (T)*	*Distance (Cables)*
E. 3	138	10.5
E. 4	154	9
E. 5	180	8
E. 6	207	8
F. 5	136	7
F. 6	154	6
F. 7	184	5
F. 8	210	5
F. 9	232	7
F. 10	242	9
F. 11	249	11
G. 1	99	15
G. 2	100	12
G. 3	104	7
G. 4	126	3
H. 1	184	2
H. 2	234	3
H. 3	252	5
H. 4	258	7
With Cline Point bearings as follows (T) – Distance in cables.		
D. 1	232	5·5
D. 2	253	7
D. 3	253	3
D. 4	273	5·5
C. 1	244	4
With Kissy Oil Jetty bearing as follows (T):		
B. 2	235	1 mile

No draft restriction at anchorage, also no length and beam restrictions and vessels can arrive and sail any hour day and night.

RESTRICTIONS: Only draft, recommended maximum 45 ft. at 5 hours flood tide.

HEALTH: Pratique by radio or on boarding. See "Agents Cable Requirements".

RADIO: Watch maintained on 500 ks/s from 0700 to 2100 GMT on week-days and 0800 to 1000 hours and 1600 to 1800 hours GMT on Sunday, Christmas Day, Good Friday and other holidays.

TIME GMT	*VPU freq.*	*Search-band for reply*
1230–1245	17175	16708 to 16748 kc/s
1330–1400	6411	6265·5 to 6280·5 kc/s
1600–1630	13042·5	12531 to 12561 kc/s
1800–1830	13042·5	12531 to 12561 kc/s
1939–2000	8710	8354 to 8374 kc/s
On Sundays and other Holidays HF schedule as follows:		
0830–0900	0710	8354 to 8374 kc/s
0930–1000	13042·5	12531 to 12561 kc/s
1600–1630	13042·5	12531 to 12561 kc/s
1700–1730	8710	8354 to 8374 kc/s

Traffic lists broadcast at commencement of every HF schedule, and repeated at intervals during schedule.

Ships' Radiotelephone and Harbour Service: Watch kept on 2182 kc/s for casual R/T traffic from 0730 to 2000 hours GMT on week-days and 0800 to 1730 hours GMT on Sundays and holidays. Ships advised arrange calls in advance by W/T where possible order ensure called party available take call. Calls can be connected to or from any number on Freetown telephone exchange. Longer range contacts should be in 8 mc/s maritime band, frequency of VPU in this band being 8768·9 kc/s.

Other Services: Navigational warnings broadcast on W/T. GTC beacon signals transmitted upon request. Spoken telegrams accepted at ordinary W/T rates on R/T.

AGENTS CABLE REQUIREMENTS: Masters requested cable ETA as early as possible. Following information required:

(*a*) For vessels working cargo: 1 Discharge or Loading Hatch distribution. 2 Gangs required. 3 If Explosives on board for Freetown or in transit.

(*b*) For vessels bunkering: 1 Bunkers and water required.

(*c*) For Tankers discharging: 1 Total Displacement. 2 Draft. 3 Cargo particulars (quantity and grade).

(*d*) For vessels embarking/disembarking krooboys: 1 If Krooboys provisions required and for how long. 2 Cash requirements. 3 If service on arrival if arriving between 10 p.m. and 7 a.m., bearing in mind the high costs for Customs overtime and port service.

(*e*) In general: 1 Cash requirements. 2 Water requirements. 3 Medical attendance, if required on arrival.

When ETA received and confirmed agent will cable vessel informing despatch prospects and if not berthing on arrival, anchor berth.

Note: For vessels returning to Freetown from round trip to coast, information should be cabled if any over-carried cargo, etc., to be discharged.

TUGS: Two tugs "Farren" and "Fourah" which twin screw, diesel engined, and develop 1,000 h.p. each. "Fourah" only equipped for salvage having fire-fighting equipment and a 10-ton derrick. Normally one tug used for berthing and unberthing operations, but if necessary two. Charges for berthing and unberthing include use of one tug, whether required or not. Tugs' lines £3.

BERTHING: (See "Developments".) All alongside berths: between hours of 0630 and 2330. Kissy Oil Jetty: vessels of 15,000 tons and upwards, berthing flood-tide only.

Queen Elizabeth 2nd Quay No. 1: Berthing length: no restriction; breadth: no restriction; maximum draft 31 ft. 6 in. At this draft vessels must be 180 ft. from steps East end of quay. Vessels up to draft not exceeding 24 ft. may berth as far east as steps. Unberthing not permitted from 1 hour after high water until 1 hour after low water. Pilots may at their discretion, under favourable conditions, extend these times.

Berth No. 2: As for Berth No. 1, maximum draft 31 ft. 6 in.

Berth No. 3: Berthing and unberthing, length and breadth no restrictions. Maximum draft 31 ft. 6 in. No tidal restrictions.

Berths 4, 5, and 6, Maximum draft 33 ft.

Quay is equipped with 3 electric travelling cranes, the maximum lift being 5 tons. The port is not equipped with any heavy-lift equipment. Produce is loaded from both berths and transported by trailers to ship's side from shipper's shed, close to port area. Facilities for loading Palmkernel Oil available only at Berth No. 1.

Grain discharge facilities also only at Berth No. 1.

Kissy Oil Jetty: Berthing and unberthing restricted as follows: length 600 ft. Pilots at discretion extend this length, taking into account mooring facilities on vessel being available. Breadth no restriction. Maximum draft 32 ft. Jetty restricted to 30,000 tons displacement. Regulations: 18,000 tons to 30,000 tons displacement must berth bows West at slack water or when flood tides does not exceed 2 knots at approach route and alongside jetty. 15,000 tons to 18,000 tons displacement berth slack water or anytime during flood tide, must berth bow West. 15,000 tons displacement or less anytime during flood or ebb tide, bows East or West. Ship's anchor must be used for all vessels.

Pilotage also undertaken to and from Kissy Cold Store Jetty, a private jetty, but pilotage not compulsory.

Kissy Cold Store Jetty: Berthing or unberthing (daylight hours only) maximum length 270 ft. breadth no restriction. Weather must be calm, no swell in harbour, no wind of more than force 2 to 3. Maximum draft 14 ft. 6 in. These vessels can be berthed under less favourable conditions at Pilot's discretion. Berthing and unberthing only 1 hour after high water.

During discharging and/or loading, Customs Officers, normally 2, as well as 2 Port Authority Discrepancy Clerks (only when discharging) will be on board. In accordance with regulations same should be provided with food during normal meal hours. Recommended that vessels provide food in order not to encounter unnecessary delays.

Loading of Transhipment Cargo: Due extremely lengthy procedure and consequently high cost in having transhipment cargo released and brought alongside ready for shipment, officers requested accept this cargo (when consisting of a small number of packages) immediately upon its release from Custom's Warehouse order minimise transhipment expenses.

DANGEROUS CARGO: Dangerous cargo, explosives, small arms, ammunition, *must not* be unloaded either alongside or into lighters unless Port Authority has been notified on approved form, and has given permission for cargo to be discharged. Vessels should cable prior arrival if dangerous cargo for discharge on board.

TRANSHIPMENT CARGO: Port Authority will accept transhipment cargo, but ample advance notice necessary and owners should not make arrangement for transhipping cargo at Freetown, without receiving confirmation from Port Authority through their agent.

LIGHTERAGE: Sierra Leone Ports Authority operates lighter fleet, presently 14 lighters and 2 tugs for handling. Lighters mostly used order minimise berthing delays and generally only bulk cargo such as sugar in bags, etc., discharged by lighters. Lighterage effected 24 hours a day at anchorage, and capacity each lighter about 100 tons/5000 bale. Lighterage fleet operated from former lighterage quay east of Queen Elizabeth 2nd Quay. Lighterage will take place only at discretion of Port Manager, and condition of the lighterage fleet is rather poor.

STEVEDORES: (See "Agents Cable Requirements") ETA as soon as possible. Discharge/loading hatch distribution. Gangs required. Bunkers and water requirements information re explosives. For tankers discharging – total displacement and draught. Work ashore undertaken by Sierra Leone Ports Authority on cargo quay, Queen Elizabeth 2nd Quay, whilst work on board as well as discharging and/or loading to or from lighters at stream undertaken by private stevedoring companies, generally same as vessels' agent.

Working hours alongside quay: Total hours: from 0800 to 2200 hours. Normal working hours from 0800 to 1200 hours, from 1300 to 1700 hours, Saturdays: from 0800 to 1200 hours.

No meal-break but the hour 1200 to 1300 counts overtime.

Working at Stream: Discharging and/or loading to or from lighters effected 24 hours a day. Gangs can be arranged at anytime between 0730 hours and 1800 hours week-days as well as Sundays, etc.

RADAR/VHF: No radar service. VHF Channel 16. A Marconi technician is stationed in Freetown, tel. 4828. Watch is kept 24 hours on Channel 16, switching to Channel 26 for communication. Calls can be connected to Freetown telephone exchange. Masters advised that fullest use should be taken of this service, particularly after office hours and during early hours of morning or late at night when no cable service available.

MEDICAL: Hospital facilities available.

TANKERS: No special requirements. One berth, maximum length 600 ft. (may be extended by arrangement with Pilot). Maximum draft 32 ft. Maximum disp. tonnage 30,000.

DENSITY: 1018 to 1025.

TIDAL INFORMATION: High water at full and change at 7 hours 21 minutes. Mean high water springs 10·1 ft.; Mean high water neaps 7·6 ft.

Level of zero of prediction: 20·43 ft. below surface of base of Government Wharf light beacon (now closed). Heights refer to datum of Admiralty charts, and should be added to depth given on chart. In dry season stream on flood at anchorage runs from 1 to 1½ knots at springs, and from 2 to 2½ knots on ebb. At neaps stream on flood

runs about half a knot, and on ebb about 1 knot. Duration of flood stream about 5 hours, and ebb stream about 7 hours. In rainy season stream on ebb runs with great strength, sometimes 5 knots.

Mariners warned that tides set across harbour entrance and caution should be exercised when approaching Fairway Buoy. When tide falling at Freetown, tidal stream sets in a South-westerly direction at harbour entrance, and in a North-easterly direction when tide rising.

FRESH WATER: Queen Elizabeth Quay 30 tons per hour; Water barge 30 tons per hour; Kissy Oil Jetty 12/15 tons per hour.

FUEL: Most grades 12 hours.

BUNKERS AND FRESH WATER FACILITIES: Each berth (Queen Elizabeth 2nd Quay) gives opportunity for bunkering, suppliers Shell and Mobil, and also supplies fresh water. Vessels can also take bunkers and water at Kissy Oil Jetty as well as ex. barge. Fresh water ex. barge and on quay supplied by Ports Authority and 3 barges of 110/130 tons capacity available. Bunkers barge supplied by Texaco/Caltex/BP, by two barges, each with capacity about 700 tons d.w. Delivery rate for bunkers about 150/200 tons an hour, for water between 20/35 tons.

GANGWAY/DECK WATCHMEN: Strongly recommended, available through Agent.

OPENING/CLOSING HATCHES: Stevedores.

CERTIFICATES:
Ship's Register.
Deratisation Certificate.
Deck Passengers Certificate.
Radio Certificate.

CUSTOMS ALLOWANCES: Tobacco, 40 cigarettes *or* ¼ lb tobacco. Wine and/or Spirits, ¼ bottle of spirits. Master – 200 cigaettes and one opened bottle of spirit.

IDENTIFICATION CARDS: Not required.

CONSULS:

Liberian, tel. 2322	Lebanon, tel. 3513
U.A.R., tel. 2224	British, tel. 3961
U.S.S.R., tel. 3991	Chinese, tel. 3636
Ghana, tel. 3461	French, tel. 2477
Holland, tel. 5340	German, tel. 2511
Sweden, tel. 6208	Guinea, tel. 2331
Norway, tel. 6208	Israel, tel. 3818
Denmark, tel. 6208	Italian, tel. 3895
Ivory Coast, tel. 3983	American tel. 4451

REPAIRS: All repairs if spares supplied.

DRY DOCKS: No dry docks in Freetown. Slipway of 500 tons capacity.

REPATRIATION: Can be arranged.

AIRPORT: By bus and ferry to Lungi Airport, one hour journey. Served by regular airlines.

TIME: GMT throughout year.

HOLIDAYS: Several religious and anniversary holidays. Port works every day except Good Friday and Christmas Day.

POLICE/AMBULANCE/FIRE: Police 3001; Ambulance 2001; Fire 2001; Emergency for all above No. 009.

TELEPHONES: Not available for placing on board.

GENERAL: Always confirm time of entering harbour with the Aberdeen Hill Signal Station to ensure turn for berthing. Draught should be indicated.

SERVICES: Tank cleaning. Tank and hull scaling.

SHORE LEAVE: Allowed.

DELAYS: Berthing, loading or discharging – up to 2 days. Bunkering – up to 12 hours.

AUTHORITY: Sierra Leone Ports Authority, Queen Elizabeth II Quay, Cline Town, Freetown, Sierra Leone. Tel. Freetown 5111. Cables "Portman, Freetown."

AGENT: Scanship (Sierra Leone) Ltd., 1 College Road, Cline Town, PO Box 130, Freetown. Sierra Leone. Tel. 2071 (night connection). Telex. 212, A/B "Scanship Ftn". Cables "Scanship Freetown".

PEPEL 08.34 N. 13.04 W.

On Sierra Leone River, 15 miles upstream from Freetown. Approach Channel between Freetown anchorage and Pepel is fully buoyed for night navigation.

DOCUMENTS: See Freetown.

PILOTAGE: Private pilotage undertaken by mining Company's Pilots who board Freetown anchorage, 48 hours ETA required, cable "Mags Freetown Sierra Leone", giving ETA Fairway buoy, quantity water/fuel required, asking free pratique, and if Pilot required to Freetown anchorage.

ANCHORAGE: See Freetown.

RESTRICTIONS: Draft only, decided at discretion of berthing master. Entry daylight hours only. Channel between Pepel and Freetown is now deepened so that depth in channel is 39 ft. plus height of tide According official tide tables, range of high tides is from approximately 7 ft. to 11 ft. above Admiralty Chart Datum.

MAXIMUM SIZE: Length 840 ft., beam 128, depth water 39 ft. plus height of tide which ranges from 7 to 11 ft. above Chart Datum. September to December additional draft restrictions due Channel Silting.

HEALTH: See Freetown. 48 hours advance warning for free pratique.

TUGS: Not used.

BERTHING: Milton Margai Pier only. 4,000 tons to 10,000 per day according to size of vessel.

New dolphin mooring system installed to permit handling larger ships. Depth alongside 45 ft.

Shiploaders maximum boom height when in horizontal position is 71 ft. above Chart Datum, with maximum outreach 87 ft. from berthing line. Loading rate now increased to 4,000 tons per hour.

Under the new conditions, limiting dimensions for ships (which must be equipped with satisfactory mooring equipment): Length overall 840 ft. Moulded breadth 128 ft.

Allowance must be made for safe navigation, permissible sailing draft of all ships will, as at present, remain absolutely at discretion of Berthing Master at Pepel or his deputy. It is possible that yearly during the months of September to December an additional draft allowance will have to be imposed by reason of seasonal silting of the channel, but it is intended to carry out annual maintenance dredging.

Company will be prepared to consider acceptance of ships having dimensions in excess of those above but only after specific approval of fully detailed plans of each ship concerned and, in any event, not in excess of dimensions Length overall 870 ft. Moulded breadth 136 ft. Moulded depth 73 ft.

Berthing displacement 63,000 tons on an even keel ballast draft of 23 ft. forward and aft on berthing.

STEVEDORES: Available.

FRESH WATER: Available, 48 hours notice required.

FUEL: Limited supplies available, 48 hours notice required.

GENERAL: See Freetown for all general information.

TIME: GMT plus 1 hour.

TELEPHONES: None available.

SHORE LEAVE: Not allowed. Customs and Immigration regulations prohibit any member of crew from disembarking at jetty or other works.

DELAYS: First come first served.

AUTHORITY/AGENTS: Mining & General Services Ltd., PO Box 68, Freetown. Tel. Freetown 4427; Telex Freetown 226. Cables "Mags". Lloyds Agents.

Singapore

SINGAPORE: (incl. Pulau Bukom, Pulau Sebarok and Tanjong Penjuru) 01.16 N. 103.50 E.

DOCUMENTS:
4 Ships Passenger Lists.
10 Crew Lists.
5 Cargo Manifests.
Customs Declaration of duty free liquor and tobacco Form (C and E 117) to be furnished by Master to Customs boarding officers. Master, mate, or authorised officer required to furnish information asked for by Officer i/c of Customs Boarding Party for Boarding Officer's Report (this only required if ship is to be searched).
Immigration: Four copies Crew List and two copies each of Disembarking and Through-passenger Lists on arrival. At departure, two copies Crew List and two copies Passenger List.

Declaration regarding presence on board of any stowaway, unauthorised person and/or repatriate.
Marine: All vessels: General Declaration on arrival or departure.
Port Health: Entry Declaration. Deratisation or Exemption Certificate. Vaccination Certificate requirements – Cholera: from infected local areas, except children under 1 year of age. Smallpox: from all countries, except children under 1 year of age if they arrive from a non-infected area or under 6 months of age if they arrive from an infected area.

Note: Additional measures may be applied to unberthed passengers if ship comes from infected port or a port in free communication with infected areas.

Crew Lists. Passenger List.
PSA (The Port of Singapore Authority): Arms and Explosives, and Dangerous Goods and Petroleum Declaration.

TRAFFIC LANES:

1. *The Sisters Channel* defined as the navigable water contained between Sisters Island and west St. John's Island, extending from a line joining Beacon 15 (Terumbu Selegi) to the northern end of Pulau Tekukor, and along the navigable channel margins projected tangential to the eastern side of the Southern Sisters Island and the western side of west St. John's Island until they meet a line joining the Southern extremity of west St. John's Island to Beacon No. 45, is designated an *Inwards Channel Only*.

2. *The Middle Channel* defined as the navigable water contained eastwards of a line projected in a 131° direction from the charted position of the Sisters Buoy, to where it meets a line joining the southern extremity of west St. John's Island to Beacon No. 45, thence along that line eastwards, to where it intersects a line lying in a 131°–311° direction drawn through the charted position of a channel buoy laid in position bearing 266° at one mile from S.W. extremity of Southern Sisters Island. Thence 311° to the southern limit of the Alternative Quarantine & Immigration Anchorage, thence along that limit to the charted position of the Sisters Buoy, is designated an *Inwards Channel Only*.

3. *The Sebarok Channel* defined as the navigable water contained westwards of a line projected in a 131° direction from the charted position of the Sisters Buoy to where it meets a line joining the southern extremity of west St. John's Island to Beacon No. 45, thence westwards along that line to where it meets a line joining Pulau Jong Trig. Station to Beacon No. 45, thence 313° to Pulau Jong, thence along a line extending from Pulau John Trig. Station to the charted position of the Sisters Buoy is designated an *Outwards*

Channel Only, except for those inward bound ships of such draught as precludes their safe use of the aforementioned Middle Channel.

4. *The Southern Fairway* defined as the navigable water contained between lines joining Beacon No. 45 to the Southern extremity of West St. John's Island, thence to Peak Island Light Beacon, thence with Beacon No. 39 in transit with Peak Island Light Beacon to the Southern port limit, thence Westwards along the Port Limit until Beacon No. 45 bears 313°, thence along that line to Beacon No. 45 is designated a fairway for vessels intending to enter or leave the port via the Sisters Channel, Middle Channel, or Sebarok Channel, whether from or to sea, or from or to the Eastern sector of the port. The Southern Fairway is to be considered sub-divided by a median line extending from the Western limit to the Eastern limit of the fairway. All westbound vessels are to keep Northwards of the median line, all eastbound vessels are to keep Southwards of the median line.

PILOTAGE: Compulsory only in Western Anchorage and when berthing alongside. Telegraphic address "Pilots". Preferably not less than 2 hours notice. Vessels requested to report ETA when within 20 miles of port. VHF calling and safety channel 16; Port Information Channel 12; Pilots Channel 22 or 157·1 or 161·7 mc/s.

Vessels approaching from West pick up Pilot in approx. position 01° 12′ 24″ N., 103° 51′ 30″ E., and from East at approx 01° 13′ 4″ N., 103° 51′ 8″ E. Vessels bound for Jurong can obtain Pilot at West Jurong Anchorage by calling "Jurong Control" on Channel 21. Pilot ladder required.

ANCHORAGES: As indicated on BA Charts of port area. Note: Revision and realignment of anchorages is due; these will appear on the appropriate charts. Anchorage prohibited in vicinity of SBM moorings.

MAX SIZE: Length, no restriction. Breadth, no restriction. Draft, Keppel Harbour – 33 ft. at zero tide. Jurong Wharves – Being dredged to 38 ft. at zero tide. Empire Dock – 27 ft. at zero tide.

Shell

Pulau Bukom – 10 berths and conventional buoy mooring.

Berth	*Length*	*Depth LWS*	*Displacement*
1A	200 ft.	10 ft.	670 tons
1	700 ft.	33 ft.	33,000 tons
2	700 ft.	33 ft.	33,000 tons
3	700 ft.	34 ft.	33,000 tons
4	700 ft.	34 ft.	43,000 tons
5	650 ft.	41 ft.	45,000 tons
6	800 ft.	45 ft.	92,000 tons
7	700 ft.	37 ft.	65,000 tons
8	800 ft.	41 ft.	65,000 tons
9	600 ft.	41 ft.	33,000 tons
CBM	1,200 ft.	65 ft.	250,000 tons

Esso

S.B.M.—A large orange coloured Single Buoy Mooring for discharging VLCC's has been established at the western entrance to Selat Sinki, exhibiting a quick flashing orange light in position Lat. 1° 13′ 51″ N., Long. 103° 41′ 29″ E., B. A. Chart No. 2165 and H. O. 3748. On the sea bed, a submarine oil pipeline extends from the SBM to the southern shore of Pulau Ayer Chawan. A floating pipeline extends from the SBM for several hundred feet into the surrounding area. The floating pipeline revolves around the buoy, and its direction from the buoy at any time will depend on wind and tide. The floating line will be marked with a flashing blue light at its outer end from sunset to sunrise. Mariners are advised to give the SBM a wide berth at all times, and on no account to attempt to pass between the flashing orange coloured light and the flashing blue light.

Pulau Ayer Chawan

Berth No. 1 length 270 ft., draft 42 ft.
Berth No. 2 length 620 ft., draft 42 ft.
Berth No. 3 length 740 ft., draft 42 ft.
Berth No. 4 length* 820 ft., draft 52 ft.
* Vessels up to 1000 ft. acceptable in ballast.

Pulau Sebarok – Berth No. 1: Maximum LOA 700 ft., maximum draft 41 ft.

Berth No. 2: Maximum LOA 700 ft., maximum draft 31 ft.

Caltex

Tanjong Penjuru – Two berths (No. 1 and No. 2) accommodate vessels alongside up to 45 ft. maximum draft.

Mobil Jurong – Maximum drafts alongside –

Berth	*Draft LWOST*
No. 1	46 ft.
No. 2	42 ft.
No. 3	22 ft.

B.P. Refinery

Pasir Panjang – Three berths at refinery. Small jetty inside harbour known as Jetty No. 2 and can receive small vessels up to 1,000 tons as water depth only 13 ft. below ACD.

No. 1 Jetty at South-west side of Tanjong Berlayer can accommodate vessels up to 33,000 tons at offshore mooring where dredged channel 35 ft. below ACD. Berthing cannot be effected for 43 days of year due strong tidal currents.

At Jetty No. 1A which is Northwards extension from Jetty No. 1 trunkway, vessels up to 5,000 tons can be berthed; water depth 30 ft. below ACD. Simultaneous mooring of vessels at Jetties Nos. 1 and 1A not allowed as floating hose used to connect Jetty No. 1 to ship at mooring buoys.

HEALTH: All ships other than gazetted mail ships, arriving within 5 days of departure from a cholera infected port, or within 14 days of departure from a smallpox infected port, or from a Vietnam port, should await health clearance at Quarantine Anchorage displaying appropriate signals.

All ships with suspected infectious disease on board should radio information to Port Health Officer and await clearance at Quarantine Anchorages. Health and Immigration. All vessels upon arrival required to anchor in Eastern Principal Anchorage (alternatively Western Principal Anchorage during the N.E. monsoon, approx. December to March), unless Health and Immigration exemption has previously been granted for a vessel calling for a maximum of 4 hours only for bunkering, storing, etc. Vessels from non-infected ports can obtain free pratique. Vessels from infected ports must fly "Q" flag for Port Health. Vessels must also fly pennants 2 over 5 (alternatively 3 over 4 when there are passengers aboard) for immigration.

Corresponding night lights red over white for Port Health and two green for Immigration. Once vessel has been cleared by Port Health and/or Immigration she must proceed to allotted berth/anchorage. On sailing, unless exemption granted, vessels must return to Principal Anchorage for Immigration Clearance; 2 hours notice required of departure.

RADIO: Singapore Radio. Frequency 156·8 m/cs. R/T call frequency 2182 kc/s. VHF Hague Plan Channel 16. ETA should be reported 20 miles out to "Faber Operations" Channel 12.

TUGS: PSA operates 7 tugs – 6 of 1,100 bhp and 1 of 500 bhp. One private company operates two 2,000 bhp. Shell operates 2 tugs approximately 1,500 bhp. A number of privately owned salvage tugs make the port their base.

Tugs join anywhere in port limits by pre-arrangement with Pilots. Normally ship's line used. All PSA and Shell tugs carry tow ropes for use if required. PSA charge for use of tow rope $24.00 (Singapore).

BERTHING: Vessel's Agents should submit to Authority a Schedule "A" (Application for Berth) giving overall length, maximum draft alongside, ETA and ETD of, and list of dangerous cargo on board vessel at least 24 hours before berth required. No berthing during darkness at Pulo Sebarok.

STEVEDORES: Labour should be ordered by 0900 hours for 2nd shift (1500 to 2300) on same day and by 1300 hours for 1st shift (0700 to 1500 hours) for next day. Vessels may work 3rd shift (2300 to 0500 hours) by arrangement. Minimum 24 hours notice to Agent of gangs required.

RADAR/VHF: RDF Beacons at Horseburgh Light (01° 19′ 8″ N.; 104° 24′ 5″ E.) frequency 301·5 kc/s signal PB; St. John's Island (01° 12′ 51″ N., 103° 51′ 10″ E.) frequency 265 kc/s signal SJ. Aero Beacons at Bukit Timah (01° 21′ 0″ N., 103° 46′ 0″ E.) frequency 288 kc/s signal BU; Paya Lebar airport North (01° 20′ 0″ N., 103° 55′ 0″ E.) frequency 294 kc/s signal NN; Paya Lebar airport South (01° 20′ 0″ N., 103° 54′ 0″ E.) frequency 335 kc/s signal SS. All operational 24 hours. For VHF see "Pilotage."

MEDICAL: When infectious disease not suspected, permission will be granted by Port Health Officer to Agent to take doctor on board and remove the case, if necessary, to hospital. Preferably as much notice as possible. Several hospitals, General Hospital, Gleneagles, Mt. Alvernia. Cholera, smallpox, plague, etc., are not endemic in Singapore.

TANKERS: Eastern and Western Petroleum anchorages or installations. No slop (residue) discharge facilities except at Shell, Pulo Bukom and Mobil, Jurong. Maximum i/d of discharge hose: 8 in. Smoking not permitted during period tanker alongside PSA wharves. Grades permitted for discharge along PSA wharves: (*a*) marine diesel oil, (*b*) fuel oil. See "Maximum size".

DENSITY: Usually between 1019 and 1022 unaffected by tide or temperature variations. Variation due to periodic heavy run-off of rain water.

FRESH WATER: Good pure water available at wharves Keppel, Jurong, Pulau Bukom and Mobil Jurong. Also by PSA Waterboats. Shore supply through hoses (2½ in. dia., approx. 20 to 25 tons per hour outlet.

FUEL: All grades available alongside PSA wharves and ex installation, otherwise by barge. Marine diesel oil 40 sec. to 100 sec. Heavy fuel oil 700 sec. to 1,000 sec. Thinned fuel 433 sec. to 450 sec. Blended fuel 200 sec. to 430 sec.

FIRE PRECAUTIONS: Normal precautions with respect to cargo vessels, vessels under repair, etc. Fire boats available. Oil companies apply own regulations at installations.

DEVELOPMENTS: East Lagoon, 2 container berths; depth 44 ft. below ACD (PSA); completion end 1972. Refinery at Pulau Ayer Chawan (Esso) 1971. Extension of Wharves at Jurong (JTC) 1971.

GANGWAY/DECK WATCHMEN: Recommended, particularly in Roads. Agents normally arrange. Cost varies.

OPENING/CLOSING HATCHES: Conventional hatches by stevedores. Mechanical hatches usually by ship's crew.

CERTIFICATES: If dangerous drugs on board, an export authorisation from country of origin and an import authorisation from country to which drugs being conveyed should be available for sighting and endorsement.

All vessels	Certificate of Registry or Tonnage Certificate. International Load-line Certificate or equivalent.
Passenger ships	Passenger Safety Certificate issued under International Convention for Safety of Life at Sea 1960 or the Simla Rules 1931.
Cargo ships	Safety Equipment Certificate (if over 500 tons gross) or equivalent. Radiotelegraphy Certificate or Radiotelephony Certificate whichever is applicable.

CUSTOMS ALLOWANCE: Tobacco: for crew and transit adult passengers. First day of arrival 50 cigarettes or 15 cigars or other tobacco 2 oz.; and for each subsequent day to the maximum of 7 days. 25 cigarettes or 7 cigars or other tobacco 1 oz.

Wine and/or Spirit: Wine allowance, one quart bottle per day to

maximum of 8 days. Spirit allowance, $\frac{7}{8}$ reputed quart (in opened bottles) on first day of arrival and $\frac{1}{8}$ reputed quart per day for rest of 7 days.

CARGO GEAR: Possession of valid test certificates. At PSA wharves, if gear appears faulty, an inspection by competent Port Officer may be required.

IDENTIFICATION CARDS: Sect. 22 (1) (c) of Ordinance provides for issue of Seamen's Identification Card as set out in First Schedule to the Immigration Regs. 1966, but rarely issued nowadays. Normally accept passports, discharge books or any identification cards issued by masters of vessels for purpose of granting shore leave to crew members, provided these documents sufficiently identify person concerned.

Gate Passes issued against crew list at wharves and installations. No passes required from roads, although some form of identification advisable.

CONSULS: Consuls, Embassies and High Commissions. America, Argentina, Australia, Belgium, Bulgaria, Burma, Cambodia, China, Denmark, France, Germany, Greece, India, Indonesia, Israel, Italy, Japan, Malaysia, Netherlands, New Zealand, Norway, Pakistan, Panama, Philippines, Poland, Portugal, Romania, Saudi Arabia, Sweden, Switzerland, Thailand, Russia, U.A.R., U.K., Vietnam.

REPAIRS: All types of repairs (hull, engine and electrical including navigational aids) carried out. Facilities also available for repairs out afloat while vessel in anchorages.

DRY DOCKS: Largest dock at Jurong shipyard, 260 metres long, 56 m. wide, depth 12 m. for vessels up to 100,000 dwt. 8 Graving Docks and 7 floating docks available at 3 shipyards.

Keppel shipyard, sizes as follows:

	Length	*Beam*	*Depth*
Kings' Dock	885′ 0″	92′ 6″	33′ 0″
Queen's Dock	620′ 0″	84′ 0″	25′ 0″
No. 1 Dock	400′ 0″	44′ 0″	14′ 6″
No. 2 Dock	450′ 0″	49′ 0″	16′ 6″
Victoria Dock	480′ 0″	55′ 0″	19′ 0″
Albert Dock	490′ 0″	54′ 6″	20′ 0″

REPATRIATION: Ships' Agents responsible for repatriating seamen. Mercantile Marine Office undertakes repatriation of distressed British seamen on behalf of Board of Trade, United Kingdom, whenever necessary. Seamen who hold proper documents which ensure entry into their countries of origin, citizenship and destination are normally granted Special Passes after discharge for purpose of repatriation.

AIRPORT: Six miles from city. Regular and frequent services to all parts of the world.

TIME: Singapore time, GMT plus 7½ hours. No seasonal change.

HOLIDAYS: Work can be arranged on all eleven Public Holidays. New Year's Day; Chinese New Year; Hari Raya Haji; Good Friday; Labour Day (1st May); Vesak Day; National Day (9th August); Deepavali; Hari Raya Puasa; Christmas Day.

POLICE/AMBULANCE/FIRE: City Police 999; Fire/Ambulance only, 28111; Flag signal: S over T. VHF channels 12 or 16. PSA Police 222; Fire 209 or 333; Ambulance 76021.

TELEPHONES: Available on board vessel at PSA wharves only, at a rate of $15 per day (24 hours) or any part thereof.

GENERAL: Master of any vessel in territorial waters of Singapore shall obey any signal from a preventive vessel and any instruction from officers of Customs. Customs officers shall have free access to any part of vessel and have powers to mark, lock or seal any dutiable goods on import including sea stores.

SERVICES: Following additional services available: Cleaning and preparing ship's tanks. Cleaning, scaling and painting. Insulation. Interior decorating and furnishing. Refrigeration and air-conditioning. Chemical cleaning of boilers, etc.

Services of following Classification Societies available: Lloyds Register of Shipping. Det Norske Veritas. American Bureau of Shipping. Bureau Veritas. Nippon Kaiji Kyokai. Germanischer Lloyd. Polski Register Stratkow. China Corporation Register of Shipping.

Compass adjusting – Director of Marine. DF Calibration. Radar and Radio servicing depots.

SHORE LEAVE: No restriction on crews landing after Immigration and Health formalities have been satisfactorily completed. With rare exception (e.g. CPG Crew), all *bona fide* crew of a vessel allowed shore leave on strength of their passports, discharge books or identification cards.

DELAYS: Normally none. Occasional congestion due to prolonged rainy weather or other abnormal conditions.

PORT AUTHORITY: Port of Singapore Authority (PSA), Marine Dept. P.O. Box 300, Singapore. Tel. 76021. Telegraphic address: "Tanjong" Singapore.

For Customs purposes: Comptroller of Customs & Excise, PO Box 750, Custom House, Singapore 2. Tel. 77576. Telegraphic address: "Comcust" Singapore.

AGENTS: Wallem & Co. (Singapore) Pte. Ltd., PO Box 761, Hongkong Bank Chambers, Collyer Quay, Singapore, 1. Tel. 97546/8. Telegraphic address: "Wallem". Telex SE 338.

Society Islands

BORA BORA (Vaitape): 16.31 S. 151.45 W.

DOCUMENTS: All vessels arriving in French Polynesia must first call for clearance at Papeete, or at Uturoa, or at Taiohae. See "Papeete" for documents required.

PILOTAGE: There is no pilotage station at Bora Bora; a Pilot will be provided at Papeete. Vessels are requested to advise their Agents at least 15 days before arrival of their ETA, length and draft of ship. In addition, Masters should confirm their ETA to the Port Captain of Papeete at least 3 days before arrival. Telegraphic address is Capitaine de Port, Papeete.

ANCHORAGE: Vessels may anchor in the port roads in depths of 34–21 metres. Good holding ground in sand and coral.

RESTRICTIONS: Night pilotage is impracticable due to the absence of lighted navigation marks.

MAX. SIZE: Lengths 220 metres, beam 30 metres, draft 9·60 metres.

HEALTH: Vessel should ask for free pratique by radio message to Santé Maritime Papeete, via coast station Mahina. This message to be sent 24 hours before arrival.

RADIO: Mahina Radio, call sign FJA, operating 24 hours per day on 500, 2,182 and 8,230 khz.

TUGS: No tugs available at Bora Bora.

BERTHING: One quay, 132 metres length, situated in Faanui Bay. Depth alongside 7·30 metres. This quay was constructed during the 2nd World War and is in poor condition, only used by small warships and yachts. One other quay 25 metres long and with depth alongside 4 metres. Situated at Vaitape. Used by barges.

MEDICAL: No doctor available, but there is a local infirmary.

FRESH WATER: Not available.

FUEL: Not available.

CUSTOMS ALLOWANCES: No restrictions for crew members, but all tobacco and alcohol must be declared. Crew men going ashore may not take more than 2 packets of cigarettes.

AIRPORT: Situated 7 kms. from Vaitape, only inter-island services.

TIME: GMT minus 10 hours. No change during the year.

HOLIDAYS: See "Papeete".

SHORE LEAVE: Allowed.

AUTHORITY: Chef de Post, Bora Bora.

PAPEETE: 17.33 S. 149.34 W.

DOCUMENTS:

Required by Port Health:
- Maritime Declaration of Health (form provided by the Pilot).

Required by Police:
- Crew List.
- List of Passengers Disembarking.
- List of Passengers in Transit.

Required by Customs (2 copies of each):
- Manifest of Cargo for Discharge.
- Provisions List.
- Mail List.
- Crew Personal Effect List.
- Bonded Stores List.
- Ship's Spares List.
- Crew List.
- List of Passengers Disembarking.
- List of Passengers in Transit.
- List of Animals Disembarking.
- List of Animals in Transit.
- Complete Cargo Manifest.

Required by Port Captain:
- Entry Declaration (from supplied on arrival).
- Crew List.
- List of Passengers Disembarking.
- List of Passengers in Transit.

PILOTAGE: Vessels are requested to advise their Agents ar least 3 days before arrival giving their ETA, length and draft of the ship, amount of cargo for discharge and any other requirements. In addition, Masters must give their ETA 24 hours before arrival to Captaine de Port, Papeete. Pilot station and pilot launches are equipped with VHF and may be contacted on Channel 16 when within 30 miles. Pilot launches have grey painted hull with a white band, with wheelhouse on the fore part. The pilot flag is described as the colours of code flag "W" upside-down. International code flag signals may be used to call Pilot. Pilot boards about 1½ miles from the entrance channel. There is no anchorage outside the port for ships awaiting a Pilot.

ANCHORAGE: Vessels up to 205 metres length can anchor in the port roads in depths of 18–25 metres. Good holding ground in mud.

RESTRICTIONS: Night pilotage is impracticable due to absence of lighted navigation marks. However, in case of emergency or for very small craft, entrance may be allowed up to ½ hour after sunset.

MAX. SIZE: Length 205 metres, beam 30 metres, draft 10 metres.

HEALTH: Vessels should ask for free pratique by radio to Santé Maritime Papeete, via Coast Station Mahina Radio. This message should be sent 24 hours before arrival. Pratique is automatic for vessels coming from another Polynesian port.

RADIO: Mahina Radio, call sign FJA, operating 24 hours per day on 500, 2,182 and 8,230 Khz.

TUGS: Tugs join the ship as soon as they are in the entrance channel. Generally, two-lines are not required, as tugs push the vessel only. There are 3 tugs available up to 1,200 h.p. belonging to the Port Authority, and in addition, there are two Naval tugs up to 700 h.p., which may assist if required.

BERTHING: Passenger Quay: 233 metres length, 2 berths, depth alongside 9 metres. Cargo Quay: 540 metres length, depth alongside 10·50 metres.

STEVEDORES: Cargo information should be confirmed to the Agents with ETA 48 hours before arrival.

VHF: The Port Captain's Office is equipped with VHF. Watches are kept on Channel 16 only in daytime, when a ship is expected.

MEDICAL: Advance notice required if medical attendance needed on board. Two hospitals available. Passengers disembarking must present a valid vaccination certificate.
TANKERS: One tanker berth, 105 metres long. Max. allowed draft 9·60 metres. Discharging hoses are: Mobil Oil 8 in., Standard Oil 6 in.
FRESH WATER: Available from pipe-lines on all quays. Loading rate is 50 tons per hour at passenger and cargo quays and 30 tons per hour at the tanker berth.
FUEL: Diesel and light fuel available subject to one week's notice.
DEVELOPMENTS: Construction of a new quay for passenger vessels up to 300 metres length. Dredging harbour entrance to 107 metres width and 11·30 metres depth.
WATCHMEN: Services of shore watchmen are necessary. Hatches opened and closed by crew if they are of mechanical type, otherwise the stevedores will perform this operation.
CUSTOMS ALLOWANCES: No restrictions for crew members but all tobacco and alcohol must be declared. Crew members going ashore must not take more than 2 packets of cigarettes. Passengers disembarking may take 200 cigarettes or 50 cigars or 400 grammes of tobacco and one bottle of alcohol.
CONSULS:

Belgium	tel. 447	Norway	tel. 721
Chile	no tel.	Netherlands	,, 1401
Finland	tel. 207		

REPAIRS: Woodwork, electrical and welding repairs can be effected. There are 2 floating docks for vessels up to 3,500 tons.
REPATRIATION: Can be effected.
AIRPORT: Tahiti – Faaa Airport is situated 6 kms. from the port. Regular international flights.
HOLIDAYS: 1st January, Easter Monday, 1st May, Ascension Day, Whit Monday, 14th July, 15th August, 1st November, 11th November, 25th December. No work is carried out on Sundays or on 1st May. All other holidays can be worked on double overtime rates.
TIME: GMT minus 10 hours. No alterations during the year.
POLICE/FIRE/AMBULANCE: Police, tel. 107; Fire, tel. 164; Ambulance, tel. 1370.
TELEPHONES: Can be installed on board vessels at all quays.
SHORE LEAVE: Allowed without restriction.
AUTHORITY: Capitaine de Port, Papeete. Tel. 189.

Solomon Islands

GISO: 08.05 S. 156.52 E.

Giso is the copra and cocoa receiving centre for Western Solomons. Situated on Giso Island West of New Georgia. There is no entrance to harbour, and a jetty with depth alongside of 9 ft. Sheltered anchorage available in 16 fathoms. The British Solomons Trading Company Ltd. provides stevedores and conducts a lighterage handling and warehousing service to Importers and Exporters. Framework warning stations at foot of 300 ft. hill near Eastern end of township. When one board displayed, vessel occupying timber loading wharf. When two boards displayed, vessel occupying copra loading/general discharge anchorage. When three boards displayed, approaches must be kept clear as vessel is preparing to leave.

HONIARA: 09.25 S. 159.58 E.

DOCUMENTS:
Clearance from last port.
3 Crew Lists.
3 Passenger Lists.
2 Entry Inwards Forms.
2 Stores Lists.
2 Crew's Stores Lists.
Manifest
Bills of Lading.
2 Unmanifested Cargo Lists.
Ship's Bad Order List.
1 copy Maritime Declaration of Health.
PILOTAGE: 24 hours notice ETA stating number of passengers, dangerous cargo, etc., to Harbour Master, Honiara, via Honiara Radio. Usual signals. Pilot boards from launch marked PA about ¾ mile N.E. Pelope Shoal. Vessels normally berthed port side to. Pilot uses port gangway in calm weather.
ANCHORAGES: East of Port Main Leading Lights. F1. white and fixed green, in about 20 fathoms; coral bottom.
APPROACHES: Approaches free from dangers provided vessels keep at least 2 cables off Point Cruz Beacon, identified by quick flashing red light. On foreshore in front of Shell Oil Storage Tanks is beacon with fixed green light, and above on Vavaya Ridge is white light flashes every 5 seconds from car on radio station building. When in line these two lights give correct approach to anchorage in 20 fathoms on, or East of, the line. Prevailing winds during South-east season blow from North-easterly direction sometimes reaching force 4 to 5 in early afternoon. During North-west season direction and force variable generally between North and West up to force 4 and occasionally force 5.
RESTRICTIONS: Berthing in daylight hours only – departure any time.
MAX. SIZE: New Wharf, up to 600 ft. long and max. 27 ft. draught. Old Wharf, up to 200 ft. long and max. 13 ft. draught. Tankers, mooring at buoys, 600 ft. long and 32 ft. draught.
HEALTH: Pratique can be obtained by radio. Vessels suspect should inform Health Authorities and Harbour Master by radio for doctor to board on arrival.
RADIO: Radio Honiara VQJ (Vee Kiu Jay). Watch continuous. KHZ 6204, KHZ 2182, KCS 500. GMT Schedule 00.20–00.30 transmits 11560 KHZ receives 8 or 16 MHZ.
TUGS: There is a small 100 h.p. tugboat assisting with mooring when necessary. Charge $A4.00 per hr.
STEVEDORES: At least 24 hours notice, usually 3 gangs, indicate any extra gangs required. To facilitate quick turn around advisable have cargo in middle holds evenly distributed not at extreme end or massed in one hold only.
MEDICAL: Notice should be given in advance if medical attendance required on board. Smallpox vaccination required by all arriving on ship. Inoculations available at clinic on Tuesdays only. Limited hospital facilities available.
TANKERS: Tanker buoys, 8 in. pipe-line, max. draught 32 ft. New Wharf, 4 in pipe-line, max. draught 27 ft. Old Wharf, 4 in. pipe-line, (ADO), max. draught 13 ft.
DENSITY/TIDE: Approx. 1025. Tidal range about 3 ft.
FRESH WATER: At wharf by hoses, 10 tons an hour. 25 c. per 1,000 gallons or part thereof.
FUEL: Diesel and gas oil available.
FIRE PRECAUTIONS: Normal fire precautions, with gang standing by with fire pump.
GANGWAY/DECK/WATCHMEN: Watchmen to be recommended. Customs provide a preventative officer for duty at a charge of 65 c. per hour week-days, and 85 c per hour Sundays and public holidays.
OPENING/CLOSING HATCHES: Stevedores assist crew.
SHIP'S CERTIFICATES: Certificate of Registry.
TOBACCO ALLOWANCE: 200 cigarettes or ½ lb. tobacco per crew member.
WINE AND/OR SPIRIT ALLOWANCE: 3 quart bottles of beer per crew member.
IDENTIFICATION CARDS: Required.
CONSULS: Nil.
REPAIRS: Limited facilities only.
DRY DOCKS: Nil.
REPATRIATION: Facilities available.
AIRPORT: Approx. 10 miles from wharf. TAA visits 3 times per fortnight from Sydney via New Guinea, and Fiji Airways have 3 flights a fortnight from Suva via New Hebrides.
TIME: GMT plus 11 hours all year round.
HOLIDAYS: Cargo work can be arranged on all holidays except Christmas Day and Good Friday.
POLICE/AMBULANCE/FIRE: Emergency phone numbers: Police 666; Ambulance 933; Fire 299.
TELEPHONES: Ships connections can be arranged at $2.00 per day.
SERVICES: Labour can be hired for assistance with painting and cleaning. Other services not normally available.
SHORE LEAVE: Permitted.
DELAYS: Nil, except when other ships being worked.
AGENT: E. V. Lawson Pty Ltd., Box 3 ,Honiara, British Solomon Islands. Tel. 344 Telegraphic Address: EVLAS.

YANDINA: 09.04 S. 159.14 E.

Yandina is situated in Russell Islands and is copra export port for Lever's Pacific Plantations Pty Ltd. There is wooden wharf on South side of entrance with 175 ft. face and depth approximately 25 ft. alongside. Wooden wharf to be replaced by concrete and steel wharf of same dimensions. Sheltered anchorage for vessels up to 500 ft. in length, available in Renard Sound. Lever's Pacific Plantations Pty Ltd. provide stevedores and conduct handling and warehousing service to importers and exporters.

Somali Republic

BERBERA: 10.26 N. 45.01 E.

DOCUMENTS:
Health Certificate.
Crew List.
Passenger List.
Provision List.
Ship's Register.
PILOTAGE: Vessels await Pilot on the outer roads 5–10 cables South-west of Tamar lighthouse. In case of stormy weather and rough sea, it is permitted to wait for Pilot on the inner roads. Pilotage for all ships for berthing, unberthing and shifting is compulsory. The Pilot will board arriving vessels only after having received written request from the Agent.
ANCHORAGE: Outer anchorage 5–10 cables South-west from Tamar lighthouse. Inner anchorage limited by the line between 10° 26′ 16″ N. 45° 00′ 14″ E. and 10° 26′ 26″ N. 45° 00′ 40″ E. and between perpendiculars from the ends of this line towards Cape of Tamar.
RESTRICTIONS: All ships should anchor in such a position that with any wind they should not get upon the Light in line or Southward from it, or opposite deep water pier.
MAX. SIZE: Draft 28 ft., length/breadth no restrictions
HEALTH: Until free pratique is received nobody except Pilot is to board or to leave the ship.
RADIO: Cable Agents giving ETA, draft, length and cargo via

port radio station – 60 Y (SIX OU WAI) call and reply in the frequency 500 kc, working 450 kc. Working hours from 0700 to 1700 local time. Traffic list 3 times a day at 8.00, 12.00, and 16.00 hours.
TUGS: Use ship's lines. There is one tug of 300 h.p.
BERTHING: Depth at pier 28 ft., length of pier 320 metres.
STEVEDORES: Ordered by Agents. All necessary gear supplied by stevedores except heavy lift handling gear. Work can be arranged on official holidays on overtime basis.
TANKERS: Discharge on two mooring buoys, Shell Company has Russian, American and English standards of connecting hoses – draft 28 ft.
DENSITY: From 36.00% to 37.00%.
FRESH WATER: Supplied only alongside pier. No water barge Price Sos. Shs.4.00 per ton (U.S. $0.57).
FUEL: None available.
WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: On liners normally by crew, with the assistance of stevedores, otherwise according to charter party.
CUSTOMS ALLOWANCES: Each crew member is allowed 100 cigarettes or 100 grams tobacco and one bottle of any beverage.
CONSULS: Not available.
REPAIRS: Port management has well-equipped mechanical workshop which is able to carry out minor repairs for ships'
HOLIDAYS: Muslim Edd-Al-Duha (say between 15th and 20th of February); Muslim New Year (about 21st–23rd March); African Solidarity Day (15th April); Labour Day (1st May); Prophet Mohamed's Birthday (22nd May); Independence Day, Northern Somalia (26th June); Independence Day of the Somali Democratic Republic (1st July); National Flag Day (12th October); United Nations Day (24th October); Human Rights Day (10th December); Revolutionary Day (21st October).
TELEPHONE NUMBERS: Port Manager, No. 42; Harbour Master/Pilot, No. 58; Senior Port Officer, No. 21; Customs, No. 38 and 12; Port Radio Station, No. 41; Workshop, No. 53; Main Gate, No. 50.
AUTHORITY: Ente Portuale Della Somalia, POB 935, Berbera.

CHISIMAIO (or Kismayu): 00.22 S. 42.34 E.

DOCUMENTS:
6 Lists of Crew.
2 Stores Lists.
2 Lists of Articles owned or in possession of Master, officers and crew (alcohol, cigarettes, cigars, tobacco, radios, cameras, binoculars).
1 Cargo Manifest (must be made out in accordance with original B/L issued. In the column "Consignees" the name of the party to be notified must be mentioned complete with full postal address. Should specify weight in kilos and measurement in cubic metres). 6 copies to be sent in advance unfreighted; 2 copies to be sent in advance freighted; 2 copies to be sent by ship's box.
1 Copy not negotiable of B/L for each B/L issued.
2 Transit Cargo (total numbers of packages and total weight for each destination).
6 Lists of Passengers to be Disembarked.
2 Lists of Passengers in Transit.
1 Health Document will be prepared at the arrival of the Vessel in port, on special local form.
PILOTAGE: Pilotage is compulsory. 36 hrs. before arrival, a cable must reach the Agent with the ETA. The Agent will inform the Pilot who will pick up the vessel approximately ½ mile South-east of fairway buoy (bell buoy). No telegraphic address of pilot station. Pilot boat is a tug, same used whilst berthing.
ANCHORAGES: In the port basin, from 27 to 30 ft. deep, excellent holding ground.
ENTRY RESTRICTIONS: Entrance during daylight only. Port closed from 06.00 p.m. to 06.00 a.m.
MAX. SIZE: Port consists of two L-shaped quays, one 340 metres length the other 280 metres. Maximum draft 28 ft. at lowest low tide.
HEALTH: Pratique granted after Port Authorities, including doctor, board vessel. Any suspected contagious illness aboard to be reported immediately to the doctor at the arrival. Vessel calling from other Somali ports subject same procedure.
RADIO: Use Mombasa and/or Aden Radio. Mogadiscio Radio does not keep a 24 hours. service.
TUGS: Tug, one only, takes the Pilot aboard and after joins vessel whilst berthing and sailing, Ship's lines used.
BERTHING: No specific requirement to berth in the port. Vessel entering into port basin after 05.45 p.m. will berth next day at 06.30 a.m. Vessel must sail before 05.30 p.m. otherwise sailing will be postponed to next day at 06.30 a.m. No vessel permitted berth and/or sail without Pilot.
STEVEDORES: Vessel gives accurate ETA at least 24 hrs. in advance to enable Agent order necessary gangs. Average load and/or discharge per gang per hour: (*a*) general cargo 15/18 tons. (*b*) Cargo in bags 18/20 tons. No shore facilities; all cargo to be loaded and unloaded with ship's gear.
MEDICAL: No advance notice for medical attention required at vessel's arrival. Hospital facilities available, but specialised treatment and surgery is not. Smallpox vaccinations and yellow fever Certificates inspected on arrival.
FRESH WATER: Available at wharf, rate 15/16 tons per hr. Cost Shs. So. 4,00 per ton (one U.S.$ equal 7.1428 Shs. So.).
FUEL: Not available.
GANGWAY/DECK WATCHMEN: Gangway watchmen service carried out by the Customs Police. Food on vessel's account; no other charges. Deck watchmen not used.
OPENING/CLOSING HATCHES: Normally carried out by stevedores with the help of the crew. Vessel's crew may, if required by the vessel, do so. Crew may close the hatches prior to dialling.
CUSTOMS ALLOWANCES: 200 cigarettes, or ½ lb. tobacco or ½ lb. cigars. One bottle spirits opened. Bond sealed but can be re-opened upon application. Cigarettes and spirits trafficking between alongside and between vessel and shore strictly prohibited. It should be noted that tea, coffee and sugar are sealed in bond in addition to the usual items of spirits, cigarettes, tobacco and cigars.
IDENTIFICATION CARDS: Not required.
CONSULS: Italian Consul only. No telephone.
REPAIRS: Repairs only by vessel's own facilities.
REPATRIATION: Air communication via Mogadiscio.
AIRPORT: About 6 km. from the port. Two local flights weekly to Mogadiscio only.
TIME: GMT plus 3 hours.
HOLIDAYS: Port is completely closed on 1st day of Arafa, 1st day of Idd El Fitr, 1st July (Independence Day). On all other public holidays and on Friday (local Sabbath) work performed subject premium rates of pay.
TELEPHONES: No possibility for placing telephones on board.
GENERAL: Vessels should not dispose any waste into harbour or on to quays, lower lifeboats, or use radio station without prior permission from authority.
SHORE LEAVE: No restrictions.
PORT REGULATIONS: Banana vessels are given priority.

AGENTS: Giovanni Dogliani, PO Box 42, Chisimaio. Cable: "Dogliani", Lloyd's Sub-Agent, Shipping and Forwarding Agent.

MOGADISCIO: 02.02 N. 45.21 E.

DOCUMENTS:
2 Lists of Crew.
2 Stores Lists.
2 Lists Articles owned or in possession of Master, officers and crew (alcohol, cigarettes, cigars, tobacco, radios, cameras, binoculars).
Cargo Manifest (must be made out in accordance with original B/L issued. In the column "Consignees" the name of the party to be notified must be mentioned complete with full postal address. Should specify weight in kilos and measurement in cubic metres). 6 copies to be sent in advance unfreighted; 2 copies to be sent in advance freighted; 2 copies to be sent by ship's box.
Copy not negotiable of B/L for each B/L issued.
2 Lists Transit Cargo (total numbers of packages and total weight for each destination).
6 Lists of Passengers to be Disembarked.
2 Lists of Passengers in Transit.
1 Health Document will be prepared at the arrival of the vessel in port, on special local form.
PILOTAGE: The Pilot will board arriving vessels only after having received written request from the Agent.
ANCHORAGE: About ½ mile off-shore in depths up to 45 ft. in open roadstead. Because of occasional heavy swell, maximum recommended draft 31 ft.
HEALTH: Pratique granted after Port Authorities, including doctor, board vessel. Any suspected contagious illness aboard to be reported immediately to the doctor at the arrival. Vessel calling from other Somali ports, subject same procedure.
RADIO: Use Mombasa and/or Aden Radio. Mogadiscio Radio does not keep 24 hours watch.
BERTHING: Cargo vessels work cargo to lighters at the anchorage.
TANKERS: One berth available for tankers up to 30 ft. draft.
FRESH WATER: Not available.
FUEL: Not available.
STEVEDORES: Vessel to give accurate ETA at least 24 hrs. in advance to enable Agent order necessary gangs. No shore facilities; all cargo to be loaded and unloaded with ship's gear.
MEDICAL: No advance notice for medical attention required at vessel's arrival. Hospital facilities available, but specialised treatment and surgery is not. Smallpox vaccinations and yellow fever Certificates inspected on arrival.
GANGWAY/DECK WATCHMEN: Gangway watchmen service carried out by the Custom Police; food on vessel's account.
OPENING/CLOSING HATCHES: Normally carried out by stevedores with the help of the crew. Vessel's crew may, if required by the vessel, do so. Crew may close the hatches prior to sailing.
CUSTOMS ALLOWANCES: 200 cigarettes, or 5 lb. tobacco or ½ lb. cigars. One bottle spirits opened. Bond sealed but can be re-opened upon application. Cigarettes and spirits trafficking alongside and between vessel and shore strictly prohibited. It should be noted that tea, coffee and sugar are sealed in bond in addition to the usual items of spirits, cigarettes, tobacco and cigars.
AIRPORT: Situated 8 km. from the port. Regular international flights.
TIME: GMT plus 3 hrs. All year round.
HOLIDAYS: Muslim Edd-Al-Duha (say between 15th and 20th of February); Muslim New Year (about 21st–23rd March); African Solidarity Day (15th April); Labour Day (1st May); Prophet Mohamed's Birthday (22nd May); Independence Day, Northern Somalia (26th June); Independence Day of the Somali Democratic Republic (1st July); National Flag Day (12th October); United Nations Day (24th October); Human Rights Day (10th December); Revolutionayr Day (21st October).
AUTHORITY: Harbour Master.

Somaliland

DJIBOUTI: 11.36 N. 43.08 E.

DOCUMENTS: Crew List for ship's agent. Crew Manifests and Manifests of Passengers in transit or for disembarkation, for whom disembarkation cards are to be completed. Presentation of Health Declaration and verification of compulsory immunisations by the health representative. Cargo Manifest, required in five copies prior to any discharging operations, also deposit of one copy at port operation office.

PILOTAGE: Is compulsory. Pilot boards in vicinity of buoy No. 2 of the Heron Bank, where all vessels must wait. Call signals are regulated by International Code. Vessels at the quay wishing to put to sea must call Pilot half an hour beforehand by three long blasts (in addition to the "G" flag). VHF radiotelephony station to liaise with ships. Ships must ensure a permanent watch on Channel 12, at the latest after clearing parallel of Muskali beacon.

MAX. SIZE: Entrance to inner roads dredged to 11 metres depth.

ANCHORAGE: Anchorage zone is within following limits:

1. Eastern limit: a line parallel to and 0·25 miles West of the North passage.
2. Southern limit: Latitude 11° 37′ N.
3. Western limit: a bearing with the Western extremities of Penguin and Ambouli Banks in alignment.

It is forbidden to anchor within 5 miles on each side of the alignment of Ambouli and d'Ayabele lights.

Average depth is of 15 to 20 metres. Anchor hold is excellent, even with a strong South-west monsoon when there is often a heavy swell.

RESTRICTIONS: Entry during the day or night. Highest tide 2 metres 90. Mean tide is approximately 1 metre 60, and lowest are 0 metre 20. Tidal currents are very weak in bay and rarely exceed 1 knot.

HEALTH: Generally free pratique by radio can be granted to all ships applying through Coastwise Station Djibouti Radio. Ships must radio in plain or international code, a maximum of 12 hours and a minimum of 4 hours prior to arrival in port. In all cases, when Pilot boards vessel he gives Captain a copy of Maritime Health Declaration which must be filled in by Captain and countersigned by ship's doctor, if the crew includes one. An examining official comes on board when vessel arrives to receive the Maritime Health Declaration. Smallpox certificate required from all travellers coming from all countries. Cholera certificate required from all travellers coming from an infected area, excepting children of under six months of age.

RADIO: For short distance communications, ships contact shore by radio telephone VHF through Harbour Master's office. Port office is equipped with a VHF station transmission and reception: Channel 12 (156·6 MHz). For medium or long distance communications, ships contact shore by radiotelegraphy and radiotelephony through Djibouti coastwise station, call sign: TXZ; call frequency: 8·682 and 500 kc/s; working frequency 8·682 and 464 kc/s.

TUGS: In winter (slight Easterly monsoon), a single tug is generally sufficient for manoeuvring. In summer during the Khamsin period, berthing or sailing often requires two tugs. There is a 1,320 h.p. diesel tug "Henri Lambert", a 1,000 h.p. tug "Administrateur Bernard" and two auxiliary 600 h.p. tugs.

BERTHING: Exterior docks comprise:

Dock 11	depth of 11 m.
Dock 12	depth of 12 m.
Dock 10	depth of 11 m.
Dock 13	depth of 10.80 m.
Dock 9	depth of 9 m.

Average depth of remaining roadstead is between 15 and 20 m.

STEVEDORES: Available three companies, hours from 7 to 17.30 hours.

MEDICAL: Port Medical Service directed by medical practitioner specialised in industrial medicine is situated in a building neighbouring the port offices. It operates a dispensary. Passengers and sailors in transit are treated by private doctors from town who may visit the ships. Serious cases can be hospitalised in Djibouti's civil or military hospitals.

TANKERS: Reception lines: berths 12 to 13 specially equipped for reception of bunkering products are linked with installations of the petroleum companies by a 16-in. dock-line and 12-in. (FO) and another of 12-in. (DO). Pier No. 10 is connected to the installation with a dock-line of 12-in. Rate of discharging can reach between 2,000 and 2,500 tons per hour. Reception of white products is assured from quay No. 13 by an 8-in. line; for gas there is a 4-in. line.

FRESH WATER: Each quay provided with three to five 200 mm. water-hydrants. Delivery of 40 cubic metres of water per hour. The price charged to ships is 100 D. francs per ton. Regardless of the season, there is never any shortage of fresh water.

FUEL: A complete range of different viscosities and products is available. Meet all the usual requirement of bunkering vessels. Ample supplies of fuel and diesel oil are always available.

GANGWAY/DECK WATCHMEN: Available.

OPENING/CLOSING HATCHES: Normally carried out by stevedores.

IDENTIFICATION CARDS: Required.

CONSULS:

Belgium	Rue de Bruxelles	Tel. 360
Ethiopia	Rue Clochette	,, 318
Germany	23, Avenue Maréchal Foch	,, 421, 207
Holland	Rue de la Jetée (Vice-Consulate)	,, 822
India	Place Lagarde	,, 119
Italy	Avenue Saint-Laurent du Var (Vice-Consulate)	,, 462
Norway	Place Lagarde	,, 128
Sweden	Rue de la Jetée	,, 822
United States of America	Place Lagarde (Correspondance Ets Condayan)	,, 126
Yemen	Rue du Ras-Makonnen	,, 181

REPAIRS: Small repairs available.

REPATRIATION: Good facilities exist.

AIRPORT: Local airport with regular flights.

HOLIDAYS: *Section A:* New Year's Day (1 January); Aid Seghir (El Fithir) and the following day; Labour Day (1 May); Ascension Day; Aid El Kebir and the following day; Muslim New Year (1st Mouharam); National Holiday (14 July); Mouloud El Nabi; Armistice Day (11 November); Christmas Day (25 December).

Section B: Easter Sunday; Easter Monday; Whit Sunday; Whit Monday; Assumption (15 August); All Saints (1 November).

Dates referring to religious holidays vary every year, particularly where Muslim holidays are concerned. Loading and discharging operations as well as bunkering can be carried out during all of above holidays when other services are also available. Where loading and discharging are concerned, days in Section B are paid as ordinary working days but if work is carried out on days in Section A then special tariffs will apply to hourly and daily wages which are increased by 100%.

TELEPHONES: Available on every berth.

SHORE LEAVE: Allowed.

PORT AUTHORITY: Directeur, Port de Commerce de Djibouti.

South Africa

CAPETOWN (Table Bay): 33.56 S. 18.26 E.

DOCUMENTS:

Customs:
- Form S.1.01, Report Inwards/Outwards for Ships.
- Form S.1.03, Certificate of Clearance for Ships.
- Form S.1.04, Transire – for a destination in the R.S.A.
- Form S. 1.05, List of Sealable Goods on board Ship.
- Form DA.5, Crew List (Customs Department).
- Livestock Form (Customs Department).

Post Office:
- P.160, Notification of Departure of Vessel.
- P1/27, Certificate of Departure of Vessel.
- P1/149, Ships Mail Declaration.
- P.21, Post Office Certificate.

Port Health:
- Maritime Declaration of Health.
- Crew List with last vaccination dates.
- De-ratisation Certificate.

Port Authority:
- T.958, Report of Arrival.
- T.962, Departure/Shifting Notification.
- Ship's Manifest.

PILOTAGE: Compulsory. One hour advance notice to be given to Port Captain through VHF radio – Port Operation – calling Channel 16, working Channel 12. Pilot boats fitted with multi-channel VHF. Steam pilot boat – black hull, brown housing and yellow funnel. Pilot taken aboard at outer anchorage.

ENTRY RESTRICTIONS: Vessels not permitted to enter unless agents have been appointed. Oil tankers and ships carrying explosives or dangerous goods restricted to daylight hours.

MAX. SIZE: Passenger and dry cargo vessels: max. length up to 1,000 ft. overall; draft 38 ft. Tankers: max. length 820 ft. overall; draft 43 ft. (tidal).

HEALTH: Pratique granted at first port of entry in South Africa. Pratique message 24 hours prior to arrival to "Port Health" at port of entry. If radio pratique not granted "Q" flag to be flown until ship has been cleared. Valid certificates must be held for smallpox and yellow fever. Ships from Eastern ports must also have valid certificates for cholera and typhoid.

RADIO: Capetown Radio, call sign ZSC.

TUGS: Join vessel approximately ¼ mile from harbour entrance. Tug's wires used at no extra charge.

BERTHING: *Victoria Basin:* Berths up to 36 ft. depth *Alfred Basin:* Berths up to 24 ft. depth. *Duncan Dock:* Berths up to 42 ft. depth.

MEDICAL: Unrestricted hospital facilities. Medical assistance must be arranged through Agents.

TANKERS: Diameter of line 8 in. 2 Tanker berths, max. length 820 ft., max. draft 43 ft. (tidal). Slop tank available for oily ballast from tankers back-loading white oil.

DENSITY: 1025.

FRESH WATER: Delivery by hose ex-wharf hydrants. 50 tons per hour.

FUEL: 48 hours notice required. All grades of fuel available.

DEVELOPMENTS: An outer harbour is to be constructed initially providing 8 berths for dry cargo ships with a depth alongside of 42 ft. at LWOST.

GANGWAY/DECK WATCHMEN: Ship's Agent makes necessary arrangements.

OPENING/CLOSING HATCHES: Mechanical hatches opened/closed by crew. Other types of hatches by stevedores.

CERTIFICATES: Safety Certificates in respect of construction and gear.
Radio Certificate.
Load-line Certificate.
De-ratisation Certificate.
Certificate of competent officers (passenger ships only).
CUSTOMS ALLOWANCES: 200 cigarettes per man. Officers allowed one bottle spirits.
CARGO GEAR: All cargo handling equipment must be in good condition and certificates available for inspection.
IDENTIFICATION CARDS: Required, otherwise National Identity Cards, if available.
CONSULS:

Argentine	tel. 22054	Mexico	tel. 410691
Australia	,, 21576	Netherlands	,, 31261
Austria	,, 37707	Norway	,, 25177
Belgium	,, 25535	Panama	,, 25925
Canada	,, 25134	Peru	,, 30991
Chile	,, 37031	Portugal	,, 410291
Denmark	,, 20402	Spain	,, 410943
Finland	,, 26573	Sweden	,, 32401
France	,, 454529	Switzerland	,, 21594
Germany	,, 411421	U.K.	,, 37266
Greece	,, 35847	U.S.A.	,, 37061
Italy	,, 33036	Uruguay	,, 411975
Japan	,, 31022		

REPAIRS: All types of repairs can be undertaken.
DRY DOCKS: Sturrock Graving Dock. Dock length 1,212 ft., divided into two – either 434 ft. and 709 ft. or 674 ft. and 469 ft. Width at entrance, 148 ft. Depth on entrance sill, 45 ft. One small graving dock and two small floating docks.
REPATRIATION: All facilities available.
AIRPORT: D.F. Malan Airport – 15 miles: from harbour. Daily flights to Johannesburg connecting with overseas flights by regular airlines.
TIME: GMT plus 2 hours.
HOLIDAYS: New Year's Day (1st January); Van Riebeeck Day (6th April); Good Friday, Easter Monday, Ascension Day (date varies); Republic Day (31st May); Family Day (2nd Monday in July); Settlers' Day (1st Monday in September); Kruger Day (10th October); Day of the Covenant (16th December); Christmas Day (25th December); Boxing Day (26th December). Cargo is not worked on Christmas Day and New Year's Day.
POLICE/AMBULANCE/FIRE: Police, 38–3471; Ambulance, 51–5151; Fire, 38–2978 or 38–3431.
TELEPHONES: Telephones can be supplied at all berths. Arrange through Agents.
SHORE LEAVE: Allowed.
AUTHORITY: South Africa Railways, Port Captain, Table Bay Harbour. Tel. 38–3413.

DURBAN: (Port Natal): 29.53 S. 31.02 E.

DOCUMENTS:
Customs:
Form S.1.01, Report Inwards/Outwards for Ships.
Form S.1.03, Certificate of Clearance for Ships.
Form S.1.04, Transire – for a destination in the R.S.A.
Form S.1.05, List of Sealable Goods on board Ship.
Form DA.5, Crew List (Customs Department).
Livestock Form (Customs Department).
Post Office:
P.160, Notification of Departure of Vessel.
P1/27, Certificate of Departure of Vessel.
P1/149, Ship Mail Declaration.
P.21, Post Office Certificate.
Port Health:
Maritime Declaration of Health.
Crew List with last vaccination dates.
De-ratisation Certificate.
Port Authority:
T.958, Report of Arrival.
T.962, Departure/Shifting Notification.
Ship's Manifest.
PILOTAGE: Compulsory. One hour advance notice to be given to Port Captain through VHF radio – Port Operation – calling channel 16, working Channel 12. Call Pilot by Aldis lamp if necessary. Pilot boats fitted with multi-channel VHF. Motor pilot boat – black hull, white housing. "Pilot-Loods" painted in black on housing. Steam pilot boat – black hull, brown housing and yellow funnel. Pilot taken aboard at outer anchorage.
RESTRICTIONS: Vessels not permitted to enter unless Agents have been appointed. Oil tankers and ships carrying explosives or dangerous goods restricted to daytime hours.
MAX. SIZE: All vessels, max. length 800 ft. overall and draft 38 ft.
HEALTH: Pratique granted at first port of entry in South Africa. Pratique message 24 hours prior to arrival to "Port Health" at port of entry. If radio pratique not granted "Q" flag to be flown until ship has been cleared. Valid certificates must be held for smallpox and yellow fever. Ships from Eastern ports must also have valid certificates for cholera and typhoid.
RADIO: Durban Radio – ZSD.
TUGS: Join vessel in entrance channel. Tug's wires used at no extra charge.
BERTHING: *Point:* Berths A to R, up to 40 ft. alongside. *Pier No. 1:* Two berths, 42 ft. depth alongside. *Bluff:* Berths 1 to 5, 30 ft. depth alongside. *Island View:* Berth 1, 42 ft. depth alongside; Berths 2–4, 35 ft. depth alongside. *Salisbury Island:* Two berths, 30 ft. alongside. *Maydon Wharf (Congella):* Fifteen berths, up to 33 ft. depth.
STEVEDORES: Stevedoring undertaken by private enterprise stevedores appointed by ship's Agent.
MEDICAL: Unrestricted hospital facilities. Medical assistance must be arranged through Agents.
TANKERS: Crude discharge 10 in. dia hoses, white oil 8 in. dia hoses, loading 8 in. dia. hoses. Four tanker berths, max. length 800 ft., max. draft 38 ft. Slop tank available.
DENSITY: 1025.
FRESH WATER: Delivery by hose ex-wharf hydrants. Rate of delivery 100 tons per hour. Cost 50c per 1,000 galls.
FUEL: 48 hours notice required. All grades of fuel available.
FUTURE PORT DEVELOPMENT: Crude oil discharge berth with depth alongside of 42 ft. at LWOST under construction. Max. permissible draft 38 ft. The oil companies are giving consideration to the construction of a single buoy mooring terminal to accommodate tankers up to 200,000 tons.
OPENING/CLOSING HATCHES: Mechanical hatches opened/closed by crew. Other types of hatches by stevedores.
CERTIFICATES:
Safety Certificates in respect of construction and gear.
Radio Certificate.
Load-line Certificate.
De-ratisation Certificate.
Certificate of competent officers (passenger ships only).
CUSTOMS ALLOWANCES: 200 cigarettes or 5 lb. tobacco. Officers allowed one bottle of spirits.
CARGO GEAR: All cargo handling equipment must be in good condition and certificates available for inspection.
IDENTIFICATION CARDS: Required, otherwise National Identity Cards, if available.
CONSULS:

Austria	tel. 69512	Norway	tel. 21694
Belgium	,, 25968	Panama	,, 20653
Chile	,, 356171	Sweden	,, 66591
Denmark	,, 20731	Switzerland	,, 21130
Finland	,, 21694	Thailand	,, 20731
France	,, 20181	U.S.A.	,, 28388
Germany	,, 29474	U.K.	,, 313131
Greece	,, 25086	Japan	,, 78517
Italy	,, 64107	Portugal	,, 22603
Netherlands	,, 20387		

REPAIRS: All types of repairs can be undertaken.
DRY DOCKS:
1. Prince Edward Graving Dock. Dock length 1,155 ft., divided into two, 678 ft. and 455 ft. Width at entrance 110 ft., depth on entrance sill, 41 ft.
2. Floating dock with a lifting capacity of 4,000 tons.

REPATRIATION: All facilities available.
AIRPORT: Louis Botha Airport – 15 miles from harbour. Daily flights to Johannesburg connecting with overseas flights by regular airlines.
TIME: GMT plus 2 hours.
HOLIDAYS: New Year's Day (1st January); Van Riebeeck Day (6th April); Good Friday, Easter Monday, Ascension Day (date varies); Republic Day (31st May); Family Day (2nd Monday in July); Settlers' Day (1st Monday in September); Kruger Day (10th October); Day of the Covenant (16th December); Christmas Day (25th December); Boxing Day (26th December). Cargo is not worked on Christmas Day and Good Friday.
POLICE/AMBULANCE/FIRE: Police, 310–2716 or 887; Ambulance, 62333 or 310–2104; Fire, 310–2104 or 62333.
TELEPHONES: Telephones can be supplied at all berths. Arrange through Agents.
GENERAL: A copy of the Regulations for the Republic of South Africa and of South West Africa supplied gratis to Masters on arrival.
SERVICES: Tank-cleaning facilities, compass adjustments and repairs to all electronic gear can be undertaken.
SHORE LEAVE: Allowed.
AUTHORITY: South African Railways, Port Captain, Durban. Tel. 23285. Telegraphic Address: Portcap Durban.

EAST LONDON: 33.02 S. 27.55 E.

DOCUMENTS:
Customs:
Form S.1.01, Report Inward/Outward for Ships.
Form S.1.03, Certificate of Clearance for Ships.
Form S.1.04, Transire – for a destination in the R.S.A.
Form S.1.05, List of Sealable Goods on board ship.
DA.5, Crew List (Customs Department).
Livestock Form (Customs Department).
Post Office:
P.160, Notification of Departure of Vessel.
P1/27, Certificate of Departure of Vessel.
P1/149, Ship's Mail Declaration.
P.21, Post Office Certificate.
Port Health:
Maritime Declaration of Health.
Crew List with last vaccination dates.
De-ratisation Certificate.
Port Authority:
T.958, Report of Arrival.
T.962, Departure/Shifting Notification.
Ship's Manifest.

PILOTAGE: Compulsory. One hour advance notice to be given to Port Captain through VHF radio – Port Operation – calling Channel 16, working Channel 12. Pilot boats fitted with multi-channel VHF. Motor pilot boat – black hull, white housing "Pilot-Loods" painted in black on housing. Steam pilot boat – black hull, brown housing and yellow funnel. Pilot taken aboard at outer anchorage.
RESTRICTIONS: Vessels not permitted to enter unless Agents have been appointed. Entry during daylight hours only.
MAX. SIZE: Passenger and dry cargo vessels: max. length 800 ft., draft 30 ft. 6 in. Tankers: max. length 595 ft. overall, draft 30 ft. 6 in.
HEALTH: Pratique granted at first port of entry in South Africa. Pratique message 24 hours prior to arrival to "Port Health" at port of entry. If radio pratique not granted "Q" flag to be flown until ship has been cleared. Valid certificates must be held for smallpox and yellow fever. Ships from Eastern ports must also have valid certificates for cholera and typhoid.
RADIO: East London Radio, call sign ZSA.
TUGS: Join vessel in entrance channel. Tug's wires used at no extra charge.
BERTHING: *East Bank:* No. 2. Quay depth 35 ft.; No. 3. Quay depth 32 ft.; No. 4. Quay depth 28 ft.; No. 5. Quay depth 35 ft.; No. 6. Quay depth 35 ft. *West Bank:* Commercial Berths depth 35 ft. Oil Tanker Berth depth 35 ft.
MEDICAL: Unrestricted hospital facilities. Medical assistance must be arranged through Agents.
TANKERS: Diameter of line 8 in. 1 Tanker Berth, Max. length 595 ft., max. draft 30 ft. 6 in.
DENSITY: 1025.
FRESH WATER: Delivery by hose ex-wharf hydrants. Rate of delivery 60 tons per hour. Cost 50c per 1,000 galls.
FUEL: 48 hours notice required. All grades of fuel available.
OPENING/CLOSING HATCHES: Mechanical hatches opened/closed by crew. Other types of hatches by stevedores.
CERTIFICATES:
Safety Certificates in respect of construction and gear.
Radio Certificate.
Load-line Certificate.
De-ratisation Certificate.
Certificate of Competent Officers (passenger ships only).
CUSTOMS ALLOWANCES: 200 cigarettes or 5 lb. tobacco. Officers only allowed one bottle spirits.
CARGO GEAR: All cargo handling equipment must be in good condition and certificates available for inspection.
IDENTIFICATION CARDS: Required, otherwise National Identity Cards, if available.
CONSULS:

Belgium	tel. 2525	Netherlands	tel. 6541
Denmark	,, 2976	Norway	,, 6531
France	,, 6601	Portugal	,, 6996
Germany	,, 4666	Sweden	,, 6684
Italy	,, 2829		

REPAIRS: All types of repairs can be undertaken.
DRY DOCKS: Princess Elizabeth Graving Dock. Dock length 686 ft., width at entrance 102 ft. 3 in., depth on entrance 33 ft. 6 in. entrance sill 33 ft. 6 in.
REPATRIATION: All facilities available.
AIRPORT: Ben Schoeman Airport – 6 miles from harbour. Daily flights to Johannesburg connecting with overseas flights by regular airlines.
TIME: GMT plus 2 hours.
HOLIDAYS: New Year's Day (1st January); Van Riebeeck Day (6th April); Good Friday, Easter Monday, Ascension Day (date varies); Republic Day (31st May); Family Day (2nd Monday in July); Settlers Day (1st Monday in September); Kruger Day (10th October); Day of the Covenant (16th December); Christmas Day (25th December); Boxing Day (26th (December). Cargo is not worked on Christmas Day and Good Friday.
POLICE/AMBULANCE/FIRE: Police, 3333; Ambulance, 2222; Fire, 2222.
TELEPHONES: Telephones can be supplied at all berths. Arrange through Agents.
SHORE LEAVE: Allowed.
AUTHORITY: South African Railways, Port Captain, East London. Tel. 2689.

MOSSEL BAY: 34.10 S. 22.10 E.

DOCUMENTS: Refer to "Durban".
PILOTAGE: Compulsory. One hour advance notice to be given to Port Captain through VHF radio. Port operation calling Channel 16, Working Channel 12. Motor pilot boat – black hull, white housing "Pilot-Loods" painted in black on housing. International pilotage signals used. Pilot boards about 2 miles north of Cape St. Blaize Light.
ANCHORAGE: Open anchorage, depth 8 fathoms about one mile E.S.E. of Seal Island.
RESTRICTIONS: Vessels not permitted to enter unless Agents have been appointed. No night berthing for tankers.
MAX. SIZE: Anchorage: no restrictions. Tankers: up to 32,000 dwt.
HEALTH: Pratique granted at first port of entry in South Africa. Pratique message 24 hours prior to arrival to "Port Health" at port of entry. If radio pratique not granted 'Q" flag to be flown until ship has been cleared.
Valid certificates must be held for smallpox and yellow fever. Ships from Eastern ports must also have valid certificates for cholera and typhoid.
RADIO: Cape Town Radio, ZSC. Port Elizabeth Radio, ZSQ.
TUGS: One tug of 300 h.p. available.
BERTHING: No. 1 Jetty: up to 15 ft. depth LWOST. No. 3 Quay: up to 22 ft. depth LWOST.
TANKERS: Conventional buoy mooring designed for 32,000 dwt vessels up to 670 ft. length. Situated offshore at Voorbaai. No slop facilities.
DENSITY: S.G. 1025.
FRESH WATER: Not available.
FUEL: Not available.
MEDICAL: Hospital facilities. Medical assistance must be arranged through Agent.
CUSTOMS ALLOWANCE: 200 cigarettes for each man. No alcohol.
CARGO GEAR: All cargo handling equipment must be in good condition and certificates available for inspection.
IDENTIFICATION CARDS: Required. Otherwise National Identity Cards, if available.
REPAIRS: Only minor repairs can be undertaken.
TIME: GMT plus 2 hours.
HOLIDAYS: New Year's Day (1st Jan.); Van Riebeeck Day (6th April); Good Friday, Easter Monday, Ascension Day (dates vary); Republic Day (31st May); Family Day (2nd Monday in July); Settlers' Day (1st Monday in September); Kruger Day (10th October); Day of the Covenant (16th December); Christmas Day (25th December); Boxing Day (26th December). Cargo is not worked on Christmas Day and Good Friday.
SHORE LEAVE: Allowed.
AUTHORITY: South African Railways. Port Captain, Mossel Bay.

PORT ELIZABETH (Algoa Bay): 33.58 S. 25.37 E.

DOCUMENTS: *Customs*
Form S.1.01 Report Inwards/Outwards for ships.
Form S.1.03 Certificate of clearance for ships.
Form S.1.04 Transire—for a destination in the R.S.A.
Form S.1.05 List of seable goods on board ship.
Form DA.5 Crew List (Customs Department).
Livestock Form (Customs Department).
Post Office
P.160 Notification of departure of vessel.
P1/27 Certificate of departure of vessel.
P1/149 Ship mail declaration.
P.21 Post Office Certificate.
Port Health
Maritime Declaration of Health.
Maritime Declaration of Health.
Crew List with last vaccination dates.
Deratisation Certificate.
Port Authority
T.958 Report of Arrival.
T.962 A Departure/Shifting Notification.
Ship's Manifest.
PILOTAGE: Compulsory. One hour advance notice to be given to Port Captain through VHF radio. Port operation calling Channel 16, working Channel 12. Pilot boats fitted with multi-channel VHF. Motor pilot boat – black hull, white housing "Pilot-Loods" painted in black – Black hull, brown housing and yellow funnel.
Pilot taken aboard at outer anchorage.
RESTRICTIONS: Vessels not permitted to enter unless Agents have been appointed.
Dry-cargo ships 0600 hours to 2200 hours. Pilot must be aboard by 2030 hours.
MAX. SIZE:

	Max. length	*Draft*
Passenger and dry-cargo vessels	Unlimited	34′ 6″
Tankers	667 ft. overall	32′
Ore carriers	825 ft. overall	38 ft. (tidal)

HEALTH: Pratique granted at first port of entry in South Africa. Pratique message 24 hours prior to arrival to "Port Health" at port of entry. If radio pratique not granted "Q" flag to be flown until ship has been cleared.
Valid certificates must be held for smallpox and yellow fever. Ships from Eastern ports must also have valid certificates for cholera and typhoid.
RADIO: Port Elizabeth Radio. Call sign ZSQ.
TUGS: Between anchorage and harbour entrance. Tug's wires used at no extra charge.
BERTHING:

Charl Malan Quay	depth 30 ft. to 36 ft.	
No. 2. Quay	,, 36 ,,	
No. 3. Quay	,, 23 ,,	to 33 ft.
Oil Berth	,, 33 ,,	
Ore Berth	,, 40 ,,	
Coal Berth	,, 40 ,,	

MEDICAL: Unrestricted hospital facilities. Medical assistance must be arranged through Agents.
TANKERS: Diameter of line 8 in. Max. length 667 ft. Max. draft 32 ft.
DENSITY: S.G. 1025.
FRESH WATER: Delivery by hose ex wharf hydrants. 160 tons per hour. 55c per 1,000 galls.
FUEL: 48 hours notice required. Only bunker fuel available.
CUSTOMS ALLOWANCE: 200 cigarettes per man. Only officers allowed one bottle spirits.

CARGO GEAR: All cargo handling equipment must be in good condition and certificates available for inspection.
IDENTIFICATION CARDS: Required. Otherwise National Identity Cards, if available.
CONSULS:

Belgium	tel. 45561	Netherlands	tel. 21986
Denmark	,, 21958	Norway	,, 21614
Finland	,, 21921	Peru	,, 23213
Germany	,, 21567	Portugal	,, 22541
Greece	,, 27941	Sweden	,, 21414
France	,, 42684	U.S.A.	,, 28511
Italy	,, 35441	U.K.	,, 29549

REPAIRS: Minor deck and engine room repairs.
REPATRIATION: All facilities available.
AIRPORT: Airport two miles from harbour. Daily flights to Johannesburg connecting with overseas flights by regular airlines.
TIME: GMT plus 2 hours.
HOLIDAYS: New Year's Day (1st January); Van Riebeeck Day (6th April); Good Friday, Easter Monday, Ascension Day (dates vary); Republic Day (31st May); Family Day (2nd Monday in July); Settlers' Day (1st Monday in September); Kruger Day (10th October); Day of the Covenant (16th December); Christmas Day (25th December); Boxing Day (26th December). Cargo is not worked on Christmas Day and Good Friday.
POLICE/AMBULANCE/FIRE: Police 50–2781; Ambulance 2–2222; Fire 2–1111.
TELEPHONES: Telephones can be supplied at all berths. Arrange through agents.
SHORE LEAVE: Allowed.
AUTHORITY: South African Railways. Port Captain, Port Elizabeth. Tel. 22729.

WALVIS BAY: (South West Africa) 22.57 S. 14.30 E.

DOCUMENTS: As for "Durban."
PILOTAGE: Compulsory. One hour advance notice to be given to Port Captain through VHF radio. Port operation calling Channel 16, working Channel 12. Motor pilot boat – black hull, white housing. Pilot taken aboard at outer anchorage.
RESTRICTIONS: Entrance channel 440 ft. wide, depth 33 ft. LWOST. Vessels not permitted to enter unless agents have been appointed. Oil tankers and ships carrying explosives or dangerous goods restricted to daylight hours.
MAX. SIZE: Max. length 630 ft. overall and draft 31 ft.
HEALTH: Pratique granted at first port of entry in South Africa. Pratique message 24 hours prior to arrival to "Port Health" at port of entry. If radio pratique not granted "Q" flag to be flown until ship has been cleared.
Valid certificates must be held for smallpox and yellow fever. Ships have valid certificates for cholera and typhoid.
RADIO: Walvis Bay Radio. Call sign ZSV.
TUGS: 2 tugs available each 2,500 h.p. Join vessel in entrance channel. Tug's wires used at no extra charge.
BERTHING:
Berths 1, 2 and 3; 1600 ft. length, 33 ft. depth
Berths 4 and 5; 1250 ft. length, 35 ft. depth
Berths 6, 7, and 8; 1750 ft. length; 33 ft. depth
Tanker berth: 630 ft. length; 33 ft. depth
MEDICAL: Unrestricted hospital facilities. Medical assistance must be arranged through Agent.
DENSITY: S.G. 1025.
FRESH WATER: Delivery by hose ex wharf hydrants. Rate of delivery 15 tons per hour.
FUEL: Not available, except in emergency.
CUSTOMS ALLOWANCES: 200 cigarettes per man.
CARGO GEAR: All cargo handling equipment must be in good condition and certificates available for inspection.
IDENTIFICATION CARDS: Required. Otherwise National Identity Cards, if available.
REPAIRS: Minor repairs can be effected.
TIME: GMT plus 2 hours.
HOLIDAYS: New Year's Day (1st January); Van Riebeeck Day (6th April); Good Friday, Easter Monday, Ascension Day (dates vary); Republic Day (31st May); Family Day (2nd Monday in July); Settlers' Day (1st Monday in September); Kruger Day (10th October); Day of the Covenant (16th December); Christmas Day 25th December); Boxing Day (26th December). Cargo is not worked on Christmas Day and Good Friday.
SHORE LEAVE: Allowed.
AUTHORITY: South African Railways. Port Captain, Walvis Bay.

South Atlantic Islands

ASCENSION ISLAND, GEORGETOWN: 7.55 S. 14.20 W.

DOCUMENTS: Crew and Passenger lists, Health documents, Manifests and Bills of lading if discharging cargo.
PILOTAGE: No pilots are available and not required as it is an open anchorage. Require 48 hours of ETA. VHF 16, and Ascension radio operated by Cable & Wireless will reply.
RESTRICTIONS: None – but if vessel has not been here before it would be advisable to wait until daylight.
ANCHORAGE: Only one ship can anchor at a time. There is 14 fathoms of water in the anchorage and vessels of 28,705 tons have used this anchorage. The other anchorage used by tankers is at English Bay and there is a special berthing procedure which the Oil Company give to Captains of tankers.
HEALTH: Pratique should be requested when giving the ETA and will be granted by either Cable or VHF.
RADIO: If coming from the North via Freetown Radio, and from the South via Cape Town.
TUGS: No tugs available.
BERTHING: Open anchorage only, no berthing alongside.
MEDICAL: Facilities available, if possible 48 hours notice required. There is a 12-bed hospital in Georgetown and a second for American personnel at the U.S.A.F. Base. Inoculation, vaccination and yellow-fever certificates not required. Other than Government personnel no one is allowed to land on Ascension without an entry permit.
TANKERS: Only one berth available at anytime.
FRESH WATER: None available.
FUEL: None available.
WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Usually done by stevedores.
CONSULS: No Consulates. British Administrator attends to all requirements.
REPAIRS: Only minor repairs can be effected.
REPATRIATION: No facilities for crew changes. Repatriation can be arranged but only in the case where a person has been hospitalised. If a ship puts in with a medical case on board an M.O. will visit the ship. Fees from 3 gns. to 5 gns. and is paid to the Cable & Wireless representative. If the patient is hospitalised the Master must guarantee in writing that all hospital fees and the air fare to Antigua will be honoured by his shipping line Agent. As so few ships call at Ascension no hospitalised patients can be evacuated by sea. All patients received from ships are evacuated on M.A.C. flights to Antigua. These flights are run weekly. Single fare Ascension to Antigua is £105 approximately.
AIRPORT: Airport 2 miles. U.S.A.F. No civil airlines call here.
TIME: Always GMT.
HOLIDAYS: Cargo vessels are discharged during public holidays – no night work.
GENERAL: There are no facilities for visitors on the island. Anchorage must be vacated when a mail vessel is due.
SHORE LEAVE: Not permitted.
AUTHORITY: The Administrator, Ascension Island. South Atlantic Ocean.

ST. HELENA, JAMESTOWN: 15.56 S. 05.40 W.

DOCUMENTS:
3 copies of Crew List.
3 copies of Passenger List.
10 copies of Manifest.
1 Health form.
PILOTAGE: No official pilot. Agents sometimes hire a pilot (retired Union Castle Captain) for ships requiring.
ANCHORAGE: The harbour consists of an open roadstead with anchorages shown on charts.
MAX. SIZE: Any size vessel can anchor in the roadstead. Depth up to 20 fathoms.
HEALTH: Pratique will be granted by the boarding party or by telegram from Port Health Officer. If suspected disease or fever, the Port Health should be informed by telegram in advance of anchoring so that the necessary precautions can be taken.
RADIO: ETA message should be relayed through Cape Town Radio. Agents have VHF service.
TUGS: None. There are 3 towing launches (from 16 to 28 h.p.) for harbour use only.
BERTHING: Vessels anchor in 18–20 fathoms offshore, in open roadstead. There is deep water (sufficient for ocean-going vessels) right in to the area where cargo lighters and other small craft are moored).
STEVEDORES: 48 hours notice required by Agent, also particulars of tonnage of cargo.
MEDICAL: Agent should be notified if medical attention required. A resident staff of three doctors, plus nursing staff, in a well-equipped modern hospital. The basic requirements for intending visitors is a certificate of vaccination against smallpox.
FRESH WATER: Delivered by floating pipeline at a rate of approximately 14 tons an hour. This is a fairly recent innovation and although charges are expected to decrease soon after initial tryouts, the current charge for water is 17/6d per ton by day and 25/–d per ton for supplies at night-time or Sundays.
FUEL: No stocks of marine fuel. Ordinary diesel oil is available in drums of 45 gallons (supplied ex South Africa) and only limited stocks for local needs are held.
OPENING/CLOSING HATCHES: Stevedores can do this, but preferable for crew to open on arrival so that work can start as soon as stevedores arrive on ship.
CERTIFICATES: Vaccination certificates required for all crew. Deratting. certificate should be valid.
CUSTOMS ALLOWANCES: No restrictions. Free use on board.
CARGO GEAR: All discharge carried out by vessels derricks into lighters. Agents provide own cargo nets, etc.
CONSULS: French Consul. Appointed representatives for Denmark and Norway.
REPAIRS: Small repairs can be carried out (welding or turning pipes, etc.).

REPATRIATION: No facilities for crew changes. Only for those left behind for hospitalisation.
AIRPORT: No airport on St. Helena.
TIME: GMT throughout the year.
HOLIDAYS: New Year's Day (1 January); Good Friday; Easter Monday; Commonwealth Day (24 May); Whit Monday; Queen's Official Birthday; August Bank Holiday; Christmas Day (24th December); Boxing Day (25 December). Cargo work can be arranged except on Christmas holidays.
POLICE/FIRE/AMBULANCE: No telephone nos. Must ring exchange.
SHORE LEAVE: Allowed. No restrictions provided vessel has free pratique.
DELAYS: No delays in berthing, loading or discharge can be delayed by bad weather due to swell alongside wharf.
AUTHORITY: Harbour Master, Colonial Treasurer's Office, The Castle, St. Helena, S.A.O.

AGENT: Solomon and Company (St. Helena) Ltd., Jamestown, St. Helena. Cables: "Solomon St. Helena."

Spain

AGUILAS and HORNILLO: 37.24 N. 01.35 W.

DOCUMENTS: See "Almeria".
PILOTAGE: Hornillo port has no Pilot. The Pilot of port of Aguilas which is less than a mile from Hornillo, does pilotage services of both. To enter both ports Hornillo and Aguilas, anchor a mile or a mile and half distance from entrance of Aguilas. Wait for Pilot with engine stopped. To call Pilot give three long blasts several times. Pilot's launch is small motor boat painted white, with letter "P" painted on both sides of boat. During night it carries white light on top of mast, and 8 ft. lower a red light, besides the usual lights.
RESTRICTIONS: It is not possible to enter Hornillo port during dark. Wait till dawn outside Aguilas.
HEALTH: See "Almeria".
TUGS: None in port. Not necessary for either port.
BERTHING: Aguilas port has a commercial quay with a berth area about 200 metres and depths of between 8–12 metres. Hornillo port has a pier to handle minerals with berth area of 90 to 100 metres and depths between 6–10 metres.
STEVEDORES: Team of stevedores who belong to "Port Workers' Trade Unions" (Sindicato de Obreros Portuarios).
MEDICAL: Captain can send cables to consignee requiring this kind of service. There is a range of doctors and a hospital.
FRESH WATER: In Aguilas port are small supplies of water. It is supplied by the town hall by means of tank lorries.
FUEL: There are no supplies of fuel in either port.
GANGWAY/DECK WATCHMEN: Not necessary, usually this is done by crew.
OPENING/CLOSING HATCHES: Usually this is done by crew.
CONSULS: There is only Vice-Consul of Norway in Aguilas. Tel. 35.
REPAIRS: No facilities.
REPATRIATION: Facilities for effecting crew changes exist. Repatriation can be done by train to Madrid and by plane from there.
TIME: GMT plus 1 hour.
HOLIDAYS: See "Almeria".
POLICE/AMBULANCE/FIRE: Ambulance and fire services can be requested from Port Authority. If the police services are required call to "Caseta de Vigilancia" of the Civil Guard in either port.
GENERAL: Hornillo port is used only for loading and discharge of minerals, and for this purpose a pier is provided with a railway. The nearest port of Aguilas, less than a mile distant on the West, is the commercial port, with a quay for loading/discharging and a crane of 10 tons capacity.
SHORE LEAVE: Crew members are allowed ashore.
PORT AUTHORITY: Ayudante de Marina o Capitan del puerto (Port Authority or the Assistant) tel. Aguilas 74. Cable address Ayudmar, Aguilas. Hornillos port is in this respect subordinated to Aguilas.

ALGECIRAS: 36.07 N. 05.26 W.

DOCUMENTS:
Maritime Declaration of Health.
5 Crew Lists.
2 Manifests of Cargo for the Port.
2 Manifests of Cargo in Transit (if coming from Spanish port a Manifest is sent by the Customs officials of that port).
1 Bill of Lading of cargo for the port.
2 Ship's Stores Lists.
2 Lists of Crew Personal Effects.
If the vessel carries passengers the following are required:
8 Lists of Passengers Disembarking with baggage declaration for each passenger.
5 Lists of Passengers in Transit.
2 copies of Arrival Report.
1 Manifest of Vehicles belonging to Passengers Disembarking.
If the vessel is a tanker the following are required:
Certificate of Quantity of Cargo.
Certificate of Quality of Cargo (or Ballast Certificate).
PILOTAGE: Vessels entering the port call Pilot by international code signals, sound or light. Notice of ETA should be radioed to Agent 72, 48 and 24 hours before arrival. Pilots cannot be contacted by radio, and are ordered by Agents on the basis of Master's ETA.
Pilot boat is painted white with a letter "P" in black on both sides. By day they carry a blue flag with the letter "P" in white. By night they carry regulation pilot lights. The pilot boarding zone is a circle of ½ mile radius with centre 1 mile East of the Northern breakwater head (red light).
ANCHORAGE: Vessels waiting for a Pilot may anchor North of the parallel of the Barranco beacon in depths of 30 m.
RESTRICTIONS: Vessels may enter by day or night.
MAX. SIZE: Puerto de Algeciras – no length restrictions, maximum draft 29 ft. Refineria Gibraltar – maximum length 283 m. Draft up to 65 ft.
HEALTH: Free pratique is obtained automatically when authorities board on arrival and Maritime Declaration of Health is completed. In case of suspected disease or fever on board full details should be sent by radio to Sanidad Maritima, Algeciras, before arrival.
RADIO: Aranjuez Radio and Cadiz radio. Vessels proceeding to Refineria Gibraltar should announce their arrival by VHF to the Capitania of that port using Channel 16 for calling and Channel 13 for communication.
TUGS: Four tugs are available up to 1,500 h.p. and assist according to Pilot's directions. Ship's tow lines used.
STEVEDORES: Ordered by vessel's Agent on basis of Master's ETA.
MEDICAL: Doctors and hospital facilities available. International vaccination certificates only required if vessel is proceeding from an infected area.
TANKERS: Refineria Gibraltar – 5 berths for tankers up to 283 metres length, two of which can accept draft up to 65 ft. The other three berths can accept vessels up to 57 ft. draft. Loading/discharge lines are 12 in., 10 in., 8 in., 6 in. and 4 in. Refineria Gibraltar has two slop tanks each of 600 cubic metres capacity which can accept oily residues.
FRESH WATER: Available from all berths in Algeciras and at Refineria Gibraltar at a rate of 40 tons per hour. Can also be supplied by barge at the rate of 15 tons per hour.
FUEL: All grades can be supplied with three hours notice. Loading rate 250 tons per hour for fuel and 150 tons per hour for diesel and gas oil. Supply is effected by barge at all quays which are not connected by pipe-line.
DEVELOPMENTS: In Algeciras Commercial Port a new berth is under construction in the South part of the dock for vessels up to 9 metres draft. It is planned to dredge the whole commercial port to 10 metres depth.
WATCHMEN: Not available from shore.
HATCHES: Are opened and closed by ship's crew.
CUSTOMS ALLOWANCES: Maximum quantity of tobacco permitted in ship's stores is 3 kilos per crew member and two kilos per passenger. The quantity that may be held out of bond is 40 grammes tobacco per person per day. Wine/Spirits. One decilitre per person per day may be held out of bond.
CONSULS:

Great Britain	tel. 67.14.50	Germany	tel. 67.22.37
Morocco	,, 67.36.98	Denmark	,, 67.27.95

Norway, Italy, France, all tel. 67.27.20.
REPAIRS: Small repairs afloat can be effected. No dry docks.
AIRPORT: Nearest is at Malaga, 120 kms. from Algeciras.
TIME: GMT plus one hour all the year round.
HOLIDAYS: New Year's Day, 6th January, 19th March, Maundy Thursday, Good Friday, Easter Saturday, 1st May, Ascension Day, Corpus Christi, 29th June, 18th July, 25th July, 15th August, 1st October, 12th October, 1st November, 8th December, 25th December.
POLICE/FIRE/AMBULANCE: *Algeciras:* Police, tel. 67.15.55; Fire, tel. 67.20.20; Ambulance, tel. 67.22.90. *Refineria Gibraltar:* Police, tel. 67.15.55; Fire, tel. 76.17.00; Ambulance, tel. 76.12.47.
SHORE LEAVE: Crew members are permitted to go ashore subject to police control.
AUTHORITY: Comandancia de Marina. Telephone: 67.14.60. Cables: Comtemar Algeciras.

ALMERIA: 36.52 N. 02.30 W.

DOCUMENTS:
4 Crew Lists.
4 Passenger Lists or negative.
2 Cargo Manifests of goods destined to Almeria, as well as other cargoes in transit.
Store List in duplicate, including tobacco, spirits, radios, etc., belonging to vessel.
Details list in duplicate of all personal effects of crew and passengers (tobacco, spirits, cameras, radios, etc.).
Note: Tobacco. In case vessel carries more than 3 kilos of tobacco per man, excess must be declared in a separate manifest, which must be visaed by a Spanish Consul. In absence of Consul, said document will have to be visaed by an Authority of former port of clearance. Otherwise, the vessel would be fined.
PILOTAGE: Is compulsory and service is permanent. Pilots board vessels by motor-boat in roads, near entrance formed by two breakwaters. This entrance is 287 metres wide. Pilot boats are painted white and letter "P" is painted in black on each bow. Also boats have a blue flag hoisted on mast, with letter "P" in white on both sides of flag. At night, boats have white light, under this light is a red light. When weather is bad vessels approach as close as possible to entrance so that Pilot can easily board the vessel.

ANCHORAGE: When harbour is congested, vessels can anchor at West Mole while waiting for berth.
MAX. SIZE: Only limitation is draft (maximum 30 ft.).
HEALTH: Pratique is obtained immediately after berthing, when Health Officer boards vessel. In case of suspected disease of fever on board Master must send a radio message to Agents, in order that they advise the Health Officer. Following documents are required by Health Officer upon berthing: Maritime Declaration of Health, Deratisation Certificate, 1 Crew List.
RADIO: Nearest important radio stations are Cadiz-Radio and Palos-Radio.
TUGS: One available but not compulsory, is employed according to Master's requirements.
BERTHING: Prior to ship's arrival and in accordance with Master's ETA Agent attends port Authorities to procure a proper available berth. Commercial quays have a length of 500 metres with double sheds, 360 metres with single shed with maximum depth 24–25 ft., and about 700 metres uncovered for goods in bulk with depth between 24–30 ft.
STEVEDORES: It is necessary that Master sends ETA so that Agent can inform Receiver's stevedores accordingly and arrange for proper reception of cargo and berth. Timetable of shifts available at the port; Daytime, normal working hours, from 08.00–12.00 and 14.00–18.00 (one shift), 08.00–14.00 (one intensive shift), 14.00–20.00 (one intensive shift). Night time, from 18.00 to 24.00; Sundays and holidays, from 09.00 to 12.00 and 14.00 to 18.00.
MEDICAL: Medical facilities are available; only it would be appreciated for Master to send a radio message if a crew member is in need of urgent medical attention.
FRESH WATER: Always available. Deliveries from quay available at all berths, supplying about 30 tons per hour. Price per ton Ptas 20, in ordinary time. In overtime, Sundays or holidays: 50% plus.
FUEL: Ordinary fuel oil and gas oil is available at local refinery of "Campsa". It is advisable that Shipowners stem bunkers through their own Contractors, with an ETA of 48 hours, so that the order can be received in time.
PORT FIRE PRECAUTIONS: Tankers perform their operations at the berth of "Campsa" at East Pier, which has the necessary fire precautions. No special precautions at other piers.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: This work normally carried out by crew.
SHIP'S CERTIFICATES: Vessel should have the usual documents on board, but only the Safety Wireless, Safety Equipment and Deratisation Certificates are required by Authorities.
CUSTOMS ALLOWANCES: The quantity allowed per each crew member is 3 kilos tobacco. (See "Documents".)
Wine and/or Spirits: Only one bottle for each crew member.
CARGO GEAR: All commercial piers are served by electric shore cranes able to lift 3/6 tons (18 cranes in total), and one crane with a lifting capacity of 15/25 tons situated on Pier Costa.
IDENTIFICATION CARDS: Not required.
CONSULATES:

Denmark, Alvarez de Castro 22	tel. 212245
Sweden, Alvarez de Castro 22	,, 212245
Belgium, Paseo Generalismo 151	,, 214455
Norway, Paseo Generalismo 151	,, 214455
Holland, Paseo Generalismo 151	,, 214455
Finland, Aguilar Martell 7	,, 215954
Italy, Paseo Generalismo 18	,, 215790
France, Avenida Vivar Tellez	,, 220050
Columbia, Navarro Rodrigo 18	,, 213171
Panamanian, Jaul 27	,, 220073.

REPAIRS: All types deck and engine available.
REPATRIATION: Good facilities available.
AIRPORT: Airport is located about 6 km. from town, well served by regular airlines.
TIME: GMT plus 1 hour.
HOLIDAYS: 1st January; 6th January; 19th March; (St. Joseph) Good Thursday afternoon; Good Friday; 1st May (Labour Day); Corpus Christi; 29th June (St. Peter and St. Paul); 18th July National Holiday; 15th August; (Ascension Day); 12th October; 1st November; 8th December; 25th December and 26th December second Christmas Day.
POLICE/AMBULANCE/FIRE: Police 214081; Ambulance 215780; Fire 220044.

AGENT: Hijo De Alfredo Rodriguez, Ltda., Alvarez de Castro 22, PO Box No. 28. Telegrams "Calvache". Tel. 212245, 213306, 214475. Almeria.

AVILES: 43.35 N. 05.56 W.

DOCUMENTS:
3 Crew Lists.
2 Passenger Lists or a negative.
1 Cargo Manifest of goods destined for the port.
Another Manifest covering transit cargo.
2 Store Lists, including tobacco, cigars, cigarettes, coffee, spirits, radios, cameras, etc., in possession of crew. In all cases make and number of radios to be indicated.
Safety Wireless Certificate and Safety Equipment Certificate.
If vessel carries over 3 kilos tobacco per man, the excess to be declared in a separate manifest, which must be visaed by the Spanish Consul at the last port, otherwise vessel exposed to heavy fine.
RESTRICTIONS: Entrance channel 90 m. wide, 1,000 m. long up to San Juan de Nieva Dock. Depth at low water from 6 to 9 metres.
MAX. SIZE: Length 150 m. draft 9 m.
HEALTH: If vessel proceeds directly to berth, pratique can be obtained immediately after berthing. Otherwise, at anchorage at vessel's arrival.
If vessel has sickness on board of a contagious nature Master should advise Health Authorities by radio, and they will examine patients immediately upon arrival, to enable vessel to be granted free pratique.
TUGS: 5 tugs available up to 1,200 h.p.
BERTHING: Muelle de Raices, length 823 m., depth alongside 8 m. San Juan de Nieva length 776 m., depth alongside 6 m.
San Agustin, Ensidesa East, length 300 m., depth alongside 9 m. Ensidesa South, length 715 m., depth alongside 7 m.; length 108 m., depth alongside 5 m.
San Balandran, Endasa East length 133 m., depth alongside 7 m.
CUSTOMS ALLOWANCE: Normally Customs permit to have 200 cigarettes per man out of bond. Additional quantities needed on the stay of ship in port. One bottle of spirit per man.
DRY DOCKS: 1 dock at Las Canteres, owned by Entrecanales Y Tavora, length 50 m., width 9.50 m.
FRESH WATER: Can be supplied from Ensidesa berths at 40 cu.m per hour. Supply from other berths at a low rate.
FUEL: Fuel and gas-oil can be supplied by barge at 200 tons per hour.
TIME: Always GMT plus 1 hour.
HOLIDAYS: Work can be arranged on following holidays. New Year's Day (January 1 full day); Epiphany (January 6 full day); Saint Joseph (March 19 full day); Easter (two days); Saint Joseph Artisan (May 1 full day); Saint Peter & St. Paul (June 29 full day); Labour Day (July 13 full day); Patron Saint of Spain (July 25 full day); Assumption Day (August 15 full day); Martyr's Day (August 30 full day); Holiday of Hispanicism (October 12 full day); All Saints (November 1 full day); Christmas Day (December 25 full day).
AUTHORITY: Camara Official de Comercio, Industria, y Navegacion. Aviles.

BARCELONA: 41.22 N. 02.10 E.

DOCUMENTS:
(1) Manifest of Barcelona cargo: one set covering all loading ports; make sure that this manifest is in perfectly good order before ship's berthing, as Customs will board the vessel immediately and take it away as it is; thereafter any omission or excess of pages may lead to a fine.
(2) Manifest of Transit Cargo: two sets (same recommendations as above).
(3) 3 Crew Lists.
(4) 1 Negative of Passangers.
(5) 2 sets of Bills of Landing of the Barcelona cargo.
(6) 2 Provisions Lists.
Of items (3), (4) and (6) above several copies will be required for distribution among various authorities, therefore it would be well for the Master to have at least three copies of each ready at hand on arrival. Tobacco allowed per crew member is 3,000 cigarettes. Any excess should be manifested in a separate Visaed statement.
If any item of cargo manifested for Barcelona should be discharged in error at any other port in the ship's itinerary before arrival at Spain, there would be a fine imposed here for shortage of goods if no advice of such shortage is given before arrival.
PILOTAGE: Pilot boats painted black, with letter "P" in white on each bow. Telegraphic address: "Pilot Station–Barcelona". Required notice of ETA 24 hours before arrival. Signals to be made by vessels requiring Pilot: the letter "G" in sound and/or light.
Pilot boats have no radar and are reluctant to venture more than just outside port entrance in poor visibility. Pilots give priority to vessels nearest port entrance. Pilotage is compulsory and the service is permanent. In case of port congestion vessels remain at anchor at the roads.
ANCHORAGES: In the Outer port for small vessels only, with depths over 50 ft. Also at the roads ½ mile away from breakwaters where vessels usually remain at anchor.
MAX. SIZE: Only limitation is draft; max. 32 ft.
HEALTH: Pratique obtained immediately after berthing, when Health Officer boards vessel. In case of suspected disease or fever on board Master must send a message to Agent, to advise Health Office. Following documents are required by Health Officer upon berthing: Maritime Declaration of Health, Deratisation Certificate, 1 Crew List.
RADIO: Aranjuez Radio, call sign EAD.
TUGS: Tugs join vessel at entrance of port. Usually use ship's lines; if tug's lines used usual charge 10% of official tariff. It is normal for two tugs to be used for vessels from 5,000 to 15,000 GRT.
BERTHING: Commercial quay, length 6,751 metres and depths minimum 26 ft., max. 32 ft. dependent location, Depth alongside Grain Elevator in Pier Contradique is 32 ft. Pier Barcelona, berths for transoceanic maritime passenger traffic, depths 26 ft. and 31 ft. Shore fenders keep vessel about 1 metre off quay.
STEVEDORES: (*a*) Daytime, normal working hours, from 08.00–12.00 and 14.00–18.00 (one shift); (*b*) 08.00–14.00 and 14.00–20.00 (two "intensive" shifts). Night time, from 20.00–02.00 and 02.00–08.00 (two intensive night shifts). Extra costs are involved for intensive shifts. Nightwork is paid on an overtime basis. Average rates for discharge of grains in bulk are about 7,500/8,000 tons per day of 24 consecutive hours; for general cargo a rate of 100 tons within normal working hours.
MEDICAL: All medical facilities are available; it would be appreci-

ated for the Master to advise in advance if a crew member is in need of urgent medical attention.
TANKERS: Diameter of load lines: 4 in., and 8 in. Diameter of discharge lines: 10 in., 12 in., and some of 8 in.
FRESH WATER: All piers have water available by shore pipes or by barge. Rate of delivery about 16/20 tons per hour.
FUEL: Fuel oil and gas oil available at "Campsa", installation. It is advisable that Shipowners stem bunkers through their own contractors, with advance notice of 48 hours. Delivery either by barge, or at the bunkering pier of "Campsa". Bunker barges allowed alongside vessel during cargo-handling.
DEVELOPMENTS: During 1968–71 lengthening under construction of breakwater Dique del Este, and pier Contradique. A wharf for 6 berths for tankers only, plus 4 berths for vessels loading/unloading crudes in bulk with a depth of 39 ft.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: Normally carried out by crew, except in liner vessels which is contracted for by stevedores.
SHIP CERTIFICATES: Vessels should have all usual certificates aboard but only the Safety Wireless, Safety Equipment and Deratisation Certificates are required by authorities.
CUSTOMS ALLOWANCE: Quantity allowed for each crew member is 3,000 cigarettes. and one bottle wine/spirits.
CARGO GEAR: All commercial piers served by electric shore cranes able to lift 3, 6, and 10 tons respectively. In addition, 3 floating cranes with a lifting capacity of 80 tons each and, when two of them working together the lifting capacity is 130–150 tons.
CREW IDENTIFICATION CARDS: Not required.
CONSULS:

Argentine	Tel. 2211629	Italy	Tel. 2151654
Belgium	,, 2270707	Japan	,, 2102097
Brazil	,, 2219560	Liberia	,, 2212544
Chile	,, 2215436	Norway	,, 2150094
Dnmark	,, 2191550	Panama	,, 2312957
Finland	,, 2216357	Poland	,,, 2224307
France	,, 2211533	Portugal	,, 2212031
Germany	,, 2317307	South Africa	,, 2220604
Great Britain	,, 2220791	Sweden	,, 2323334
Greece	,, 2214496	U.S.A.	,, 2199550
Guatemala	,, 2104325	Venezuela	,, 2150112
Holland	,, 2210011	and others	

REPAIRS: All types deck and engine.
DRY DOCKS: Two floating docks, (*a*) length 111 metres, lifting power 6,000 tons; belonging to Port Management. (*b*) length 110 metres, breadth: 20,30 metres, lifting power 3,600 tons. Shipyard: Union Naval de Levante, S.A., tel. 2194200.
REPATRIATION: Good facilities available.
AIRPORT: Located about 7 km. from town, well served by regular airlines.
TIME: Always GMT plus 1 hour.
HOLIDAYS: 1st January; 6th January, The Three Kings; 19th March, St. Joseph; Good Thursday, after 2 p.m.; Good Friday; Resurrection Day; 1st May Labour Day; Ascension Day; W hit Monday; Corpus Christi; 24th June local holiday; 29th June, St. Peter and St. Paul; 18th July, National Holiday; 25th July, St. James; 15th August; 24th September local holiday; 12th October; 1st November; 8th December; 25th December and 26th December, second Christmas Day.
POLICE/AMBULANCE/FIRE: Police 091; Ambulance 2410600; Fire 2535353.
TELEPHONES: Not available on board.

AGENT: Compañía Anónima Comercial y Marítima Wm. H. Müller, Plaza del Duque de Medinaceli, 5, pral, 3, Barcelona 2. Telegrams "Mineral – Barcelona". Tel. 2315005, 2325062, 2323524. Telex 54630. (Shipbrokers, stevedores and chartering agents.)

BILBAO: 43.17 N. 02.55 W.

DOCUMENTS:
3 Crew Lists.
1 Passenger List.
1 Manifest of Cargo destined Bilbao, as well as other cargoes in transit.
Store List in duplicate, including tobacco, spirits, radios, etc., belonging to vessel.
Detailed list in duplicate of personal effects crew and passengers (tobacco, spirits, cameras, radios, etc.).
Safety Radio and Safety Equipment Certificates.
Note: Tobacco – Case more than 3 kilos tobacco per man, excess must be declared in separate manifest, which must be visaed by a Spanish Consul. In absence of Consul, must be visaed by authority of former port of clearance. Otherwise severe fines.
PILOTAGE: Compulsory, Pilots board by cutter in roads near entrance formed by two breakwaters. Small office on one breakwater advises Head Office of Pilots at Portugalete when vessel approaching port. Contact by VHF Channel 12 between 0700–2100. Pilot cutters painted white have letter "P" in black, on each bow. Nighttime, cutters have white light over red. Entrance between breakwaters 570 metres wide. When weather at roads is bad vessels should approach as near entrance as possible order cutter can easily approach.
ANCHORAGES: Good anchorage in Outer Harbour inside breakwaters. Depths at LW about 26–33 ft. Also anchorage outside breakwaters, lightening operations sometimes performed when weather good.
RESTRICTIONS: None, except when draft exceeds 13–14 ft. and proceeding to berths inside river, which case must await tide.
MAX. SIZE: No restrictions length or breadth. Maximum advisable draft 30–31 ft.
HEALTH: If proceeding direct to berth, pratique obtained immediately after berthing. Otherwise, at anchorage on arrival. Case suspected disease or fever on board, Master must radio Agents, to advise Health Office.
RADIO: Cabo Mayor Radio.
TUGS: No tugs required for entering port, only for berthing or shifting inside river. Ship's lines used, the tug employed according Pilot's advice.
BERTHING: Santurce 29–31 ft. alongside. Canal de Deusto 26 ft. alongside.
STEVEDORES: Very important send advance messages giving ETA. Agents then inform Shippers or Receivers' stevedores. Official working hours Monday/Saturday 08.00–12.00; 14.00–18.00 hours.
MEDICAL: Any medical service can be arranged. Case crew member needs medical attendance urgently, advisable radio details in advance.
TANKERS: "Campsa" have private berths at Santurce and Zorrosa. Cargo manifest must be visaed by Spanish Consul, or in absence of Consul by Authority at loading port.
DENSITY: 1025.
FRESH WATER: Always available. Delivery by tugs. Minimum 10 tons.
FUEL: Ordinary fuel oil and gas oil available at local "Campsa" refinery. Advisable that Shipowners stem bunkers 48 hours prior arrival. Delivery by barges, or at the bunkering pier.
DEVELOPMENTS: Oil refining plant under construction (Gulf Oil) and completion expected by 1975. Crude oil discharging terminal will be constructed for vessels of up to 200,000 dwt. at that time.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Normally by crew, except in liner vessels, when contracted by stevedores.
SHIP'S CERTIFICATES: Have usual documents on board, but only Safety Radio, Safety Equipment and Deratisation Certificates required by authorities.
CUSTOMS ALLOWANCES: Normally, customs permit 200 cigarettes, and one bottle wine/spirits per man.
CARGO GEAR: Usually shore cranes employed in loading or discharging but if require lightening then ship's derricks used as only one floating crane is available.
IDENTIFICATION CARDS: Not required.
CONSULS: Pratically all countries have consulates at Bilbao.
REPAIRS: Good repair facilities, and several important shipyards.
DRY DOCKS: Five graving docks. Biggest: length 152 metres, breadth: 20 metres (naval shipyard).
REPATRIATION: Good facilities.
AIRPORT: About 10 km. from town. Regular services to Madrid and Barcelona. Also direct flights London and Paris.
TIME: GMT plus 1 hour (permanent).
HOLIDAYS: 1st January; 6th January; 19th March (St. Joseph); Good Thursday afternoon; Good Friday; 1st May (Labour Day); Ascension Day; Corpus Christi; 29th June (St. Peter and St. Paul); 18th July (National Holiday); 31st July (local holiday); 15th August; 12th October; 1st November; 25th December.
POLICE/AMBULANCE/FIRE: Police 091; Ambulance (hospital) 41.87.00; Fire 21.30.00.

CADIZ: 36.30 N. 06.20 W.

DOCUMENTS:
Entrance Declaration.
Health Declaration.
List of Crew on Arrival.
List of Crew on Departure.
List of Passengers on Arrival (if applicable).
List of Passengers on Departure (if applicable).
All vessels must be represented by a local Agent who will be responsible for completing the required Customs, Health and Port Authorities documentation.
PILOTAGE: International code signals used to call Pilot. Telegraphic address "Practicos Cadiz". 6 to 8 hours notice of ETA preferred. VHF communications to be available in the near future. Pilot boat is a steam launch of 40 to 50 tons, black hull, yellow funnel with letter "P" in black painted on both sides. Pilot boat does not remain at station but comes out when ordered. Pilot boards in an area between the Rota light and San Sebastian light. In case of bad weather Pilot will board nearer Los Cochinos shore and meanwhile signal instructions to the vessel until the Pilot is able to board.
ANCHORAGE: Vessels waiting for a Pilot may anchor in any safe position according to draft and weather conditions. Tankers or deep draft vessels may anchor West of the Diamante buoy in 16–18 metres depth where the Pilot boards at first opportunity.
RESTRICTIONS: Entry is restricted only by the depth of the entrance channel, maximum safe draft 30 ft.
HEALTH: Master should radio, not more than 50 hours and not less than 5 hours before arrival, the following information to the port authority: name and nationality of ship, date and time of arrival, last port of call, number of passengers and crew aboard, if doctor on board and details of any sickness noted on voyage. Message to be addressed to "Sanidad Maritima Cadiz". International code quarantine signals to be shown on arrival when free pratique will be given provided health situation is satisfactory.

TUGS: Normally join vessel off the berths.
BERTHING:
Mole No. 1. 220 metres length, depth alongside 10 metres.
Mole No. 2. 460 metres length, depth alongside 10 metres.
Mole No. 3. 440 metres length, depth alongside 10 metres.
Generalisimo Franco Mole: 365 metres length, depth alongside 10 metres.
Muelle Armamento: 200 metres length, depth alongside 9·50 metres.
Muelle Embacadura: 110 metres length, depth alongside 9·50 metres.
TANKERS: 3 tanker berths for vessels up to 27 ft. draft at the piers in the Zona Franca, operated by Campsa. Hoses: Fuel oil 10 in., gas oil 8 in., gasoline 8 in. No slop discharge facilities.
FUEL: Fuel, gas oil and several types of marine diesel can be supplied.
REPAIRS: There are three shipyards – Astilleros Espanoles SA, at Cadiz and Matagorda. Empresa Nacional Bazan–Carraca, and several workshops of Auxiliar de la Construccion Naval. All types of repairs can be effected.
DRY DOCKS: Largest is 245 metres long, 37 metres wide.
OPENING/CLOSING HATCHES: This work is normally effected by the stevedores.
CONSULS:

Argentina	tel. 21.18.48	Greece	tel. 21.35.38
Belgium	,, 22.13.65	Italy	,, 21.14.73
Bolivia	,, 23.34.29	Liberia	,, 23.16.20
Colombia	,, 22.28.93	Netherlands	,, 21.34.21
Denmark	,, 21.17.38	Norway, Sweden and Finland	tel. 21.13.68
France	,, 22.13.64	Portugal	tel. 22.13.64
Germany	,, 21.21.12	Venezuela	,, 21.40.39

CUSTOMS ALLOWANCES: Maximum of three kilos of tobacco for each person on board. All to be declared. Wine or spirits, one decilitre per man per day.
AIRPORT: Nearest at Seville, about 150 kms. away. Daily flights to Madrid, Barcelona and overseas.
TIME: GMT plus 1 hour all the year round.
TELEPHONES: Connection to vessels can be arranged by Agents.
SHORE LEAVE: Crew are permitted to go ashore subject to police control.
AUTHORITY: Comandante Militar de Marina, Comandancia Marina Puerto de Cadiz. Telephone 233902/233903. Cables: Comtemar Cadiz.

CARTAGENA: 37.35 N. 00.59 W.

DOCUMENTS:
6 copies of the Crew List.
6 copies of the Passenger List, or 2 negative copies as the case may be.
2 sets copies Manifests covering cargo destined to Cartagena and carried in transit.
Store Provision List, in duplicate, including items such as: tobacco, spirits, radios, coffee, tea, bunkers, and any other items belonging to the vessel.
2 copies of all Personal Effects Lists, from passengers and ship's crew.

The amount of cigarettes allowed for each member of crew/passenger is 3 kilos any amount over has to be manifested as tobacco in transit, and this manifest must be visaed by a Spanish Consul in the last loading/discharging port. If there is no Spanish Consul in the port of call before Cartagena, the Master is requested to send a cable to: Direccion General de Aduanas, Madrid, quoting as follows: "m.v. '. . .' coming from . . . order to proceed to Cartagena tobacco manifest unlegalised = Master."

This cable to be inserted in the radio log-book, and copy of same to be delivered to local Customs Authorities when boarding the vessel.
PILOTAGE: Pilot service in the port of Cartagena is compulsory and available 24 hours daily. Pilots normally board vessels approximately one mile South of inner breakwater, except when South-westerly winds are blowing. During these periods, Pilots will board just inside the harbour breakwaters. All Pilots carry a walkie-talkie for communication with the tug-boats. Pilots' motor-boats are painted in a white colour, showing a "P" in a black colour at each bow.
ANCHORAGES: Inner harbour for vessels under 29 ft. Also at Cartagena roads, 1 mile away from breakwaters.
MAX. SIZE: No limitations, except draft, maximum 31 ft. 6 in. See TANKERS below.
HEALTH: Free pratique is immediately obtained when vessels berth any time from sunrise to sunset. Port Health Officers, require Maritime Health Declaration, Deratisation Certificate, and copy of crew and passanger lists.
RADIO: Cabo Palos Radio, Aranjuez Radio, and/or Gibraltar Radio.
TUGS: Three tug-boats 500–1000 h.p. with fire-fighting capabilities. All three tugs on duty 24 hours duly equipped, with two shifts of crew.
STEVEDORES: In the case of a vessel calling at Cartagena at night time, Sundays or holidays, it is important that Master cable 24 hours in advance to advise his ETA in order that Agents are able to arrange stevedores' operations. Gangs can be called on as follows: on weekly working days 08.00, 13.30 and 17.30 hours On Sundays/holidays 08.00 hours (with prior advice to Union by 12.00 hours on Saturdays or day preceding holidays. The official working hours are: Monday/Saturday 08.00 to 12.00 and from 13.30 to 17.30 hours – Sundays/holidays: from 0800 to 1400 hours.
MEDICAL: Medical services rendered as soon as requested for but, in case of emergency Master required to send urgent cable in advance.
TANKERS: These vessels call at port of Escombreras 2 miles away from Cartagena port, this port owned by Refineria de Petroleos de Escombreras S.A. Vessels calling there, only to load/discharge, not for bunkering. Max. size 850 ft. length and draft 42 ft.
FRESH WATER: Available from quay by hose connections, only on working days. On Sundays/holidays notification to be required before 1400 hours preceding day.
FUEL: Not available.
PORT FIRE PRECAUTIONS: The port area has its own Fire Department under Supervision of Port Director. Although there is no water-borne equipment available, tug "Brio" will assist as required as well as Cartagena City Fire Department.
DEVELOPMENTS: There is a big programme to increase berthing-places by building new piers close to breakwaters, available for three vessels, provided with 4 shore cranes, capacities 3–6 tons each.
GANGWAY/DECK WATCHMEN: Not compulsory, only used when required by Master under Immigration Police Supervision.
OPENING/CLOSING HATCHES: Usually by ship's crew.
CUSTOMS ALLOWANCES: 200 cigarettes per each crew member, out of bond. The excess to be declared as cargo in transit. Wine and/or Spirit: One bottle for each crew member or passenger.
CREW IDENTIFICATION CARDS: Not required.
CONSULATES: Pratically all countries have consulates in Cartagena, except Britain, Germany, North America, and Portugal.
REPAIRS: There are very good repair facilities. A private shipyard "Empresa Nacional Bazan" and two other private repair shops.
DRY DOCK: A floating dock, and a dry dock, both belonging to Empresa National Bazan.
REPATRIATION: All facilities available.
AIRPORT: Nearest one Valencia, then Barcelona, thereafter Madrid.
TIME: GMT plus 1 hour.
HOLIDAYS: 1st January; 6th January; 19th March (St. Joseph); Good Thursday from 14.00 hours; Good Friday; 1st May (Labour Day); Ascension Day; Corpus Christi; 29th June (St. Peter and St. Paul); 18th July (national holiday); 18th August; 12th October; 1st November (All Saints' Day); 25th December.
POLICE/AMBULANCE/FIRE: Police tel. 501456; Ambulance 503470; Red Cross 501727; Fire Department 501111; Port Fire Department 503100.

AGENT: Daniel Gomez Gomez, S.A. Mayor, 6–10, PO Box 100, Tel. 505805/0607, 501616/503333, Cables "Frutera", Cartagena.

CASTELLON DE LA PLANA: 39.58 N. 00.01 W.

DOCUMENTS:
Manifest of Castellón cargo: 1 set covering all loading ports; make sure that this manifest is in perfectly good order before ship's berthing, as the Customs will board the vessel immediately and take it away as it is; thereafter any omission or excess of pages may lead to a fine.
Manifest of the Transit cargo: 2 sets (the same recommendations as above).
3 Crew Lists.
2 Negative of Passengers.
2 sets of Bills of Lading of Castellón cargo.
2 Provisions lists.
2 Manifests of personal effects.
PILOTAGE: Compulsory, and service is permanent. Pilots board vessels by a cutter in roads near entrance formed by the two breakwaters.

Pilot cutters are painted white and have the letter "P" in black on each bow. Cutters have a blue flag, with letter "P" in white. Signals to be made by vessels requiring Pilot: three long blasts. Telegraphic address: "Praticos, Comandancia Marina, Castellon".
ANCHORAGE: Vessels can remain at anchor at the roads. Recommended anchorage: ½ a mile East of lighthouse in depth of 12 metres.
RESTRICTIONS: Maximum draft 22 ft. for vessels of about 110–120 metres length. For vessels of more 120 metres, to 140 metres length, maximum draft is 20–21 ft. *Tanker sea berth:* Max. draft 65 ft.
HEALTH: Pratique obtained immediately after berthing, when Health Officer boards vessel. In case of suspected disease or fever on board Master must radio Agent to advise the Health Office. Following documents are required by the Health Officer upon berthing: Maritime Declaration of Health, Deratisation Certificate, 1 Crew List.
RADIO: Aranjuez Radio, call sign EAD, 36–48 hours prior arrival nearest radio station is El Grao Radio, call sign EAV.
TUGS: Tugs join vessels at entrance of port. Vessels of more than 100 metres length normally use one or two tugs.
STEVEDORES: Very important that Master sends in advance short radio notice regarding vessel's ETA so Agent can inform Shippers or Receivers' stevedores accordingly. Official working hours of port are: Monday/Saturday 08.30–12.30 – 14.00–18,00 hours.
MEDICAL: All kinds of medical services can be arranged. In case a crew member needs medical attendance urgently, it is advisable that Master sends a radio message in advance.
TANKERS: "Campsa" berth in Muelle Serrano Lloberes.

Esso Petroleos Espanoles, S.A. Refinery Terminal. Breasting Island: Lat. 39° 56′ 7″ N. Long. 00° 01′ 6″ E. for tankers with unlimited length and draft up to 41 ft.

Sea berth: For crude oil cargoes with submarine pipeline: Lat. 39° 56′ 4″ N. Long. 00° 02′ 7″ E. Unlimited length, draft up to 65 ft.

Bunkering available. Water available by barge. Provisions available Pilotage compulsory – ESSO Pilots. Tugs: two tugs compulsory.

FRESH WATER: All piers have water available by shore pipes. The rate of delivery is about 8–9 tons per hour. Price per ton 15,00 Ptas.
FUEL: Available with five days notice and subject to "Campsa" berthing availability.
DEVELOPMENTS: In two years lengthening of pier Costa will be completed. Berths will increase by 200 metres.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: Normally carried out by crew.
SHIP'S CERTIFICATES: Vessels should have usual documents on board, but only the Safety Wireless, Safety Equipment and Deratisation Certificates are required by authorities.
CUSTOMS ALLOWANCES: Normally, Customs permit 200 cigarettes per man out of bond and one bottle of spirit per man.
CARGO GEAR: All commercial piers served by electric shore cranes able to lift 3, 6 and 8–9 tons.
CREW IDENTIFICATION CARDS: Not required.
CONSULS: Italian, postal address Plaza Huerto Sogueros, 2–3°–2ª, tel. 212288; France, Plaza Borull, 9, 220180; Sweden, Maestro Ripollés, 28, 220053; Norway, Trinidad 85, 224511.
REPAIRS: Work shop for small repairs.
REPATRIATION: Good facilities exist.
AIRPORT: Valencia, 70 km. away.
TIME: Always GMT plus 1 hour.
HOLIDAYS: 1st January; 6th January; 19th March, St. Joseph; Good Thursday after 2 p.m.; Good Friday; 1st May, Labour Day; Ascension Day; Corpus Christi; 14th June, local holiday; 29th June, St. Peter and St. Paul; 18th July, National holiday; 25th July, St. James; 15th August; 12th October; 1st November; 8th December; 25th December; and two or three local holidays more, variable.
POLICE/AMBULANCE/FIRE: Police: tel. 220516; Ambulance 213944; Fire 221222.
AGENT: Gerónimo Mallach Pachés, General Aranda, 22, Castellon De La Plana. Telegrams "Gemapa". Tel. 220061, 220064, 222806, 221830 (Shipbroker and Stevedore.) Telex: 65541–Gemap–E.

CASTRO-URDIALES: 43.24 N. 03.14 W.

DOCUMENTS:
Manifest of Cargo.
Manifest of Cargo to other ports, if any.
If in ballast state so in the Manifest.
Passenger List, if no passengers, nevertheless state "Passengers Nil".
Store List in duplicate, including list of customs-barred articles in possession of each crew member (cameras, binoculars, radios, cigarettes, cigars, tobacco, spirits, etc.).
Crew List.
Bill of Health.
PILOTAGE: Compulsory. Approaching Port hoist letter "G" flag to apply for Pilot, who boards vessel near entrance formed by two breakwaters. White motor-launch flies blue flag with letter "P" in white.
ANCHORAGES: In the roads, outside the Harbour, good anchorage in about 50 ft., at 1·5 cables N.E. from entrance.
MAX. SIZE: Draft 26 ft. depth at entrance 30 ft., width 165 fathoms.
HEALTH: In case of any suspected disease or fever on board, the Master must radio Agent to inform Health Officer. Otherwise usual procedure to apply and free pratique obtained. Deratisation Certificate to be produced.
RADIO: Cabo Mayor Radio, near Santander, 30 miles W. Call sign "EAS". Frequency 500 ks.
TUGS: None.
BERTHING: Irrespective of tide. The S.E. pier has a total length of 980 ft., of which 500 ft. forms the commercial wharf, mainly for coasters sundry cargoes. No cranes. Fresh water supply. Depth 17 ft. at low water.

Iron ore loading tips: Along open coast adjoining Castro-Urdiales are several cantilever piers connected with the Iron Ore Mines, partly sheltered in creeks or small coves. All vessels bound to land iron ore there should clear and apply at Port of Castro Urdiales. Steamers cannot remain at these berths during rough weather but may find good anchorage in roads, or immediate shelter at the port of Castro-Urdiales, or better at Bilbao Harbour 9 miles East.

The Iron Ore Loading Berths (no length limit) are as follows:

Name	*Situation*	*Approx. ebbtide draft*	*Loading rate per working hour*
Urdiales	1 mile W.	23 ft.	200 tons
Dicido	1 mile E.	21 ft.	800 tons
Saltacaballo	1½ miles E.	22 ft.	800 tons
Onton	2 miles E.	21 ft.	1,000 tons

STEVEDORES: Ordered by Agent or Shipper. No ETA to stevedores necessary.
MEDICAL: Hospital available.
FRESH WATER: Three installations at the S.E. pier. Rate 5 ton/hour. Price Pesetas 15,-per ton.
FUEL: Not available.
DEVELOPMENTS: Limited to strengthening the breakwater.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Carried out by crew.
SHIP'S CERTIFICATES: Safety Wireless, Safety Equipment, and Deratisation generally inspected.
CUSTOMS ALLOWANCE: Normally 200 cigarettes per man. For longer stay, new allotment out of bond obtainable. Wine/and/or Spirit: one bottle per man.
CARGO GEAR: Vessel's derricks employed at Iron Ore Loading Berth on coast, with cantilever piers; no other special cargo gear required.
IDENTIFICATION CARDS: Not required.
CONSULS: None.
REPAIRS: Limited.
REPATRIATION: Repatriation is possible.
AIRPORT: Nearest Sondica (Bilbao) 40 km. by road.
TIME: Always GMT plus 1 hour.
HOLIDAYS: 1st January; 6th January; 19th March (St. Joseph); Good Thursday afternoon; Good Friday; 1st May (Labour Day); Ascension Day; Corpus Christi; 26th June (local holiday); 29th June (Sts. Peter and Paul); 18th July (national holiday); 15th August; 12th October; 1st November; 25th December.
POLICE/AMBULANCE/FIRE: Police tel. 6; Ambulance (Hospital) 26; Fire 54.
TELEPHONES: No arrangements for placing telephones on board.
SHORE LEAVE: Crew allowed ashore.
DELAYS: The only delay that can normally be expected are those due to bad weather.
AGENT: J. Ibanex, Castro-Urdiales, Muelle 11. Tel. office 3, home 76. Telegraphic address "Ibanez".

CORUNNA: 43.23 N. 08.22 W.

DOCUMENTS:
3 Crew Lists.
2 Passenger Lists or a negative.
1 Cargo Manifest of goods destined for the port.
Another Manifest covering Transit Cargo.
2 Store Lists, including tobacco, cigars, cigarettes, coffee, spirits, radios, cameras, etc., in possession of crew. In all cases make and number of radios to be indicated.
Safety Wireless Certificate and Safety Equipment Certificate.
If vessel carries over 3 kilos tobacco per man, the excess to be declared in separate manifest, which must be visaed by Spanish Consul at the last port, otherwise vessel is exposed to heavy fine.
PILOTAGE: Compulsory. International code signals used to call Pilot.
RESTRICTIONS: Approaches to port are deep water, depth about 15 metres. No restrictions on night manoeuvres.
MAX. SIZE: Length and beam not restricted. Tankers up to 13 m. draft. Cargo vessels 32 ft. draft for berthing.
HEALTH: If vessels proceed directly to berth, pratique can be obtained immediately after berthing. Otherwise, at anchorage at vessel's arrival.

If vessel has sickness on board of a contagious nature Master should advise Health Authorities by radio, and they will examine patients immediately upon arrival, to enable vessel to be granted free pratique.
TUGS: Available up to 800 h.p.
BERTHING:

East Quay,	length 1,148 ft.	depth alongside	19 ft.	
Palloza Quay,	,, 984 ft.	,,	,,	21–27 ft.
Santa Lucia Quay,	,, 754 ft.	,,	,,	18–21 ft.

Calvo Soutlo Quay, two berths, depth alongside 30 ft.
San Diego Quay, depth alongside 33 ft.
TANKERS: Oil Refinery No. I pier depth alongside 13 metres. No. II pier depth alongside 13 metres. Facilities for reception of dirty ballast ashore.
FRESH WATER: Can be supplied by pipeline at most berths or by barge.
FUEL: Can be supplied by pipeline at most berths. No barges.
CUSTOMS ALLOWANCES: Normally Customs permit to have 200 cigarettes per man out of bond. Additional quantities needed depend on the stay of ship in port. One bottle of spirits per man.
REPAIRS: Minor repairs can be effected in shore work shops.
DEVELOPMENTS: New pier under construction.
AIRPORT: Nearest international airport at Santiago de Compostella 60 km. away.
TIME: Always GMT plus 1 hour.
HOLIDAYS: Work can be arranged on following holidays. New Year's Day (January 1 full day); Epiphany (January 6 full day); Saint Joseph (March 19 full day); Easter (two days); Saint Jospeh Artisan (May 1 full day); Saint Peter & St. Paul (June 29 full day); Labour Day (July 13 full day); Patron Saint of Spain (July 25 full day); Assumption Day (August 15 full day); Martyrs' Day (August 30 full day); Holiday of Hispanisicm (October 12 full day); All Saints (November 1 full day); Christmas Day (December 25 full day).
AUTHORITY: Junta de Obras Y Servicios del Puerto.

FERROL: 43.28 N. 08.16 W.

DOCUMENTS:
3 Crew Lists.
2 Passenger Lists or a negative.
1 Cargo Manifest of goods destined for the port.
Another Manifest covering transit cargo.
2 Store Lists, including tobacco, cigars, cigarettes, coffee, spirits, radios cameras, etc., in possession of crew. In all cases make and number of radios to be indicated.
Safety Wireless Certificate and Safety Equipment Certificate.
If vessel carries over 3 kilos tobacco per man, the excess to be declared in a separate manifest, which must be visaed by Spanish Consul at the last port, otherwise vessel is exposed to heavy fine.
PILOTAGE: Compulsory. International code signals used to call Pilots. Pilots board off Cape Priorino.
MAX. SIZE: Cargo vessels up to 32 ft. draft. Tankers up to 35 ft. draft.

HEALTH: If vessel proceeds directly to berth, pratique can be obtained immediately after berthing. Otherwise, at anchorage at vessels arrival. If vessel has sickness on board of a contagious nature Masters should advise Health Authorities by radio, and they will examine patients immediately upon arrival, to enable vessel to be granted free pratique.
TUGS: Available up to 1,250 h.p. Also salvage tug normally stationed at Ferrol.
BERTHING: Depth alongside quays 25–32 ft.
TANKERS: Campsa Oil Terminal, 4 berths, can accommodate tankers up to 656 ft. length and 35 ft. draft. Facilities available for discharging slops ashore.
FRESH WATER: Can be supplied from the quays.
FUEL: All grades available at the oil berths.
REPAIRS: All ships repairs can be effected.
DRY DOCKS: 5 dry docks for building and repairing Naval and merchant ships. Largest dry dock length, 1,020 ft., width 155 ft.
CUSTOMS ALLOWANCE: Normally Customs permit to have 200 cigarettes per man out of bond. Additional quantities needed depend on the stay of ship in port. One bottle of spirits per man.
AIRPORT: Alvedro Airport, regular services to Madrid.
TIME: Always GMT plus 1 hour.
HOLIDAYS: Work can be arranged on following holidays. New Year's Day (January 1 full day); Epiphany (January 6 full day); January 7 (full day), Saint Joseph (March 19 full day); Easter (two days); St. Joseph Artisan (May 1 full day); St. Peter & St Paul (June 29 full day); Labour Day (July 13 full day); July 16th (full day); Patron Saint of Spain (July 25 full day); Assumption Day (August 15 full day); Martyrs' Day (August 30 full day); Holiday of Hispanicism (October 12 full day); All Saints (November 1 full day); Christmas Day (December 25 full day).
AUTHORITY: Junta de Obras Y Servicios del Puerto.

GIJON–MUSEL: 43.33 N. 05.39 W.

DOCUMENTS:
3 Crew Lists.
2 Passenger Lists or a negative.
1 Cargo Manifest of goods destined for the port.
Another Manifest covering transit cargo.
2 Store Lists, including tobacco, cigars, cigarettes, coffee, spirits, radios, cameras, etc., in possession of crew. In all cases make and number of radios to be indicated.
Safety Wireless Certificate and Safety Equipment Certificate.
If vessel carries over 3 kilos tobacco per man, the excess to be declared in a separate manifest, which must be visaed by Spanish Consul at the last port, otherwise vessel is exposed to heavy fine.
RESTRICTIONS: Approaches to Musel are open deep water with low-water depths greater than 19 m. The Puerto Local is approached through a channel 150 m. long, 15 m. wide, with a depth of 4 m. low water.
MAX. SIZE: Musel; length 200 m., draft 11 m. Puerto Local; length 60 m., draft 4.6 m.
HEALTH: If the vessel preceeds directly to berth, pratique can be obtained immediately after berthing. Otherwise, at anchorage at vessel's arrival.
If vessel has sickness on board of a contagious nature Master should advise Health Authorities by radio, and they will examine patients immediately upon arrival, to enable vessel to be granted free pratique.
TUGS: 3 tugs available up to 1,000 h.p.
TANKERS: 1 tanker berth owned by Campsa accommodating tankers of 600 ft. length and maximum draft 29 ft. 6 in.
BERTHING: *Musel.*

North Breakwater	No. 1	length	627 m.	depth	alongside	14 m.
	No. 2	,,	107 m.	,,	,,	12–14 m.
	No. 3	,,	328 m.	,,	,,	7.50–9.50 m.
Ribera	No. 1	,,	288 m.	,,	,,	6.50–7.50 m.
	No. 2	,,	109 m.	,,	,,	7.50–9.0 m.
	No. 3	,,	156 m.	,,	,,	7.50–9.0 m.
Espigon I	North berth	length	220 m.	depth	alongside	8–10.50 m.
	South	,,	314 m.	,,	,,	9.50–10.50m.
	Coal Quay	,,	225 m.	,,	,,	8.50 m.
Espigon II	North berth	,,	300 m.	,,	,,	8–12.50 m.
	South	,,	160 m.	,,	,,	8–12.50 m.

Puerto Local Depth alongside berths less than 4 metres.
CUSTOMS ALLOWANCE: Normally Customs permit to have 200 cigarettes per man out of bond. Additional quantities needed depend on the stay of ship in port. One bottle of spirit per man.
DRY DOCKS: 3 companies own a total of 6 dry docks at Gijon, the largest of which is 170 m. length, 27.40 m. wide, for vessels up to 26,000 tons.
FRESH WATER: Supplied from the quays at the rate of 20 tons per hour.
FUEL: Can be supplied from the quays at variable rates up to 200 tons per hour.
TIME: Always GMT plus 1 hour.
HOLIDAYS: Work can be arranged on following holidays. New Year's Day (January 1 full day); Epiphany (January 6 full day); Saint Joseph (March 19 full day); Easter (two days); Saint Joseph Artisan (May 1 full day); Saint Peter & St. Paul (June 29 full day); Labour Day (July 13 full day); Patron Saint of Spain (July 25 full day); Assumption Day (August 15 full day); Martyrs' Day (August 30 full day); Holiday of Hispanicism (October 12 full day); All Saints (November 1 full day); Christmas Day (December 25 full day).
AUTHORITY: Camara Oficial de Comercio, Industria y Navegacion, Gijon-Musel.

HUELVA: 37.16 N. 06.55 W.

DOCUMENTS:
3 Crew Lists.
2 Passenger Lists or a negative.
1 Cargo Manifest of goods destined to Huelva.
Another Manifest covering transit cargo.
2 Store Lists, including tobacco, cigars, cigarettes, coffee, spirits, radios, cameras, etc., in possession of crew. In all cases make and number of radios to be indicated.
Safety Wireless Certificate and Safety Equipment Certificate.
If vessel carries over 3 kilos tobacco per man, the excess to be declared in a separate manifest, which must be visaed by the Spanish Consul at the last port, otherwise vessel is exposed to heavy fine.
PILOTAGE: Compulsory. Services from middle to high tide, depending on draft of vessel on arrival or departure. Pilot's motorboat painted white. Letter "P" in black at both bows. Agent must be in close contact with Pilot Office. Pilots are informed by Agent of ETA at bar. In rough weather Pilots will not be available for entries. or sailings. Depths of water depend on location, ranging from 15 ft. to 30 ft. in high tide. Pilot station equipped with VHF Channel 16.
MAX. SIZE: Only restriction, max. draft 25 ft.
For TANKERS see below.
HEALTH: Health Officer will board vessels any time from sunrise to sunset, and free pratique granted if health conditions satisfactory.
RADIO: Nearest Radio Station, Cadiz. Station most used for shipping business Radio Aranjuez, due to larger range, unless vessel within 400/500 miles distance to Cadiz.
TUGS: Only used inside harbour. Ship's lines employed, four tugs available. Number required to assist vessels at the discretion of the Pilot in charge.
BERTHING: Berths available, depths alongside 15–30 ft.
STEVEDORES: 48 hours advice to Agent necessary to engage labour.
MEDICAL: Advance notice to Agent in case of urgent need of medical assistance always necessary, so as to have time for arrangements to be made.
TANKERS: Rio Gulf de Petroleos operate a SBM tanker mooring 7 miles offshore, about 20 miles distant from Huelva. Suitable for vessels 900 ft. long with draft up to 48 ft. Mooring is positioned in depth of 20 metres. Discharge rate about 1,300 tons per hour.
Within Huelva port, Rio Gulf have two tanker berths, Campsa have one.
DENSITY: Water at this port is salt water. Fresh water, in quantity of 1 in. to 7½ in., only present in heavy rainy weather.
FRESH WATER: Public pier (Muelle de Levante) can supply direct from wharf. Tharsis, Rio Tinto, Campsa and Rio Gulf Jetties have no installation for this purpose. Fresh water is supplied from barge and barge to be towed alongside ships.
FUEL: Fuel oil, diesel available.
DEVELOPMENTS: Projects are in being to increase depth of water down to 35 ft. for tankers using the Rio Gulf berths, but this implies dredging of bar and channel, a distance of 8–9 miles; it is not known when the project will be completed.
GANGWAY/DECK WATCHMEN: The employment is at the discretion of Masters, who are free to either employ or do without any watchmen.
OPENING/CLOSING HATCHES: Normally effected by crew, liner vessels excepted.
SHIP'S CERTIFICATES: Safety Wireless, Safety Equipment and Deratisation Certificates should be at hand for production if requested.
CUSTOMS ALLOWANCES: 200–300 cigarettes per man out of bond. If necessary permit may be obtained from Customs Authorities to open bond and provide crew with fresh supplies, if stay in port justifies procedure. Wine and/or Spirit Allowances: One/two bottles per man.
CREW IDENTIFICATION CARDS: Should be handy for production to Port Police, if no passports.
CONSULS:

Belgium	Norway
Denmark	Panama
Germany	Portugal
Holland	Sweden
Italy	

REPAIRS: Any kind in engine room, and hull above water.
DRY DOCKS: Only one small dry dock available for vessels up to 3.500 GRT.
REPATRIATION: No difficulty in this respect.
AIRPORT: Distance to the nearest airport (San Pablo-Seville) 90 kilometres. Good domestic services and connections with all foreign airlines.
TIME: GMT plus 1 hour.
HOLIDAYS: 1st January; 6th January; 20th January; 19th March; Thursday preceding Good Friday as from 2 p.m. Good Friday; 1st May; Corpus Christi; 29th June; 18th July; 3rd August; 15th August; 1st October; 12th October 1st November; 8th December; 25th December.
Permit to work on any of the mentioned holidays (1st January Good Friday and 25th December excepted) can be obtained, but sufficient reasons must be given to justify permission.
POLICE/AMBULANCE/FIRE: Police tel. 214012; Ambulance 214867; Fire Station 211634.
TELEPHONES: No arrangements exist, for the time being, to place telephones on board vessels.
AGENTS: Borbolla y Compania S.A., Gran Via 5, Huelva. Cables – "Boronuba Huelva". Tel. 215411, 215327.

IBIZA: 38.54 N. 01.28 E.

DOCUMENTS: *Passenger Liners:*
5 Crew Lists (Customs, Comandancia de Marina, Health, Police and Consignee).
6 Passenger Lists (Customs, Police, Guardia Civil, Obras del Puerto, Health and Consignee).
2 Lists of crew and passengers personal effects (Customs).
2 Store Lists (Customs).
Health Certificate (Health Department).
2 Cargo Manifest, if any. (Customs).
2 Negative Cargo manifest, if no cargo.
Cargo Ships:
5 Crew Lists.
2 Lists of crew personal effects.
2 Store Lists.
Health Certificate.
2 Cargo Manifests.

PILOTAGE: Pilotage compulsory. No ships allowed to go further than imaginary line between Botafoch lighthouse and Isla Negra de Este, without a Pilot. Advisable to give 24 hours notice of ETA. Shortly VHF will be installed in Pilot Station and boats. Pilot's boat is of the canoe type with white sides and letter "P" in black on both sides. Vessels requiring a Pilot must give three long whistles. By night flash morse "G".

Pilot will board between Botafoch lighthouse and Isla Negra del Este. In bad weather vessel should follow Pilot's canoe till he is able to board.

ANCHORAGES: Anchorage area situated inside of imaginary line: Botafoch–Negra del Este with depths of 40 to 50 ft. Pilot required to anchor.

MAX. SIZE: Maximum length for berthing, 135 metres. Maximum draft 21 ft.

HEALTH: Report in advance to Pilot if there is any problem. If situation is normal, then, after ship berths the health inspector boards and quickly grants pratique. In event of any suspected disease or fever on board, the Pilot (without boarding), will show the anchorage area, then health inspectors and authorities will board, and give necessary instructions.

Vessels entering after calling at another Spanish port have no problems obtaining pratique.

TUGS: Not available.

STEVEDORES: Available, ETA required 24 hours in advance.

MEDICAL: Civil hospital, military hospital, and three private clinics available.

TANKERS: Load/discharge lines 10 in. and 8 in. No facilities for discharging residues. One berth. Maximum draft of the ship is 21 ft.

FRESH WATER: Available at the quays. 9 metric tons per hour. Price per ton 12 pesetas.

FUEL: Available. Notice required, 24 hours.

FIRE PRECAUTIONS: Tankers should have a rope over bows, at water level while the ship is berthed.

DEVELOPMENTS: Increasing depths in the port to 7 metres. It has also been approved to enlarge berthing quays to 220 metres and 7 metres depth, and build a fishing dock.

GANGWAY/DECK WATCHMEN: Performed by crew.

OPENING/CLOSING HATCHES: There are no fixed rules on this matter: it varies according to the circumstances.

CUSTOMS ALLOWANCE: Quantity permitted for each crew member to be held out of bond: 1,000 cigarettes and 100 cigars. 2 litres of alcohol (whisky, cognac, etc.)

IDENTIFICATION CARDS: Required.

REPAIRS: There are good work shops and engineers but with limited possibilities. There is a shipbuilder's yard where they build and repair yachts and canoes.

REPATRIATION: Facilities for effecting crew changes and arranging any necessary repatriations.

AIRPORT: 8 kilometres away, served by scheduled flights daily.

TIME: GMT plus 1.

HOLIDAYS: Cargo work can be arranged on the official holidays with an extra charge of 40% to the workmen.

New Year; Epiphany (6th January); Saint Joseph (19th March); Maundy Thursday: half-day (the evening); Good Friday; Ascension of our Lord (40 days after Resurrection); Saint Joseph the Artisan (1st May); The Holy Heart (last Friday of June); Exaltation to work (18th July); Santiago, Lord of Spain (25th July); Our Lady of the Snows, Lord of Ibiza (5th August); Ascent of Blessed Virgin Mary to Heaven (15th August); Feast of the Hispanicism (12th October); All Saints' Day (1st November); Festival of the Immaculate Conception (8th December); Christmas Day (25th December).

Although not yet official there will be introduced as a holiday Easter Monday and 26th December.

POLICE/AMBULANCE/FIRE: Police 311131; Ambulance 311214; Fire telephone call to the Comandancia de Marina, tel. 311190.

SERVICES: Compass adjusting.

SHORE LEAVE: Crew members are allowed ashore.

PORT AUTHORITY: Comandante de Marina de Ibiza, Comandancia de Marina, tel. 311190.

MAHON: 39.52 N. 04.18 E.

DOCUMENTS: *Health Department:*
Health Document.
Crew List.
Passenger List.
Disinfect and De-Ratisation Certificates.
Port Authorities:
Crew, Passenger List.
Ship characteristics and other details.
Cargo.
Indication of previous Port and destination.
Muster Roll, to be produced.
Customs:
Cargo Manifest.
Bill of Lading.
Crew List and Passenger List.
Also the Captain will produce, if required, Log book and passports of crew.

PILOTAGE: Compulsory to take Pilot in entry, departure and any movements within port. On approaching port, during day, ships will hoist flag corresponding to International Code "I need a Pilot". By night, by means of lights, according to International Code.

During day Pilot's boat is recognised by a square blue flag with letter "P" (painted white) in centre of flag. Pilotage area comprises all the estuary, from inside port to outside Capes of La Mola and San Carlos.

ANCHORAGES: Inside are good anchorages, for instance Cala Llorga and Plana de Cala Figuera.

MAX. SIZE: Unlimited length and width, but draft is limited to commercial port, 25 ft.; and to anchorage, 43 ft.

HEALTH: Hoist correct flags of International Signals Code to indicate health situation of ship. Before pilot boards, he should ask for health situation. If ship suspected, he will lead it to Lazareto anchorage and once anchored Pilot will report by means of Port Authority to Health Department. Port is provided with service of disinfection and means to kill rats.

Ships coming from Middle East and East Africa should carry certificate of anticholeric vaccination, intivariolic, antimarilic and antityphus. Also from North Africa and South America. All others only antivariolic and antityphus.

TUGS: A military tug, from Naval Station, can give private services if required with 24 hours notice, payment in advance.

BERTHING: Allocated in South of port, in front of Naval Station, The commercial berth is 216 metres long, 25 ft. depth. Berth of Cala Figuera only for oil, limit of draft 25 ft.

STEVEDORES: Stevedores available. Loading/discharge rates 200 metric tons per day. They should be notified before 8 a.m., those ships that berth first having preference or priority.

MEDICAL: In case of accident or illness of any member of crew medical assistance and hospitalization will be in civil hospital.

FRESH WATER: One supply in Cala Figuera, two in Maritime Club and three in Commercial berth; Price per metric ton is 12 pesetas, increase of 50% on Sundays and festivals. The minimum supply is 2 metric tons.

FUEL: Available from Campsa at Cala Figuera.

DEVELOPMENT: Scheme to increase Commercial Quay by another 60 metres, towards the West.

OPENING/CLOSING HATCHES: Carried out by crew.

IDENTIFICATION CARDS: Not required.

CONSULS: No consuls, but consular agents: France, tel. 351907; Holland tel. 351167; Italy tel. 351264.

REPAIRS: Small repairs available.

DRY DOCKS: Military floating dock of 2,000 metric tons.

AIRPORT: Mahon, 5 kilometres distance, with daily flights to Peninsula.

TIME: GMT plus 1 hour.

HOLIDAYS: Work can be arranged on holidays, provided workmen are paid extra.

POLICE/AMBULANCE/FIRE: Police 351095; Hospital 351023; Airport firemen 351193.

TELEPHONES: No facilities available.

PORT AUTHORITY: Capitan de Navio, Comandante Militar de Marina de Menorca; tel. 352394 Estacion Naval de Mahcn, tel. 351600.

MALAGA: 43.00 N. 36.04 W.

DOCUMENTS:
3 Crew Lists.
I Passenger List or Negative.
1 Cargo Manifest of goods destined to Malaga, as well as of other cargoes in transit.
Store List in duplicate, including tobacco, spirits, radios, etc., belonging to vessel.

Details list in duplicate of all personal effects of the crew and passengers (tobacco, spirits, cameras, radios etc.). For vessels bigger than 499 GRT., Safety Equipment Certificate.

Note: Tobacco; In case vessel carries more than 3 kilos of tobacco per man, the excess must be declared in a separate manifest, which must be visaed by Spanish Consul. In absence of Consul, said document will have to be visaed by an Authority or Consul of a friendly nation at the former port clearance. Otherwise, vessel may be severely fined.

PILOTAGE: Pilotage is compulsory and service is permanent. Pilots board vessel by cutter in roads, near entrance formed by two breakwaters. Pilot cutters are painted white and have letter "P" in black on each bow. Cutters have a blue flag hoisted on mast, with the letter "P" in white, at both sides of flag. At nights, cutters have white light, and under this light, red one. Entrance between breakwaters is 320 metres wide and easily accessible. When weather in the roads is rather bad, which seldom happens, vessels approach as close as possible to entrance in order that Pilot can board easily.

ANCHORAGE: Anchorage in Outer Harbour is usually still and good; there are mooring quays at which vessels can unload or load.

Depths at LW is about 26–33 ft. When anchorage is congested, vessels can anchor outside of breakwaters, in roads. Anchoring is prohibited in vicinity of tanker moorings, the pilot will advise best position. Weather is bad, occasionally when East wind blows, during winter.
MAX. SIZE: No restrictions in respect of length or breadth. Maximum advisable draft to enter port is 31–32 ft. Vessels like "New Amsterdam" and "Cristoforo Colombo" enter regularly.
The tanker sealine berth can accept vessels up to 130,000 dwt.
HEALTH: If vessels proceed directly to berth, pratique can be obtained immediately after berthing. In case of any suspected disease or fever on board, Master must radio to Agents, in order that they can advise Health Office.
RADIO: Nearest important radio station is Cadiz, or Gibraltar and Aranjuez. Master's messages should be received at least 24 hours before arrival.
TUGS: Ship's lines are used, tug-boats are employed according to Pilot's advice ,and upon request. There is one 600 h.p., another 1,000 h.p., and two of 1,500 h.p.
BERTHING: Pilots will advise Masters whether vessel has a free berth or not. Also if she has to anchor in roads. Further particulars can also be obtained from Pilot.
STEVEDORES: It is important that Master sends advance message regarding the vessel's ETA. Agents can inform Shippers or Receivers' stevedores accordingly, to arrange operations properly. Official working hours of port are: Monday/Saturday 08.00/12.00, 14.00–18.00 hours.
MEDICAL: Any kind of medical service can be arranged. In case a crew member needs medical attendance urgently, it is advisable that the Master radio in advance.
TANKERS: Petrol pier in the port can take ships of 30,000 tons, and 31 ft. draft. Ships over 100,000 tons, can unload at private sealine berth, a five point buoy mooring in depth of 50 metres.
DENSITY: 1025.
FRESH WATER: Always available. Deliveries are performed by tug-boats. Minimum tonnage: 10 tons, price per ton, including transport costs between 14–18 ptas.
FUEL: Ordinary fuel oil and gas oil are available at local refinery of "Campsa". It is advisable that Shipowners contract bunkers through their own contractors, with anticipation of 48 hours, so that order can be received in time. Delivery can be performed at bunkering pier or by car tankers.
FIRE PRECAUTIONS: Tankers perform their operations at the private berths of "Campsa" which have necessary fire precautions.
DEVELOPMENTS: An extensive plan to increase facilities of port, and for building new piers. Other important work being effected at breakwater, to erect new piers for large passenger ships.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: This work effected normally by crew, except in liner vessels, which is contracted by stevedores.
CERTIFICATES: Vessels should have the usual documents on board, but only Safety Wireless, Safety Equipment and Deratisation Certificates are required by authorities.
CUSTOMS ALLOWANCES: Normally, customs permit to have 200 cigarettes per man out of bond. One bottle of spirit for each crew member.
CARGO GEAR: Usually shore cranes are 2–3–6–15 tons lifting power employed in loading or discharging operations, if vessels require any lightening then vessel derricks are employed, as only one floating crane is available at the port of 25 tons and 15 m. height.
IDENTIFICATION CARDS: Not required.
CONSULS: Practically all countries have consulates at Malaga.
REPAIRS: Facilities of a limited nature.
DRY DOCKS: There is a 1,000 ton floating dock.
REPATRIATION: Good facilities.
AIRPORT: The airport is about 8 km from town. Daily services with Madrid, Barcelona, Seville, Valencia, Tangier and Melilla. Also direct flights to London, Paris, Amsterdam, Brussels, Frankfurt, Stockholm, Helsinki, Geneva, Zurich, Nice.
TIME: GMT plus 1 hour.
HOLIDAYS: 1st January; 6th January; St. Joseph (19th March); Good Thursday afternoon; Good Friday; Labour Day (1st May); Ascension Day; Corpus Christi; St. Peter and St. Paul (29th June); national holiday (18th July); 25th July; 15th August; 12th October; 1st November; 8th and 25th December.
POLICE/AMBULANCE/FIRE: Police 210985; Ambulance 222369; Fire 234567.

AGENT: E. Van Dulken & Cia, Alameda de Colon 9 Malage. Telegrams "Dulken, Malaga." Telex: Dulkn 77040. Tel. 21.77.57 (3 lines). Shipbrokers, customs, and chartering Agents.

MOTRIL: 36.43 N. 03.30 W.

DOCUMENTS:
Health Certificate.
5 Passenger Manifests (1 Health, 2 Customs, 1 Police, 1 Agent).
4 Crew Manifests (1 Health, 2 Customs, 1 Agent).
2 Store Lists (for Customs).
PILOTAGE: Arranged by Agent basis ETA given 24 hours in advance. Pilot boat distinguished by painted "P". Night pilotage possible approx. 40% extra. Vessels await Pilot just outside port.
ANCHORAGE: Area near the port.
RESTRICTIONS: No entrance at night.
MAX. SIZE: Maximum draft 23 ft. Length maximum 130 metres.
HEALTH: Free pratique given on board.
RADIO: Telegraph office, no radio.
TUGS: Available.
STEVEDORES: No ETA advice necessary. Agents arrange gangs. Work normal hours except holidays.
MEDICAL: No advance notice required. All facilities available.
TANKERS: Vessel about 8,000 tons. No special requirements.
DENSITY: Normal Mediterranean.
FRESH WATER: Available. About 30 pts/ton.
FUEL: No fuel available.
GANGWAY/DECK WATCHMEN: Agent arranges.
OPENING/CLOSING HATCHES: Crew open and close hatches.
CUSTOMS ALLOWANCE: Tobacco: About 100 cigarettes per man. Wine and or spirit. None.
IDENTIFICATION CARDS: Not necessary.
CONSULS: None in Motril. The nearest Granada or Malaga.
REPAIRS: No repairs possible.
REPATRIATION: Facilities available.
AIRPORT: The nearest airports Malaga 105 km. Granada 75 km.
TIME: Local time GMT plus 1 hour.
HOLIDAYS: see "Malaga."
POLICE/AMBULANCE/FIRE: Police 501118; Ambulance 500121; Fire 500200.
TELEPHONES: No facilities for placing telephones on board.
SHORE LEAVE: Crew members are allowed ashore.

AGENT: Julio Munoz-Chapuli. Port Avenue. Tel. 600627. Cables Munochapuli. Box PO 55, Motril.

PALAMOS: 41.50 N. 03.08 E.

DOCUMENTS:
3 Crew Lists.
1 Passenger List or negative.
Manifest of goods destination Palamos and in transit.
Store List in duplicate, including tobacco, spirits, radios, etc., belonging to vessel.
Detailed list in duplicate of all personnel effects of crew and passengers (Tobacco, spirits, camera, radios, etc.).
Tobacco – any excess over 3 kilos per person must be stated on a separate manifest duly visaed by Spanish Consul.
If on inspection differences are found in more or less, articles removed and heavy fine imposed.
PILOTAGE: Pilotage is compulsory and service between 07.00 to 24.00. Pilot is informed of vessel's ETA by Agents. When vessels approach the breakwater Pilot boards vessel. Pilot's craft is white with a black capital "P".
BERTHING: Depth of water in centre of harbour 42–52 ft. Commercial Wharf length: North 689 ft., depth 18–26 ft. South 246 ft., depth 15–24 ft. Pier Wharf or breakwater: not available for commercial traffic. Length 2,100 ft.
RESTRICTIONS: None but for draft. Vessels carrying dangerous cargo should get authorization for berthing prior to arrival of the ship.
MAX. SIZE: No restrictions in respect of length. The maximum advisable draft for berthing is 24 ft. stern, 20 ft. bow.
HEALTH: Pratique is obtained immediately after berthing. In case of suspected disease or fever on board the master must radio to Agent in order inform Health Office in time.
RADIO: Radio Costera of Barcelona.
TUGS: None but Barcelona's tugs could be hired should the vessel's size make it necessary.
STEVEDORES: Information about ETA time is advisable to get gangs ready.
MEDICAL: Any kind of medical services can be arranged if information received in time.
FRESH WATER: Plentiful supply of water by means of hoses from the pier to vessel.
FUEL: Can be supplied if required.
DEVELOPMENTS: Steps are being given to get the breakwater in condition to berth tankers and liners.
GANGWAY/DECK WATCHMEN: It is not compulsory but advisable at night.
OPENING/CLOSING HATCHES: Normally opened/closed by the crew, otherwise according to Charter Party.
SHIP'S CERTIFICATES: Usual documents on board. Safety Wireless, Safety Equipment, Deratisation and Registered Tonnage Certificates are the only ones required by the Authorities.
CUSTOMS ALLOWANCES: Crew: 3 Kilos tobacco per person. Passengers: 2 kilos per person. Any excess on this amount must be declared on a separate Manifest as in transit. Wine and/or Spirit: Only one bottle per man. Any excess, must be declared on a separate Manifest as cargo in transit and stowed apart from the tobacco and spirits carried under the Provisions List. This Manifest must be visaed by the Spanish Consul at the last port of call. Any infringement of this regulation will subject the vessel to the immediate imposition of heavy fines and confiscation of the excess tobacco.
IDENTIFICATION CARDS: Not required.
CONSULS:

France	Tel. 314472	Portugal	Tel. 320148
Denmark	,, 314400	Sweden	,, 320850
Italy	,, 320200		

REPAIRS: Only small ones.
REPATRIATION: There exist good facilities.
AIRPORT: Gerona Airport situated at 40 km. distance and half an hour time by car from Palamos. Regular flight services with Madrid, Barcelona, Palma Mallorca, London, and all over the world with transhipment at Madrid and/or Barcelona.
TIME: Always GMT plus 1 hour.

HOLIDAYS: New Year's Day (1st January); The Three Wise Men (6th January); St. Joseph (19th March); Good Thursday – afternoon only; Good Friday; Easter Monday; Whit Monday; Labour Day (1st May); Ascension Day; Corpus Christi; Main Holiday (24th June); St. Peter and St. Paul (29th June); National holiday (18th July); St. James (25th July); Our Lady's Assumption (15th August); Columbus Day (12th October); All Saints Day (1st November); Immaculate Conception (8th December); Christmas Day (25th December); Second Christmas Day (26th December).
POLICE/AMBULANCE/FIRE: Police 31 41 87; Ambulance 31 43 50; Fire 31 43 50.

AGENT: Hijo De Julio Matas, Plaza Catifa s/n. Palamos (Gerona). Telegrams "Matas", Palamos. Tel. 31 44 81, 31 41 34. (Shipbrokers, Stevedores, Customs, Lloyd's Agency.)

PALMA: 39.47 N. 02.46 E.

DOCUMENTS: See "Bilbao".
PILOTAGE: None available. Two intermittent lights situated on the Mola indicate the Entry Channel.
MAX. SIZE: Advisable length and draft 60 and 4·50 metres respectively.
TUGS: None available.
MEDICAL: It is advisable to give advance notice if medical attention is required. There are no hospitals. Medical service is available 5 kilometres from the port.
FRESH WATER: Not available at the quay.
FUEL: None available. If required the order should be placed to Campsa through the Agent.
GANGWAY/DECK WATCHMEN: Crew do this operation.
OPENING/CLOSING HATCHES: Crew.
IDENTIFICATION CARDS: It is advisable to have these available.
CONSULS: None.
REPAIRS: No facilities exist.
AIRPORT: The airport is situated 40 kilometres away; the island is well connected with the Peninsula (main land) and with foreign airports.
TIME: GMT plus 1 hour.
SHORE LEAVE: Allowed.
AUTHORITY: Jefe Encargo del Despacho de Buques, Oficianas del Destacamento de la Comandancia Militar de Marina en Soller.

PASAJES: 43.21 N. 01.54 W.

DOCUMENTS:
4 Crew Lists.
2 Passenger Lists or negative.
2 Cargo Manifests with an individual copy of each Bill of Lading for parcels to be discharged at port of Pasajes.
Copy of Manifest covering other cargo on board in transit for other ports.
Stores List in duplicate, including tobacco, cigarettes, spirits, radios, etc., belonging to the vessel.
Detailed Crew's Stores List, in duplicate, of all personal effects pertaining to crew and passengers (tobacco, cigarettes, spirits, cameras, radios, arms, etc.).

For vessels exceeding 499 tons GRT Safety Manifest Certificate; Safety Equipment Certificate, Deratisation Certificate should be on board ready for production.
PILOTAGE: Pilot service is compulsory and permanent. Pilots board vessel in an area about one-and-a-half miles out from leading lights of entrance of port. The telegraphic address is: Corporacion Practicos, Pasajes. Notice should be given 24 hours before arrival; generally Agents keep Pilots informed of vessel's time of arrival when they are advised by Masters. VHF service will be available after 1970.

Pilots' cutter is painted in naval-grey with letter "P" painted in white on both sides of bridge; flag with letter "P" in white, is hoisted on cutters' mast.

International pilot signals are used by Pilots, by means of Aldis lamps, when approaching vessel at night. International light and sound signals to be made by vessel when requiring the Pilot.

In event of bad weather Pilots cannot board vessel at usual one/one-and-a-half miles location. Then vessel has to wait for instructions (VHF or radio) for coming in port.

With respect to boarding and safety measures the international safety regulations are to be carried out.
ANCHORAGES: A limited number of vessels may anchor in roads inside the port, in good shelter. Depth in area of anchorage is 25–30 ft.
RESTRICTIONS: Vessels over 120 metres length must enter port with tide and in daylight.
MAX. SIZE: The maximum permissible dimensions at present are: Length 150 metres; draft 24 ft. from 1 November to 31 March (winter), 25 ft. from 1 April to 31st October (summer). These dimensions may be altered in near future, when the works actually under way in the entrance channel are concluded.
HEALTH: If vessels proceed directly to berth pratique can be obtained immediately upon berthing. Vessels anchored in bay, pratique can be obtained after anchoring. In case of any suspected disease or fever on board, the Master must advise the Agents, by radio, in order they inform the Sanitary Authorities in advance.
RADIO: Nearest Radio Station is Cabo Mayor Radio. Messages by radio-telephone can be transmitted via Radio Arcachon (France). Notice of ETA should be sent to Agent 24 hours before arrival.
TUGS: No tug-boats required for vessels of normal steering when entering port. Tug-boats are required for berthing or shifting to and/or from quays Muelle De Ancho, Muelle De Molinao, Muelle De Capuchinos for vessels from 80 metres length on. Ship's lines are used and tug-boats are employed according to Pilot's advice.
BERTHING: Berths are appointed by Port Authorities after notice of arrival and information regarding cargo given by Agent. Pilots inform Masters of location of berth appointed, if any. No tidal difficulties for berthing or shifting inside the port.
STEVEDORES: ETA advice should be received by Agent 24 hours before arrival in order arrange loading/unloading operations with stevedores. The official working time in the port is: Monday/Saturday 08.00 to 12.00 and 13.30 to 17.30 hours.
MEDICAL: Any kind of medical assistance is available. In case urgent surgical or medical assistance required on vessel's arrival, Agent should be timely informed for making the necessary arrangements.

No particular inoculations required or vaccination/fever certificates to be produced unless epidemic at port wherefrom vessel is proceeding or has called during voyage.
TANKERS: Slop discharge to shore possible under agreement. Oil/tallow/asphalt-carriers berth alongside quays with 30 ft. of water. Diameter of discharge shore-lines are 6 in. and 8 in.
FRESH WATER: Available on all quays. Delivered by hoses directly from the quay at rate of 10 tons per hour. Cost per ton Pts. 15.–.
FUEL: Ordinary fuel oil and gas oil are available. Supply is by means of pipes on bunkering pier Muelle De Petroleos. Owners should stem the bunkers with "Campsa" 48 hours before delivery.
FIRE PRECAUTIONS: No specific precautions required unless the vessel carries inflammable cargo. Special harbour fire-fighting corps.
DEVELOPMENTS: Extensive developments respecting the construction of new quays and amelioration of the entrance channel are actually under way. The works in the entrance channel will permit a draft and length increase.
GANGWAY/DECK WATCHMEN: Not compulsory. Shore watchmen available.
OPENING/CLOSING HATCHES: Normally carried out by crew.
SHIP'S CERTIFICATES: To be produced if required, specially Safety Wireless, Safety Equipment and Deratisation Certificates.
CUSTOMS ALLOWANCES: In case the vessel carries more than three kilos tobacco per each crew member and more than two kilos per passenger, the excess must be declared in a separate Manifest which must be legalised by the Spanish Consular Authorities. In absence of Spanish Consular Authorities that Manifest will have to be legalised by an Authority of last port of clearance wherefrom the vessel proceeds. Prudent, limited amount of spirits allowed per man.
IDENTIFICATION CARDS: Not required.
CONSULS: Consulates/Vice-Consulates at San Sebastian and/or Pasajes:

Argentina	El Salvador	Netherlands
Belgium	Finland	Norway
Brazil	France	Panama
Columbia	Germany	Paraguay
Costa Rica	Great Britain	Peru
Chile	Greece	Portugal
Denmark	Italy	Sweden

REPAIRS: Repair shops and shipyards available, where repairs or overhauls may be carried out.
DRY DOCKS: One floating dock 66·27 metres long, 23·25 metres wide, 9·125 metres draft. with lifting power of 1,900 tons. Two slipways (one for vessels of up to 1,000 tons – one for vessels of up to 300 tons).
REPATRIATION: Good facilities for repatriation.
AIRPORT: Airport of Fuenterrabia is situated at 15 km. from Pasajes. Regular daily services with Madrid and Barcelona.
TIME: GMT plus 1 hour.
HOLIDAYS: 1st January; 6th January; 19th March; Maunday Thursday (afternoon); Good Friday; 1st May; Ascension Day; Corpus Christi; 29th June; 7th July; 18th July; 25th July; 31st July; 15th August; 12th October; 1st November; 8th December; 25th December.
POLICE/AMBULANCE/FIRE: Police 51841; Ambulance 14148; Fire from 08.00 to 19.30 tel. 51400, from 19.30 to 08.00 tel. 52391; Red Cross (local) 51032; Hospital, San Sebastian, 23632.
TELEPHONES: No possibility of placing telephones on board.
SERVICES: Divers, compass adjusting.
SHORE LEAVE: Crew allowed to land immediately upon arrival.

AGENTS: Sobrinos De. M. Camara Y Compania, Telegrams "Camara", Tel. 51414, 51293, 52734. Telex 36241.
(Shipbrokers, Customs/Forwarding Agents, Chartering Agents, Lloyd's Sub-Agents')

ROSAS: 42.14 N. 03.10 E.

DOCUMENTS:
Crew List.
Passenger List.
(One of each) Ship's Papers.
PILOTAGE: No pilots in this port.
ANCHORAGE: Bay of Rosas is anchorage area.
MAX. SIZE: Draft in Commercial Port is 4 metres, which berths cargo ships of about 1,000 metric tons of net register.
HEALTH: Once ship is anchored in the bay it requires pratique by means of signals, and by raising the yellow health flag. When vessel

entering after calling at another port in the same country, this procedure is not required; health inspector boards at the quay side.
RADIO: No radio station in the port, but can contact Coastal Radio Station of Barcelona (1730 kc/s. – 173·4 m.), power 150 W.
TUGS: None.
BERTHING: Advisable during daylight only.
MEDICAL: Port Health Doctor available. Hospitals 18 kilometres distance.
FRESH WATER: Available at Commercial Port at rate of 8 to 10 metric tons per hour, price 40 pesetas per ton.
FUEL: None available.
POLICE/AMBULANCE/FIRE: Police Service 25–62–72; Ambulance Service 24–21–20; Fire Service 24–10–00.
AUTHORITY: Ayudante Militar de Marina de Rosas. Tel. 25–63–23.

SAGUNTO: 39.42 N. 00.14 W.

DOCUMENTS:
2 copies Entrance Manifest.
4 copies Crew List.
Passenger List disembarking at this port.
Passenger List in transit.
Refer to "Barcelona" for other important information concerning Documentation.
PILOTAGE: Port is privately owned, and Pilots employed by Altos Hornos de Viscaya S.A. As Pilots are employed in Consignees office, no separate ETA is necessary. They are sent out to meet vessels as required. Pilot boat is not fitted with radar or VHF. Boat displays signals in accordance with international regulations.
ANCHORAGE: Bearing 073° from Cape Escollera de Levante.
RESTRICTIONS: Delays may be caused by berth being occupied. Larger vessels may be delayed by bad weather (the Levante), as dredged channel is narrow.
MAX. SIZE: Draft 29 ft. 5 in. No other limitations.
HEALTH: Pratique can be arranged at any time by Consignees.
RADIO: Cadiz Radio-EAC, Cabo Palos Radio-EAP.
TUGS: Normally join vessel either in anchorage or ½ mile from entrance. Ship's lines are used. Tugs should be ordered in ETA message also mentioning vessels length and cargo. Tugs cost about 75,000 pesetas.
BERTHING: Subject to berth occupation and to berthing priority that Altos Hornos gives to different cargoes. Overnight berthing is allowed, in cases of emergency, or for ship safety.
STEVEDORES: Employed by consignees.
MEDICAL: Medical assistance should be ordered in advance. All kinds of medical assistance available. One hospital owned by Altos Hornos.
TANKERS: No facilities.
DENSITY: Salt water.
FRESH WATER: Available; price is 12 pesetas per metric ton.
FUEL: None available.
PORT FIRE PRECAUTIONS: Fire service organised by Altos Hornos.
GANGWAY/DECK WATCHMEN: Usually by crew. The Civil Guard keep watch on all ships for contraband.
OPENING/CLOSING HATCHES: Effected by ship's crew.
CUSTOMS ALLOWANCES: 200 cigarettes only. One bottle spirits per man but bottle should be opened. Spanish spirits allowed; one bottle per man. No control of Spanish wines.
CREW IDENTIFICATION CARDS: Passport only.
CONSULS: Nearest at Valencia.
REPAIRS: No facilities exist.
REPATRIATION: Facilities for effecting crew changes and arranging repatriation.
AIRPORT: Manises Valencia, 40 kilometres away.
TIME: GMT plus 1 hour.
HOLIDAYS: On religious festivals or Sundays no cargo work can be arranged. These are as follows: Our Lady of the Marine (16th July) no cargo work; National Festivity (18th July) no work; National Festivity (25th Jaly) no work; Hispanic Festivity (12th October) no work; Maundy Thursday, work can be done till 14.00 hours; Good Friday, no work.
TELEPHONES: None on board. Telephones placed in Boat house and Pilots' office.
SHORE LEAVE: Crew members allowed ashore.
PORT AUTHORITY: Ayudante Militar de Marina, Calle General Mola No. 75. Tel. No. 5.

SAN FELIU DE GUIXOLS (Gerona): 41.46 N. 03.01 E.

GENERAL: Refer to Palamos for all general information.
PILOTAGE: Pilotage is compulsory. Service between 07.00 to 24.00 hours.
ANCHORAGE: Vessels arriving after midnight or due to port congestion are anchored outside the breakwater.
MAX. SIZE: The maximum advisable draft for berthing is 25 ft. and up to 115 metres length.
TUGS: No tugs available.
BERTHING: Due to the fact that a few vessels can work at the same time, it is advisable to know as soon as possible the ETA for berthing arrangements.

Commercial Wharf.	Length 108 m.	Depth 24–25 ft.
Breakwater	Length 116 m.	Depth 27–28 ft.

A pier for coasting vessels with a maximum draft of 18 ft.
MEDICAL: Any kind of medical services can be obtained in San Feliu or Gerona hospital.
FRESH WATER: By means of hoses from the pier.
FUEL: Can be supplied in small quantities.
CARGO GEAR: Commercial pier is served by an electric crane able to lift up to 6 tons. Normally vessels derricks are used.
AGENT: See Palamos.

SANTANDER: 43.28 N. 03.49 W.

DOCUMENTS:
5 crew lists.
7 passenger lists, or 3 negative.
3 cargo manifests of the goods destined to the port of Santander, two sets of manifests for cargoes in transit.
Store list in triplicate, including tobacco, spirits, radios, etc., belonging to the vessel.
Detailed list in triplicate of all personal effects of crew and passengers (tobacco, spirits, cameras, souvenirs, radios, etc.).
For vessels exceeding 499 GRT: Safety wireless certificate and Safety equipment certificate.
Legalisation required for manifests covering tobacco and tobacco products. This legalisation to be effected at the port prior to the first Spanish port of call.
Master and each member of crew of vessel can carry for his own consumption up to 3 kilos of tobacco in whatever form, and, if passengers are carried, up to 2 kilos per passenger, all of which must be declared in provisions list (1 kilo of tobacco = 1,000 cigarettes = 100 cigars). If Masters carry greater quantity than stated above, it cannot be manifested as tobacco for consumption on board, but must be included in Consular Manifest as being in transit, and as such must be separated in the holds from other cargo and hatches or lockers will be sealed by Customs until ship leaves Spanish waters. This Consular Manifest has to be legalised by a Spanish Consul. In the absence of Consul, said document will have to be visaed by an Authority of the former port of clearance. Otherwise, vessel would be severely fined.
PILOTAGE: Compulsory and service is permanent. Pilots board vessel by a cutter at the road, near the entrance off Mouro Island. Pilot cutters are painted white and have the letter "P" in black, on each bow. Cutters have blue flag with letter "P" in white, at both sides of flag. At night cutters have a white light, under this a red one. VHF available.
ANCHORAGES: The harbour consists of a large bay which provides good anchorage.
RESTRICTIONS: Entrance is well marked and there is no bar. Depth at entrance is at max. (dependent on tides) 33 ft.
MAX. SIZE: No restriction in respect of length or breadth, the maximum advisable draft to enter port is 33 ft.

	Length	*Depth*
Calderon quay	650 ft.	13 ft.
Maura/Albareda quay	423 ft.	13 ft.
Bloques quay		30 ft.
Anaos ,,	3,940 ft.	32 ft.
Maliaño ,,		25 ft.
Maliaño ,, North Section	1,500 ft.	30 ft.
Campsa quays	900 ft.	24–28 ft.
Nueva Montaña quay	350 ft.	18 ft.

All depths of water quoted above correspond to LWOST and 13–14 ft. should be added for depths at HWOST. Bottom is generally soft. Calatrava Wharf: for discharge of chemicals. Depth alongside 34 ft. with overall length limitation of 980 ft. Up River, at Astillero, beyond the harbour area, there is one spout called Orconera Tip for loading iron ore. Vessels up to 260–270 ft. length are allowed with a maximum draught, fully loaded, of 19 ft. Loaded vessels can only sail from that place at high water. A modern installation for dismantling and scrapping vessels is operating up river, on the way to Astillero.
HEALTH: If the vessels proceed directly to berth, pratique can be obtained immediately after berthing. Otherwise, at anchorage at vessel's arrival.
If vessel has sickness on board of a contagious nature Masters should advise Health Authorities by radio, and they will examine patients immediately upon arrival, to enable vessel to be granted free pratique. Should there be yellow fever on board, the vessel would proceed to Vigo. If vessel has to be fumigated or deratised a charge is made.
RADIO: Nearest important radio station is Cabo Mayor Radio, and it is advisable that messages received at least 24 hours before arrival.
TUGS: No tug-boats required for entering the port, only for berthing or shifting when in port. Ship's lines are used, and tug-boats are employed according to Pilot's advice.
STEVEDORES: It is very important that Masters send advance notice regarding vessel's ETA. With this notice, Agents can inform Shippers or Receivers' stevedores accordingly. Official working hours of port, are: Monday/Saturday: 08.00–12.00; 14.00–18.00.
MEDICAL: Any kind of medical services can be arranged.
TANKERS: "Campsa" (Spanish State Monopoly) has private berths. Installation is served by two identical concrete wharves situated in Nueva Montaña Basin, berthing space of which is 500 ft. with a depth alongside of 29 ft. New wharf under construction for tankers up to 35,000 dwt.
DENSITY: Sea water.
FRESH WATER: Always available. Supply is performed by tug-boats and from shore connections at various quays. Prices vary from Ptas. 30.00 per c.b.m. from tug, to Ptas. 12.00 per c.b.m., if from shore pipe-line.
FUEL: Ordinary fuel, diesel and gas oil are available at "Campsa". Advisable that shipowners stem bunkers through their own Contractors, with an anticipation (at least)of 48 hours. Delivery can be performed either by tank-trucks or at bunkering pier.

DEVELOPMENTS: There is an extensive plan to increase the facilities of port, and also for building new piers. A new basin named Puerto de Raos is under construction (19,000 ft. of new quay line) including container terminal.

GANGWAY/DECK WATCHMEN: Not compulsory but available upon request. The cost of 12 hours' watch is about Ptas. 500,00.

OPENING/CLOSING HATCHES: Effected normally by crew, except in liner vessels, which is contracted by stevedores.

SHIP'S CERTIFICATES: Vessels should have the usual documents on board, but only the Safety Wireless, Safety Equipment and Deratisation Certificates are required by Authorities.

CUSTOMS ALLOWANCE: Normally, Customs permit to have 200 cigarettes per man out of bond. Additional quantities needed depend on the stay of ship in port. One bottle of spirit per man.

CARGO GEAR: Shore cranes are usually employed in loading/discharging operations.

1	fixed electric crane on Maura concrete quay	30 T.
4	movable electric cranes on Maura quay	3–6 T.
9	,, ,, ,, ,, Bloques quay	3–6 T.
11	,, ,, ,, ,, Maliaño quay	3–6 T.
4	,, ,, ,, ,, ,, N. quay	6 T.
5	,, ,, ,, ,, ,, N. quay	12 T.
2	,, ,, (grain) ,, ,, N. quay	250 T/hr.
2	,, ,, ,, ,, N. Montaña quay	3–6 T.

Also movable motor cranes, mechanical shovels and similar, available.

CREW IDENTIFICATION CARDS: Not required.

CONSULS:

Germany	Hans Roever Hille
Belgium	Manuel Fernández Díaz
Colombia	Fernando Calderon G. de Rueda
Costa Rica	Fermín Sánchez González
Chile	Luís de la Vega Pereda
Denmark	Matías Mowinckel von Tangen
Ecuador	Fernando Basterrechea Baraja
Finland	Fernando María Pereda Aparicio
France	José Manuel Martínez de la Pedraja
Greece	Modesto Piñeiro Ceballos
Haiti	Jesús Prieto González
Honduras	Francisco Castielló Nolas
Italy	Giuseppe Palazzolo Giunti
Monaco	Pablo Terrero Rivero
Norway	Segundo Mathisen Reinertsen
Pays Bas	Modesto Piñeiro Riquelme
Panama	Severiano Gomez Mazarrasa
Peru	Modesto Piñeiro Riquelme
Portugal	Jesús Prieto González
Santo Domingo	Valentín Lavín del Noval
Sweden	Fernando Correa Gutiérrez
Guatemala	Vacant

Note. Acting as Consul of those countries with no Consular Representation: Valentín Lavín del Noval, Dominican Consul.

REPAIRS: Good repair facilities with various shipyards at port. All types of deck, engine, etc., repairs are possible.

DRY DOCKS: Three dry docks, one of which is within the harbour area and the other at Astillero (beyond the harbour area). Dimensions are:

Extreme length	405 ft.	434 ft.	722 ft.
Breadth at entrance	58 ft.	54 ft.	105 ft.
Depth on sill (high water)	23·7 ft.	20 ft.	38 ft.

REPATRIATION: No difficulties.

AIRPORT: About 4 miles from town. There are regular services with Madrid and Barcelona. Also charter flights to U.K. and other European countries.

TIME: Always GMT plus 1 hour.

HOLIDAYS:

January 1	New Year's Day	Full day Work can be arranged
January 6	Epiphany	,, ,,
March 19	Saint Joseph	,, ,,
April 11	Holy Thursday – Half day (from noon)	No work possible
April 12	Good Friday	Full day ,,
May 1	Saint Joseph Artisan	,, Work can be arranged
May 23	Ascension Day	,, ,,
June 13	Corpus Christi	,, ,,
June 29	Saint Peter & Saint Paul	,, ,,
July 13	Labour Day	,, ,,
July 25	Patron Saint of Spain	,, ,,
August 15	Assumption Day	,, ,,
August 26	Anniversary of Santander Liberation	,, ,,
August 30	Martyrs' Day	,, ,,

September 15 Virgin La Bien Aparocida, Patron of Santander, Full day, work can be arranged

October 12 Holiday of Hispanicism Full day Work can be arranged

November 1 All Saints ,, ,,

December 25 Christmas Day ,, ,,

POLICE/AMBULANCE/FIRE: Police 222543; Civil Security Guards 232004; Hospital, Case de Socorro 221214, Valdecilla 231400; Fire 231662, 231476; Ambulance Cruz Roja 270235.

TELEPHONES: On very special instances, can be arranged.

SERVICES: Available for tank cleaning, washings, compass adjusting, hull cleaning whilst floating, radio installation repairs, etc.

SHORE LEAVE: Crew allowed ashore at any time.

AGENTS: Modesto Pineiro y Compania, S.R.C. PO Box 14, Paseo de Pereda, num. 27,
SANTANDER. Telegrams "PINEIRO-SANTANDER". Tel. 273600. Telex 35832. (Shipbrokers, stevedores and chartering Agents, Lloyd's Sub-agents.)

TARRAGONA: 41.06 N. 01.17 E.

DOCUMENTS: Cargo Manifest of all goods in ship, stating any foreign port from where those goods come. This procedure should always be done in the first Spanish port.

In first Spanish port ship should produce an Itinerary Manifest; and those ships which carry goods to discharge should produce this Manifest in those ports in which they will discharge the goods.

Supplies Certificate for those ships that not having any goods to discharge in any Spanish port, had previously being in other Spanish port.

Register of the Supplies and Equipments in ship.

Register of the Crew's Belongings, if the ship comes directly from a foreign port.

Passenger List (if there are passengers). Negative Passenger List (if there are not passengers)

Crew List.

Health Certificate, if the ship comes from another Spanish port.

PILOTAGE: Every ship upon arrival should note following signals: During day, hoist flag letter "G" of International Signals Code. Acoustics signal, three long whistles. During the night, flash signal letter "G" of code or the letters "PT". Cable Address: Practicos Puerto Tarragona. No VHF station.

Pilot boats: White colour with letter "P" painted on both sides. Lights: according to International Regulations. Pilotage area begins at a maximum distance of two miles from port entrance. Ships awaiting for Pilot anchor in the Rada and East of the lighthouse. If weather does not allow, Pilot will meet ship at port entrance. Ladder for Pilot to be placed at leeward side.

ANCHORAGE: The West limit is marked by imaginary line on between lighthouse and cathedral tower. East limit is marked by imaginary line between the Paseo de Sta. Clara with the cathedral tower. Depths in Rada are 16 metres and 30 metres; quite good for anchoring (mud and sand).

RESTRICTIONS: No restrictions to enter port during day or night. No tides.

MAX. SIZE: Maximum length 230 metres, maximum draft 32 ft. Outside port the plant of Pantalán de Assesa, one mile West of lighthouse, allows berth of tankers up to 30,000 tons dwt.

HEALTH: Hospitals and clinics available. There is a doctor service in health department of port, which is authorised to vaccinate, and give certificates against yellow fever authorised by the OMS.

RADIO: No radio station.

TUGS: Four tugs. Tugs join vessel outside port. Ship's lines are used.

BERTHING: All berths are made of stone with rubber protection every 20 metres in the port. In Pantalán de Assesa, quays over iron pillars and berth is on the platform.

STEVEDORES: Advisable to report ETA, in order to have all the necessary equipment and necessary number of workmen required for operations. If there are not enough cranes at a given time, own ship equipment is used.

General Cargo: Estimated speed of 80–100 tons per person in a working day of 8 hours, except in particuar cases due to the nature of the cargo.

Cargo in Bulk: Speed varies according to the nature of the goods. For instance:

Minerals 500–800 tons per person in a working day of 8 hours.

Grains: 400–600 tons per person in a working day of 8 hours.

Goods in bags: 150–200 tons per person in a working day of 8 hours.

GANGWAY/DECK WATCHMEN: Not compulsory, if Master requires them he is provided with specialised staff for this purpose, and it is customary to give 350–400 pesetas per watchmen either during the day or overnight, plus social insurance.

OPENING/CLOSING HATCHES: Although this work is normally carried out by crew it can be done as well by the stevedores if required at extra charge.

TANKERS: Outside the port is the Pantalán of Assesa for berthing oil carriers.

Storage of residues: There is a plant for slop (residue) discharge facilities connected with all platforms of the Pantalán and plant of residues disposal is available to all vessels.

There are three platforms to berth with the following draughts: Platform "A" – 38 ft. Platform "B" – 29 ft. Platform "C" – 23 ft. In inner port there are berths to discharge refined goods available to the tankers of the Compania Arrendataria of the Oil Monopoly.

FRESH WATER: Supply of fresh water by means of an underground pipe in all the commercial quays of the port.

FUEL: Available. The grade of viscosity available is below 20 E. to 50 C. Request of this supply should be done with 24 hours notice through the Commercial Agent of Campsa.

DEVELOPMENTS: Building of quay in Levante Dock, with a length of 550 metres and 12 metres draft, with a probable extension of another 300 metres of quay with 14 metres draft. The draft in the port will then be 12·70 metres and in the entrance channel 13·40 metres.

A new embankment in the mouth of Francoli river is pending approval.

CUSTOMS ALLOWANCES: It is permitted to have a packet of tobacco per person per day. Unlimited allowance with national drinks.

CREW IDENTIFICATION CARDS: Not required.
CONSULS: Various available.
REPAIRS: Small repairs available.
DRY DOCKS: None.
REPATRIATION: Facilities exist.
AIRPORT: The town of Reus 12 kilometres distance has a military airport that is also used for charter flights.
TIME: GMT plus 1 hour.
POLICE/AMBULANCE/FIRE: Police 20–11–29; Ambulance at local hospitals; Fire 20–19–50.
SHORE LEAVE: Allowed.
PORT AUTHORITY: Capitan del Puerto en Comandancia Militar de Marina telephone 20–16–22.

TORREVIEJA: 37.58 N. 00.40 W.

DOCUMENTS:
2 Crew Lists.
Customs Documents.
Health Declaration.
Manifests,
Bills of Lading are done by Agents.
PILOTAGE: Requested by Agent. Permanent service. White-painted boat with letter "P" on sides. Pilot goes out of port as far as one mile.
ANCHORAGE: Outside, 0·5 mile off lighthouse of Eastern quay. Inside, according to Pilot's judgement.
MAX. SIZE: Unlimited length and breadth; limiting draft 27 ft.
RADIO: Alicante Coastal Radio.
TUGS: None available.
BERTHING: West quay is 220 metres long with a depth of 10 metres used only for loading salt, 200–400 tons metric tons per hour.
STEVEDORES: Available, employed by the consignees.
MEDICAL: Hospital situated 45 kilometres distance. Medical services and Emergency Clinic in port.
DENSITY: 1034.
FRESH WATER: Available at the quay. Price 50 pesetas per metric ton.
FUEL: None avaialble.
GANGWAY/DECK WATCHMEN: If required can be contracted.
OPENING/CLOSING HATCHES: Carried out by crew.
CUSTOMS ALLOWANCES: 200 cigarettes. Two bottles wine.
IDENTIFICATION CARDS: Not necessary but convenient.
CONSULS: Sweden Vice-Consul 101; Norway, Denmark and Liberia Vice-Consul 135.
REPAIRS: Small repairs in engines, electrical, etc.
REPATRIATION: There are no problems in this respect.
AIRPORT: 30 km. distant at Alicante. Regular flights to Madrid.
TIME: GMT plus 1 hour.
HOLIDAYS: See Huelva.
POLICE/AMBULANCE/FIRE: Police tel. 99, Ambulance and Firemen tel. 83.
TELEPHONES: There are no connections on board. One on the quay.
SHORE LEAVE: No restrictions.
PORT AUTHORITY: Ayudante Militar de Marina and Captain of the Port Telephone 42.

VALENCIA: 39.27 N. 00.19 W.

DOCUMENTS:
3 Crew Lists.
2 Passenger Lists or a negative.
1 Cargo Manifest of goods destined for the port.
Another Manifest covering transit cargo.
2 Store Lists, including tobacco, cigars, cigarettes, coffee, spirits, radios, cameras, etc., in possession of crew. In all cases make and number of radios to be indicated.
Safety Wireless Certificate and Safety Equipment Certificate.
If vessel carries over 3 kilos tobacco per man, the excess to be declared in a separate manifest, which must be visaed by Spanish Consul at the last port, otherwise vessel is exposed to heavy fine.
RESTRICTIONS: Entrance to the port faces S.S.E. and is 492 m. wide, with a low water depth of 13.50 m.
MAX. SIZE: Length 250 m. draft 11 m.
HEALTH: If the vessels proceed directly to berth, pratique can be obtained immediately after berthing. Otherwise, at anchorage at vessel's arrival.
If vessel has sickness on board of a contagious nature Master should advise Health Authorities by radio, and they will examine patients immediately upon arrival, to enable vessel to be granted free pratique.
TUGS: Not compulsory for entering port. 7 tugs available up to 900 h.p. Two tugs normally used for berthing and unberthing.
BERTHING: *Espignon Del Turia:* Berths for 8 vessels, depth alongside 9–11 metres.
Muelle de Poniente: 3 berths, depths alongside 7–11 metres.
Muelle de Levante: 3 berths, depth alongside 8–9.5 m.
Inner Dock: Berths for 6 vessels, depth alongside 7 m.
TANKERS: Berth at Muelle de Poniente, up to 30 ft. draft.
FLOATING DOCK: 1 floating dock available, owned by Union Naval de Levante. Interior length 143 m., interior width 24.60 m. Lifting capacity 8,000 tons.
CUSTOMS ALLOWANCE: Normally Customs permit to have 200 cigarettes per man out of bond. Additional quantities needed depend on the stay of ship in port. One bottle of spirit per man.
FRESH WATER: Available at all main berths at the rate of 30 tons per hour.
FUEL: Campsa can supply by pipelines at the Turia berths, at the rate of 750 tons per hour and at Muelle de Poniente at the rate of 200 tons per hour.
TIME: Always GMT plus 1 hour.
HOLIDAYS: Work can be arranged on following holidays. New Year's Day (January 1 full day); Epiphany (January 6 full day); Saint Joseph (March 19 full day); Easter (two days); Saint Joseph Artisan (May 1 full day); Saint Peter & St. Paul (June 29 full day); Labour Day (July 13 full day); Patron Saint of Spain (July 25 full day); Assumption Day (August 15 full day); Martyrs' Day (August 30 full day); Holiday of Hispanicism (October 12 full day); All Saints (November 1 full day); Christmas Day (December 25 full day).
AUTHORITY: Direccion del Puerto de Valencia, Muelle de la Aduana, Valencia.

VIGO: 42.14 N. 08.40 W.

DOCUMENTS:
Maritime Declaration of Health.
Crew List.
Passenger List.
Manifest of Cargo for the Port.
Manifest of Cargo in Transit.
Ship's Stores List.
Crew's Personal Effects List.
Ship's Particulars Declaration.
Note: Tobacco. In case the vessel carries more than 3 kilos of tobacco per man, the excess must be declared in a separate manifest, which must be visaed by a Spanish Consul. In the absence of the Consul, said document will have to be visaed by an authority of the former port of clearance. Otherwise the vessel would be severely fined.
PILOTAGE: Pilotage at Vigo is compulsory and the service permanent day and night. Pilots board in auxiliary motor-boats with a letter "P" in white at both sides of the hull and a blue flag with the letter "P" in white, near the entrance of the harbour, in the zone included inside Punta Lameda-Cabo Vicos on the channel of the South entrance and inside Punta Caballo-Subrido, on the channel of the North, both situated to the West of the harbour. At night the pilot boats have a white light visible around the horizon and under this light another red one, also visible around the horizon. International code signals used to call Pilot, or four long blasts on the whistle. Pilot station situated at Cabo de Mar. Three pilot boats normally on station on a line connecting Borneira and Cabo de Mar.
ANCHORAGE: Several suitable anchorages in the Vigo River, naturally sheltered, in depths of more than 35 metres. The main anchorage opposite the port on the South side of the river has depths of 15–25 metres.
MAX. SIZE: No limitation for length and beam, unlimited deep water approaches.
HEALTH: If vessels proceed directly to the berth, pratique can be obtained immediately after berthing. Otherwise, at the anchorage on vessel's arrival. In case of suspected disease or fever on board, the Master must send a radio message to the Agent in order that they advise the Health Office.
RADIO: The nearest Radio Station is Vigo Radio, situated in the limits of Vigo port.
TUGS: No tug-boats are required for entering the port. Only used for berthing ships from 120 metres length upwards according to Pilot's advice. At Vigo there are 2 modern tugs of 1,000 h.p. each. Tugs join vessel off the berth. Tug's line used at no extra charge.
BERTHING: The commercial piers to load or unload have a depth of about 28 ft. and the Transatlantic Pier, depth of about 40 ft. at LW. The tide difference between high water and low water is about 3·50 metres.
At Rande, in the lower harbour, there are very modern special loading installations for mineral ore, at an average rate of 2,000 tons per hour. The depth alongside this installation is 36 ft. LW.
TANKERS: Tankers berth at a pier depth alongside 11 metres at low water. Tankers up to 300 metres length acceptable. Inner berth suitable for vessels of less than 100 metres length with a draft of 6 metres. Discharge lines 12 in., 10 in. and two of 8 in. diameter.
STEVEDORES: It is very important that Masters send advance notice regarding the vessel's ETA. With this notice, Agents can inform Shipper's or Receivers' stevedores accordingly, so that they arrange operations properly. The official working hours of the port are: Monday/Saturday, 08.00/12.00 – 14.00/18.00 hours.
MEDICAL: Doctors and hospital facilities available. Advance notice preferred in urgent cases.
DENSITY: Average 1026.
FRESH WATER: Available from the quays at the rate of 50–80 tons per hour, cost 10 pesetas per ton. Can also be supplied by tugs at 500 tons per hour, cost 30 pesetas per ton.
FUEL: Available from the Oil Pier or delivered by barge. 24 hours notice of requirements recommended.
DEVELOPMENTS: Bulk carrier berth under construction suitable for vessels up to 300 metres length and 16 metres draft.
WATCHMEN: Available from shore if required.
HATCHES: Opening may be done by crew to avoid delays. Closing hatches usually performed by crew.
CUSTOMS ALLOWANCES: 200–250 cigarettes or three kilos of tobacco and 2 bottles spirits may be held out of bond for each person. Wine not restricted.
IDENTIFICATION CARDS: Shore passes are provided by the Agent.

CONSULS: Practically all countries have consulates at Vigo.
REPAIRS: All types of deck and engine repairs are possible.
FLOATING DOCKS: Two floating docks available: No. 1, length 140 m., breadth 24 m.; No. 2, length 128 m., breadth 22·40 m.
REPATRIATION: Crew changes and repatriation can be arranged without difficulty.
AIRPORT: Local airport, situated 8 kms. from the port, has one daily flight to Madrid. International airport of Santiago de Compostela is 100 km. away.
TIME: GMT plus 1 hour all the year round.
HOLIDAYS: 1st January; 6th January; 19th March (St. Joseph); Good Thursday afternoon; Good Friday; 28th March (local holiday, Reconquest Day); 1st May (Labour Day); Ascension Day; Corpus Christi; 29th June (St. Peter and St. Paul); 18th July (National Holiday); 25th July (St. James' Day); 15th August; 12th October; 1st November; 25th December.
POLICE/FIRE/AMBULANCE: Police, tel. 21.00.00; Fire, tel. 21.20.00; Ambulance, tel. 21.25.09.
TELEPHONES: No arrangement for connecting on board.
SHORE LEAVE: Allowed without restriction.
AUTHORITY: Director del Puerto, Junta del Puerto y Ria de Vigo, Plaza del Puerto. Tel. 21.13.24.

AGENT: M. Alvarez Tome, Calle Pablo Morillo, 4 – bajo, Vigo. Telegrams: Tomo Vigo. Telephone: 211017, 211810, 217207.

Spanish Sahara

VILLA CISNEROS: 23.42 N. 15.55 W.

DOCUMENTS: *Foreign Vessels*
Crew List.
Health Pratique.
Passenger List.
Cargo Manifest.
Spanish Vessels, in addition to the above:
Safety Equipment Certificate.
Radio Safety Certificate.
Seaworthiness Certificate.
PILOTAGE: Pilot is necessary to cross the bar and for river navigation. Pilot joins at the anchorage. Pilotage compulsory for all vessels over 50 GRT. Contact Pilot by radio telephone via Puerto de Villa Cisneros radio station, operating on 2182 and 2135 kc/s from 0800 to 1300 and from 1500 to 1800 hours GMT.
ANCHORAGE: In depths of more than 10 metres about 0·6 mile East of the breakwater head. This situation is well protected from swell from the S.W. but open to winds from the N.E. which are frequently strong creating difficult conditions for very small vessels. There are no mooring buoys.
MAX. SIZE: Length 100 metres, beam 12 metres, draft 5 metres.
HEALTH: Masters are required to complete a health certificate for the Comandancia declaring that the vessel has not called at any infected ports.
TUGS: None available, only one small launch which may assist.
BERTHING: Breakwater of 750 metres length extends towards the S.E., berths alongside the last 200 metres, one concrete pier for small vessels, three small jetties enclosing two docks, can be used by vessels of medium size.
STEVEDORES: Employed by Port Authority and engaged by ship's Agent.
MEDICAL: Hospital available for any kind of medical attention; doctors and ambulance service available.
TANKERS: Moor at jetty No. 2. Pipelines 4 in. diameter.
FRESH WATER: On the quays are 3 hydrants, capacity 3 tons per hour and 4 of 2 tons per hour. The price per ton is 10 pesetas.
FUEL: Atlas Company can supply fuel subject to advance notice.
HATCHES: Opened and closed by crew.
CUSTOMS ALLOWANCES: Crew are allowed to take only sufficient tobacco ashore for their own consumption. It is not permitted to take alcohol ashore.
IDENTIFICATION CARDS: Seamen going ashore must take an identity card or a shore pass, issued by the Master.
CONSULS: No local representation.
REPAIRS: Only facilities for very minor repairs.
REPATRIATION: Can be arranged provided that documentation is in order.
AIRPORT: Situated 1 kilometre from the port. Iberia Airlines have 5 flights per week. In case of emergency, military aircraft may be used.
TIME: GMT is used all year round.
HOLIDAYS: 1st January; 6th January; Maundy Thursday; Good Friday; Corpus Christi; Ascension Day; 29th June; 16th, 18th and 25th July; 15th August; 12th October; 1st November; 25th December.
Mohammedan Holidays: Aid el Queber (2 days); Aid el Mulud (1 day); Aid el Seguer (2 days).
POLICE/FIRE/AMBULANCE: Police Station situated 100 metres from the quays. Fire: tel. 18. Ambulance: tel. 17.
SHORE LEAVE: Allowed without restriction.
AUTHORITY: El Comandante, Militar de Marino.

Sudan

PORT SUDAN: 19.37 N. 37.14 E.

DOCUMENTS:
Port Sudan Harbour Master's Declaration.
Sudan Customs Declaration.
Quarantine Form.
(All above forms to be filled by Master on arrival).
3 Crew Lists.
3 Passengers Lists.
1 Crew Declaration.
1 Dutiable Stores.
4 copies Manifest.
1 copy B/Lading.
1 Provisions List.
PILOTAGE: 24 hours notice ETA. VHF. Channel 16. Pilot boards South of South Wingate Beacon. Pilotage compulsory.
ANCHORAGES: Towartit Anchorage (see chart.), approx. 8 km. S.E. of harbour.
RESTRICTIONS: No restrictions providing berth available.
MAX. SIZE: Length 850 ft. maximum. Draught at Oil Terminal 37 ft., other berths 34 ft. 6 in.
HEALTH: Radio pratique obtainable if message sent not more than 24 and not less than 8 hours before arrival to "Quarantine, Port Sudan", with following information: Name of ship and ETA; Name of Agent; Whether surgeon carried or not; Whether illness on board, if so, what illness; Port of departure and last port of call. On receipt the Quarantine Medical Officer will inform ship by wireless whether pratique is granted or not.
RADIO: Port Sudan Radio (call sign STP). Operates daily on High Frequency as follows: 8652 Mcs from 0400 hours to 1600 hours GMT; 4356 Mcs from 1600 hours to 0400 hours GMT; 0500 kcs – continuous listening watch for first ten minutes of every hour. Radiograms may be handed in at Port Sudan Post Office at all times and at Port Sudan Quays Post Office during office hours.
TUGS: About one mile from harbour entrance. Either ship's or tug's lines at Pilot's discretion.
STEVEDORES: Require 24/48 hours advance notice of ETA and stowage of cargo. Rate of Discharge and Loading: General cargo, 5–10 tons per hook per hour. Bagged cargo, 15–20 tons per hook per hour.
Exports. Main exports, cotton, cottonseed, gum Arabic, oilcakes, MOP shells, trocas shells, senna, beans, domnuts, oilseed, hides, skins, salt, beeswax, durra, wheat bran, chick peas, karkadeh and castor seed.
Tea. Following exports should not be stowed with tea: castorseed, hides, linseed, edible oil, oilcake. Cottonseed may be stowed with tea with separation of 3 ft. but it is preferable to stow in separate compartment from tea.
Cotton. Gum should never be stowed with cotton.
Transhipment cargo. Is normally not accepted at Port Sudan without prior permission, except in very small quantities.
Weight. Deadweight of cargo is expressed per ton of 1,000 kilos.
RADAR/VHF: No port radar. VHF channel 16. Range 20/25 miles.
MEDICAL: Advance notice advisable. Hospital facilities available. Crew and passengers must have International Health books valid.
TANKERS: No. 16 berth – draught 34 ft. 6 in. No. 17/18 draught 37 ft.
DENSITY: 1025.
FRESH WATER: Available ex quay and ex barge 150 m/ms per ton.
FUEL: Marine Fuel oil (normally 1000 secs.); marine diesel oil (42/45 secs.); gas oil (35 secs.). 24/48 hours advance notice advisable Name of suppliers is required.
GANGWAY/DECK WATCHMEN: Recommended.
OPENING/CLOSING HATCHES: Normally by stevedores.
CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes per person. Wine and/or Spirit, two bottles of different kinds per person. Only personal requirements may be taken ashore.
CREW IDENTIFICATION CARDS: Not required.
CONSULS: UAR and Nigeria.
REPAIRS: Minor deck and engine repairs.
DRY DOCKS: None.
REPATRIATION: Not recommended. Formalities take 2/3 days.
AIRPORT: 3 miles; 4 days per week Port Sudan to Khartoum. 2 days per week Port Sudan to Cairo.
TIME: GMT plus 2. In summer, GMT plus 3 hours.
HOLIDAYS: Any work done ranks as overtime: Fridays (Moslem Sunday) (1 day); Shel El Nesim (1 day); Ramadan Bairm (4 days); Kurban Bairam (5 days); Mohammedan New Year's Day (1 day); Mulid El Nebi (1 day); Christmas Day (1 day); Independence Day (Jan. 1st, 1 day); Revolution Day (Oct. 21st, 1 day; May 25th, 1 day). No overtime will be authorised on following days although Port Authority may make exceptions in favour of black and white oil tankers discharging bulk oils, and for passengers' baggage: Mulid Nebi; Christmas Day; Second day of Ramadan Bairam; Second day of Kurban Bairam; Revolution Day.
POLICE/AMBULANCE/FIRE: Police 2424; Ambulance 2400; Fire 3001.
TELEPHONES: No arrangements exist for placing telephones on board.
GENERAL: No foreign currency allowed ashore. Crew are permitted to go ashore with only 5 pounds Sudanese.

AGENT: May Working People Corporation, PO Box 17, Port Sudan. Telegraphic address: "Mayo" Portsudan. Telex: No. 6. Tel. (during office hours) 2437; 2029, 2389; after office hours 2136, 2040.

Surinam

MOENGO: 05.38 N. 54.25 W.

A bauxite mining town about 70 miles up the Cottica river, a tributary of the Commewijne river, which latter joins the Surinam river at Fort Nieuw Amsterdam.
DOCUMENTS/PILOTAGE/GENERAL INFORMATION: refer to "Paramaribo."
TUGS: Two tugs are available, the larger is 1,750 h.p.
MAX. SIZE: Ships of 525 ft. can be accommodated. Ore vessels call daily. Draft depends on bar draft Surinam river.
BERTHING: Moengo has two piers at which ore is loaded by a transporter at the rate of 800/1,000 tons per hour. One pier is 430 ft. long and has a depth of 24ft. alongside. Both will accommodate ships of 525 ft. length. Tracks are laid on the 430 ft. pier and a 25 ton crane is available.
PROVISIONS: Not available.
FUEL: Small quantities can be supplied.
FRESH WATER: Small quantities can be supplied.
AIRPORT: About 5 km. from docks.
AUTHORITY: District Commissioner acts as Harbourmaster.
AGENT: Alcoa Shipping Co.

NEW NICKERIE: 05.57 N. 56.59 W.

DOCUMENTS:
2 copies Crew List.
2 copies Passenger List.
Customs Documents; Crew Declaration Lists; for instance, souvenirs, electric apparatus, etc.
2 copies Ship's Store Lists.
3 copies Manifests of Import.
3 copies Manifests of Export.
1 copy Transit Manifest.
2 copies Manifests of Coastal Cargo.
Ship's Papers to be shown on request.
PILOTAGE: Pilotage is compulsory for the Nickerie river for ships bigger than 50 gross tons. There is always a pilot available in Nickerie. ETA to be sent 48 hours before arrival and if necessary a correction message to the Agent.

Ships can only enter the river at or about the time of HW. The pilot-station is near the sea-buoy (buoy no. 1) and the Pilot will be there 15 hours before HW Nickerie to bring in the expected ship.

The pilot-boat is an iron, white-painted vessel with two masts (yellow-coloured). The pilot-boat does not use the international red-white pilot lights in night-time. It is not possible to make radio-telephone contact with the boat. There is a signal-lamp on board. Send ETA message to Agent who will order the Pilot. Awaiting HW the vessel can anchor about 3 miles N.N.E. of the sea buoy.
ANCHORAGES: With a draft of 15 ft. the ship can safely anchor 3 miles N.N.E. of the sea buoy. It is not advisable to anchor in the Nickerie river for a long time, the river is too narrow.
MAX. SIZE: With springtide the maximum mean draft must not exceed 15 ft. 6 in. and with neaptide not more than 12 ft. The vessel has to use the high-inlet while passing the bar. Maximum permissible length of vessel is 150 metres (500 ft.). At low water vessels are safe aground in mud alongside the wharf. The berth for oil-carriers is in the river.
HEALTH: There is no pratique-procedure. Only in the event of any suspected disease or fever on board a doctor must be called.
RADIO: Send ETA cables to Paramaribo Radio.
TUGS: No strong tugs available.
STEVEDORES: The Agent orders the gangs (maximum three gangs available).
MEDICAL: No advance notice required for medical treatment. There is one hospital in Nickerie with a surgeon.
TANKERS: There are 3 piers in Nickerie: Esso, Shell and Texaco-pier. Maximum permitted draft 15 ft. 6 in. Ships discharge via a floating-hose.
DENSITY: In the dry season the density on the river near New-Nickerie is 1015. In the rainy-season the density is 1005 near HW, and 100 near LW. These all depend upon springtide or neaptide.
FRESH WATER: Fresh water is available alongside the wharf of New-Nickerie. It costs Sf 0.50 per metric ton, It is loaded from shore by hose.
FUEL: Small quantities of fuel available from Esso or Shell, also grease and petrol.
DEVELOPMENTS: In the future a bigger and deeper port will be built in the Corentyne river, about 20 miles up the river.
GANGWAY/DECK WATCHMEN: It is recommended to have a watchman during the night. The costs are about U.S. $5.– per night.
OPENING/CLOSING HATCHES: Patent hatches must be opened by the crew, other hatches by the stevedores.
CUSTOMS ALLOWANCES: For the crew: 40 cigarettes every 72 hours staying in port. For the captain 200. Wine/Spirits. For the crew: ½ litre every 72 hours. For the captain: 1 litre every 72 hours.
IDENTIFICATION CARDS: Not needed.
CONSULS: No consuls in Nickerie.
REPAIRS: Small engine repairs and shaft repairs and some welding repairs can be done.
REPATRIATION: Is possible via Paramaribo.
AIRPORT: The airport is 10 miles from the port of Nickerie. Two times per day there is a flight to Paramaribo arranged by a local company, called S.L.M.
TIME: Local time = GMT minus 3.30 hours. No alteration in time.
HOLIDAYS: All Christian holidays, the birthday of Queen Juliana (30th April) and the 1st July (Abolition of Slavery). On this day it is not possible to load or discharge. On other days work can be done by paying overtime.
POLICE/AMBULANCE/FIRE: Police 356; Ambulance 241; Fire 333.
TELEPHONES: No arrangements can be made for a telephone connection on board.
SHORE LEAVE: Without reserve.
DELAYS: Delays in berthing: there are only two wharves with a total length of 700 ft. Banana ships have priority. Delays in loading and discharging: there are only three gangs of stevedores. These can be enlarged to five "small gangs".
AUTHORITIES: Port Captain, New Nickerie.

PARAMARIBO: 05.49 N. 55.09 W.

On the left bank of the Surinam river about 8 miles above Niew Amsterdam and 21 miles from light-vessel at river entrance.
DOCUMENTS:
5 Incoming Cargo Manifests (if any cargo), otherwise three copies.
1 Cargo Transit Manifest.
4 Outward-going Manifests.
These above-mentioned must be sent ahead to the Agent so that they can be translated into Dutch.
4 Crew Lists.
2 Store Lists.
2 Crew Declaration Lists.
6 Passengers Lists.
PILOTAGE: Compulsory. All ships are requested to amend their estimated time of arrival in local time, at least twelve hours in advance by special message through the wireless station to their Agents or to the Harbour Department. Arrival message should include draft of vessel and other requirements. As there is no shipping but in the Surinam river, the Commewijned river, the Cottica river and the Nickerie river, all Pilots except one for Nickerie are stationed at Paramaribo. Paramaribo Pilots board the vessels at the light-vessel of the Surinam river. The Harbour master is the chief Pilot. All vessels have to stop off the light-vessel.
ANCHORAGE: Anchorage off town in 18–35 ft. of water at LWS. Government officials board vessels immediately on arrival for inward clearance. Vessels which are required to anchor off the port to wait for berths may be boarded at the anchorage.
RESTRICTIONS: Bar has minimum depth of 15 ft. 5 in. Rise neaptide 6 ft. 7 in. springtide 8 ft. 10 in. Due to the fact that the bar consists of very soft mud, vessels regularly leave the ports with a draft of 25 ft. (by springtide).
RADIO: There is a 24 hours radio telephone service at the Harbour Department in the 8233.9 kc. band. The coast station also maintains a 24-hour radio telegraph (500 kc.) and telephone service in the 2182 kc. band.
HEALTH: Port doctor will visit an arriving ship only if there is a case of contagious disease aboard, or if one of the preceeding ports of call has been declared to harbour contagious disease. No bill of health is required. A ship with an infection on board must advise the Harbourmaster by special message through the wireless station before arrival.
BERTHING: *Government wharf,* 680 ft. long. Least depth 15 ft. 290 ft. of this wharf is owned and operated by the Surinam Navigation Co. The remaining 390 ft. is the only berth open for public use. Fresh water available.

The Royal Netherlands Steamship Co. Wharf, 818 ft. long, least depth 16 ft. Fresh water can be supplied.

O.G.E.M. wharf, 120 ft. long least depth 14 ft. Oil/gas discharge for public undertakings.

B.E.M. wharf, 110 ft. long, least depth 14 ft. Private cement and gravel discharge wharf, Moorings 450 ft. apart.

Beekhuizen wharf, 380 ft. long, least depth 15 ft. Government owned, no railway. Old oil terminal.

Banana export pier, 297 ft. long, least depth 18 ft. Fresh water can be supplied.

New Oil terminal, Moorings 570 ft. apart. Least depth 18 ft.

Flour pier, Long 36 ft. Moorings 160 ft. apart. Least depth 16 ft. Only possible to discharge flour with a grain elevator.

Vensur Cement wharf, 180 ft. long, least depth 14 ft. Moorings 600 ft. apart.

New harbour, 1,815 ft. long. Least depth 15 ft. Fresh water can be supplied.

Belwaarde: 3 miles above Fort Nieuw Amsterdam on the right bank of the Surinam river. Length of pier: 279 ft., least depth 18–20 ft. Loading sugar.
MEDICAL: Excellent medical and dental attention is available to crew members of all vessels.
FRESH WATER: The water is of excellent quality. Available at most berths as mentioned above.
FUEL: Ship's bunkers are available in most ports of Surinam in limited quantities. Advice regarding quantities and specifications of oil should be given to Agent's representative immediately after docking.
CUSTOMS ALLOWANCES: 60 cigarettes or 15 cigars or ½ pound of tobacco. ⅕ litre of spirits, ⅓ litre of wine, 2 litre of beer, for each crew member. All quantities in excess of the above, will be put under seal.
REPAIRS: No facilities for major ship repairs. Local workshops can do repairs of minor nature. There are two floating dry docks and one floating derrick owned and operated by the Surinam Drydock

Co. Lifting capacities dry docks: 400–650 tons. Lifting capacity floating dry dock under construction with displacement of 2,500 tons.

WATCHMEN: The customs board the vessel while riding at anchor or alongside one of the docks. All vessels are required to make a proper gangway available to the custom boarding officer.

The local authorities assign one or more custom guards to each vessel during its stay in port. The charges for guarding are for the account of the vessel. These officials must be provided with meals on board at regular meal hours, and rooms if necessary.

REPATRIATION: Under special circumstances vessels may sail without all crew members on board (sickness, etc.). The master furnishes a letter to his Agent authorising him to accept responsibility for the missing seaman or seamen.

CONSULS:

U.S.A.	Belgium	Ecuador
Britain	Denmark	France
Norway	Dominican Republic	Austria
Venezuela	West Germany	Portugal
Brazil	Indonesia	Sweden

DEVELOPMENTS: New floating dry dock under construction. Displacement 2,500 tons. New Shell Bunker station under construction. Least depth 14 ft. Moorings 540 ft. apart.

TIME: Local time is 3 h. 30 m. slow of GMT. Vessels are required to use local time in ETA messages and when dealing with Agents.

HOLIDAYS: January 1st; December 24th; July 1st (Freedom day); Whitsun; Ascension Day; 1st and 2nd Easter; Good Friday; April 30th (Queen's birthday).

SHORE LEAVE: Under normal circumstances no restrictions are imposed by the Government Immigration Authorities on shore leave.

GENERAL: While alongside vessels must maintain engines and propulsion machinery in readiness to leave the pier under full power on short notice. No repairs are permitted which should interfere with this requirement. While alongside, oil tankers should have their offshore anchor out about 50 ft.

All vessels except ships of war, must furnish a statement, of the amount and character of explosives carried, also a certificate to show how they are stored and manner of packing.

Special anchorage areas are provided in the harbour for vessels with dangerous cargo.

All fire-arms and ammunition must be manifested on store lists and must remain in bond on board during vessel's entire stay in territorial waters of Surinam. Any violation of this regulation renders the vessel subject to fines and confiscation of fire-arms and ammunition.

BALLAST: Vessels must arrive with sufficient ballast to permit safe handling. All vessels should enter port with clean ballast water that may be pumped overboard while in the harbour, as it is prohibited to pump dirty ballast water or oil residue or sweepings into the harbour.

AUTHORITY: Harbourmaster, Paramaribo.

AGENT: Alcoa Steamship Co., PO Box 1842, Paramaribo. Tel. 72941. Cables: "Alcoaship Paramaribo".

PARANAM: 05.38 N. 55.05 W.

A bauxite mining town, located on the left bank of the Surinam river, about 40 miles from the entrance.

DOCUMENTS/PILOTAGE: and all General Information: refer to "Paramaribo".

MAX. SIZE: Vessels can load to outer bar draft and usually top off at Trinidad.

HEALTH: Health officer does not board unless there are quarantinable diseases aboard.

TUGS: Not available.

BERTHING: There is a concrete dock of about 350 ft. Mooring 660 ft. apart. Least depth 30 ft.

New Pier: Least depth 30 ft. length 680 ft. Capable of handling ore carriers up to 40,000 tons.

Equipment: 75-ton crane..

Loading Capacity: Bauxite 2,000 tons per hour. Alumina 850 tons per hour. Loading by conveyor.

FUEL: Small quantities can be supplied.

FRESH WATER: Can be supplied.

REPAIRS: None can be effected.

AIRPORT: At Zanderij 45 km. from dock.

AUTHORITY: District Commissioner acts as Harbourmaster.

SMALKALDEN: 05.38 N. 55.05 W.

A bauxite mining town on the left bank of the Surinam river about 20 miles upstream from Paramaribo.

DOCUMENTS/PILOTAGE and all General Information; refer to "Paramaribo".

TUGS: None available.

BERTHING: Wharf with length of 218 ft. Moorings, 535 ft. apart, least depth 30 ft. Ships can load to outer bar draft. Bauxite loaded by two conveyors with an average of 800 tons per hour.

DEVELOPMENTS: New wharf under construction capable of handling ore ships up to 40,000 tons deadweight. Moorings 680 ft. apart.

FUEL: None available.

FRESH WATER: Small quantities can be delivered by trucks.

REPAIRS: None.

AIRPORT: At Zanderij, 45 km. from dock.

AUTHORITY: District Commissioner acts as Harbour Master.

Sweden

ÅHUS: 55.56 N. 14.19 E.

DOCUMENTS: See "Stockholm".

PILOTAGE: Pilots meet vessels at Pållagrund. Telegraphic address: "Sjöfartsstyrelsen, Åhus". Tel. 044–240027. VHF. Channel 16 call sign: "Pilot station, Åhus." Awaiting Pilot, anchor outside "Pållagrund". Depth 15–20 metres. (Also see "Stockholm".)

ANCHORAGE: Anchorage forbidden in dredged entrance channel.

RESTRICTIONS: No special regulations.

MAX. SIZE: Maximum length 150 metres, maximum draft 7·6 metres.

HEALTH: No special regulations.

RADIO: Karlskrona Radio, call sign SAA.

TUGS: Tugs only used in harbour basin, when turning.

STEVEDORES: Åhus Stevedore A/B.

RADAR/VHF: Radar on pilot station. VHF call sign: Pilot station, Åhus. Channel 16.

FRESH WATER: Delivered from pipe-line.

FUEL: Available day and night.

FIRE PRECAUTIONS: No special regulations.

GANGWAY/DECK WATCHMEN: If wanted, watchmen available.

OPENING/CLOSING HATCHES: Normally by the crew.

CUSTOMS ALLOWANCES: See "Stockholm".

CARGO GEAR: Normally loading or discharging with cranes.

IDENTIFICATION CARDS: Crew list needed. No cards.

CONSULS: Danish Vice-Consul: Vasagatan 17B, 29100 Kristianstad. Tel. 044–114841. Norwegian Vice-Consul Mast. Bonggatan 2, 29100 Kristianstad. Tel. 044–115605.

REPAIRS: Minor repairs only.

DRY DOCKS: No dry dock. Nearest dry dock Sölvesborg.

AIRPORT: Nearest airport about 10 miles away. Two flights per day.

TIME: GMT plus one. Permanent.

HOLIDAYS: See "Stockholm".

POLICE/AMBULANCE/FIRE: Police 240950; Ambulance 90000; Fire 90000.

TELEPHONES: No arrangements for placing telephone on board. Two public telephones on quays.

AUTHORITY: Harbour Office, 290 20 Åhus. Tel. 044–240014.

GÄVLE: 60.41 N. 17.11 E.

DOCUMENTS:

4 Crew Lists (for European vessels).
2 Crew Lists (for other vessels).
2 Manifests.
2 Bills of Lading.
1 Tobacco List.
1 Stores List.

Following documents supplied by Agent and signed by Master:

On arrival from foreign port:
1 Maritime Declaration of Health.
4 Report of Arrival (customs).
1 Declaration of Master (of persons on board).
1 Declaration of living animals (if any).

On arrival from any port:
1 Report of Arrival (Harbour Office).
1 Report of Receivers (Harbour Office).
1 Cargo List (or Manifest).
1 Transfer.

On departure to foreign port:
4 Report of Departure.
1 Declaration of Master (of persons on board).

On departure to any port:
1 Report of Shippers (Harbour Office).
1 Declaration by foreign Master.

PILOTAGE: (*a*) Sea Pilots: Pilot station: Bönan Telephone Nos. 991 10 and 992 20. Telegraphic address: Pilotstation, Gävle. Five hours advance notice of ETA pilot station. Notice of ETA can be given over any Swedish coastal radio station or free of charge on VHF over any Swedish pilot station or Grundkallen lighthouse.

VHF: Channels 16: Calling and Safety } Pilot station and Pilot
13: Pilotage traffic } boats.

All pilot boats orange. International signals for calling pilot. Pilot boards: South-east of Gråskäarsbådan 60° 43′ N., 17° 27′ E., and on request South of Eggegrund Lighthouse, 60° 43′ N., 17° 34′ E. In case of bad weather closer to pilot station. Anchorages: Gråberget roadstead North-east of Bönan Lighthouse (approx. 60° 40.8′ N. 17° 20.5′ E.), about 350 metres (0·2 m.) from shore and in 18–21 metres (10–13 fathoms) deep. Open for easterly winds. (*b*) Harbour Pilots: Available for moving within harbour area on application to Port Administration, Telephone Nos. 12 49 10 or 11 31 56 or by VHF to Gävle Port Radio, channels 16, 14 and 13.

ANCHORAGES: See "Pilotage". Outer roadstead situated inside of Northern entrance and in red sector of Fredriksskans light. Outer roadstead well protected, depth of 15–11 metres (8–6 fathoms). Anchoring forbidden:

(*a*) In dredged channel between lights in Northern channel and to a point 800 metres (875 yds.) West-south-west of Light No. 4.

(*b*) In white sector of Fredriksskans light East-north-eastward within a distance of 2,000 metres (2,190 yds.) from same.

(*c*) In navigable channel from Fredriksskans Light to Gävle Dolphin Light.

(*d*)In Fredriksskans Harbour basins.
(*e*) In Gävle River from berth No. 18 to berth No. 10.

RESTRICTIONS: Two fairways lead to harbour. Northern fairway is 11, 1 m. (36 ft. 5 in.) deep and has bottom width of 60 m. (196 ft. 11 in.) Day-time: maximum draft 10·6 m. (34 ft. 9 in.); maximum length 210 m. (689 ft.); maximum breadth 28 m. (91 ft. 10 in.). Night-time: maximum draft 7·55 m. (24 ft. 9 in.); maximum length 170 m. (558 ft.). Southern fairway (daylight only) permits draft of 3·4 m. (11 ft. 2 in.). All depths are referred to mean water level. Ships on way from outer roadstead or passing from Fredriksskans Harbour to Inner Harbour shall give way to vessels proceeding in opposite direction. This shall not apply to vessels with tow unless vessel approaching also has tow.

MAX. SIZE: Maximum permissible draft (at mean water) as follows:

Fredriksskans Harbour

	Maximum	*Draft*	*Real depth*	*Allowance*
	metres	*feet*	*metres*	*metres*
Oil berth No. 21	10·6	34′09″	11·0	0·4 Maximum length 210 m. (689 ft.)
Oil berth No. 1	7·55	24′09″	7·9	0·35 Maximum length 200 m. (656 ft.)
Oil berth No. 2–3	5·4	17′09″	5·6	0·2
Berth No. 4–8	7·55	24′09″	7·9	0·35
Berth No. 9–14	9·1	29′10″	9·5	0·4
Inner Harbour (River Gävle and Nyhamn)				
Berth No. 25–38	4·8	15′09″	5·1	0·3
Berth No. 8–23			4·95	0·15
Korsnäs Works				
Kastet Pier, North side, outer end. Length 77 m. (252 ft.) Kastet Pier, South side, outer end. Length 105 m. (344 ft.)	7·55	24′09″	7·9	0·35
Kastet Pier, North side, inner end. Length 53 m. (174 ft.) Kastet Pier, South side inner end. Length 45 m. (148 ft.)	6·4	21′00″	6·7	0·3
Karskär				
Berth No. 105–106 Length 195 m. (640 ft.)	6·7	22′00″	7·0	0·3
Berth No. 107–108 Length 196 m. (640 ft.)	8·0	26′03″	8·3	0·3
Berth No. 109 Length No. 90 m. (295 ft.)	4·8	15′09″	5·0	0·2
Berth No. 110, South end. Length 35 m. (115 ft.)	4·8	15′09″	5·0	0·2
Berth No. 110, North end. Length 75 m. (246 ft.)	6·2	20′04″	6·5	0·3
Salt Pier				
Berth No. 111 Length 75 m. (246 ft.)	5·6	18′05″	5·9	0·3
Berth No. 112 Length 80 m. (262 ft.)	6·6	21′08″	6·9	0·3

HEALTH: Pratique always automatic. If any suspected disease or fever on board, notify ship's Agent.

RADIO: Stockholm Radio (SDH) or Härnösand Radio (SAH).

TUGS: Join vessel outside Fredriksskans Lighthouse or outside Korsnäs Works for berthing, and outside Northern entrance channel for passage through same. Ship's lines always used.

STEVEDORES: 24 hours notice (if possible) order arrange gangs.

RADAR/VHF: No port radar service, but Bönan pilot station, Eggegrund Lighthouse, and one pilot cutter equipped with both radar and VHF and assists any ship approaching pilot station on request. After calling pilot station on VHF Channel 16, ships will be given assistance on Channel 13, 12, or 6.

MEDICAL: Notice of medical attention to Agent as early as possible. All kinds of medical and hospital facilities available. Smallpox vaccination required on arrival from non-European ports. Other vaccinations necessary on arrival from diseased areas. (Common for all Swedish ports.) Quarantine station established at Gävle with quarantine anchorage on outer roadstead.

TANKERS: Tanker berth No. 21 Maximum length: 210 metres (689 ft.). Maximum draft (at mean water) 10·6 m. (34 ft 09 in.). Discharge lines for all products diameter 200 mm. (8 in.) at ships' connections. Pipelines connecting berth with oil depots have diameters as follows: Heavy fuel oils, 450 mm. (18 in.); gas oil, 400 mm. (16 in.); gasoline, 350 mm. (14 in.); kerosine, 250 mm. (10 in.). Tanker berth No. 1: Maximum length 200 metres (656 ft.). Maximum draft (at mean water): 7·55 m. (24 ft. 09 in.). Discharge lines for different products have diameter at ships connections as follows: All fuel oils, 250 mm. (10 in.); gasoline, 200 mm. (8 in.); kerosine, 200 mm. (8 in.). Pipelines connecting berth with oil depots diameters as follows: All fuel oils, 350 mm. (14 in.); gasoline, 300 mm. (12 in.); kerosine, 250 mm. (10 in.). Tanker berth No. 2 and 3: Maximum length: 125 metres (407 ft.). Maximum draft (at mean water): 5·4 m. (17 ft. 09 in.). Discharge lines for all products 150 mm. (6 in.) at ships connections. Pipelines connecting berth with oil depots 150 mm. (6 in.). Tanker berth No. 105–106 (or 107–108)/if the draft is more than 6·7 m. (22 ft.)/at Karskär (Korsnäs Works). No. 105–106: Maximum length: 195 m. (640 ft.). Maximum draft (at mean water) 6·7 m. (22 ft.). Discharge lines for all products: 200 mm. (8 in.) at ships connections. Pipelines connecting berth with oil depots 250 mm. (10 in.). No. 107–108- Maximum length: 195 m. (640 ft.). Maximum draft (at mean water): 8·0 m. (26 ft. 3 in.). Same dimensions as above.

DENSITY: Fresh water.

FRESH WATER: Delivered from water posts at all quays in Fredriksskans Harbour. Inner Harbour, at Korsnäs Works and on roads fresh water delivered by water boat. Rate 5.00 Sw. Cr. per metric ton. Minimum rate per delivery 30 Sw. Cr. except at Korsnäs Works where rate 5.50 Sw. Cr. per metric ton. Minimum rate per delivery 35 Sw. Cr. Rates apply to ordinary working hours. Week-days, except day before Sunday or holiday = 0700–1630: and day before Sunday or holiday = 0700–1230. For delivery outside these hours an extra rate of 30 Sw. Cr. per (begun) half hour will be charged. Rate of delivery 30 tons/hour at water posts 1 ton/minute from water boat. During winter when ordinary water boat laid up, tugs deliver fresh water as far as ice-breaking and towage work allow. Ordinary water boats tarriff applied but tug owner also charges additional rate of 90 Sw. Cr. per delivery at Fredriksskans and 160 Sw. Cr. per delivery at the Korsnas Works as compensation for use of tug.

FUEL: All kinds of fuel oils available either from pipelines at oil berths or by lorries at all other quays. Following viscosities (Redwood I) normally in stock: 35, 225, 650, 1500, and 3500 secs. Other viscosities can also be delivered. Notice of delivery is required day before.

DEVELOPMENTS: New shipping terminal for forest industrial products has been projected. It will have capacity of about 2 million tons per year. Shed of 2·100 sq. metres (74·150 sq. ft.) in Fredriksskans Harbour completed. Quay for roll on/roll off traffic. Crane for handling containers and units of cargo.

GANGWAY/DECK WATCHMEN: Available, but not compulsory. Approximate cost about 10 Sw. Crs. per hour.

OPENING/CLOSING HATCHES: Can be done by either crew or stevedores. Only patent hatches have to be opened by crew.

SHIP'S CERTIFICATES:
Tonnage Certificate.
Rat Certificate (Not older than 6 months).
Certificate of Nationality (for Swedish ships only).

CUSTOMS ALLOWANCE: Tobacco: each crew member 200 cigarettes or 100 grammes of tobacco out of Bond.
Wine and spirit: Each crew member 1 bottle (75 centilitres) of spirit and moderate quantities of wine and beer out of bond. After a week in Sweden the same quantity may be taken out on request to Customs Office.

IDENTIFICATION CARDS: Not needed.

CONSULS:

Denmark	Netherlands
Finland	Norway
France	Portugal
Great Britain	

REPAIRS: The former shipyard Gävle Varv carries out all types of deck and engine repairs along fitting-out quay 200 m. (656 ft.) long, with water depth 3·9 m. (12 ft. 10 in.) and with maximum draft 3·75 m. (12 ft. 03 in.) at mean water. One 10-ton luffing crane and one 40-ton derrick crane. Another berth along South side of former slip-way with water depth 6·0 m. (19 ft. 08 in.) and maximum draft 4·8 m (15 ft. 09 in.) at mean water also available. Repairs can also be carried out in all parts of harbour.

DRY DOCKS: None.

REPATRIATION: Crew changes and repatriations arranged by Agent.

AIRPORT: Stockholm Airport (Arlanda) 145 kilometers (90 miles) served by regular airlines. Airport under construction in Gävle region.

TIME: GMT plus one hour. Permanent.

HOLIDAYS: New Year's Day (Jan. 1); Twelfth Day (Jan 6); Good Friday; Easter Day; Easter Monday; First May (May 1); Whit Sunday; Whit Monday; Midsummer Day (Saturday nearest to June 24); All Saints' Day (first Saturday in Nov.); Christmas Day (Dec. 25); Boxing Day (Dec. 26).

POLICE/AMBULANCE/FIRE: Police 11 53 00; Ambulance 12 90 90; Fire 12 90 90.

TELEPHONES: Fredriksskans and Inner Harbour: Telephones can be placed on board at all berths in Fredriksskans Harbour and at three berths in Inner Harbour. At Korsnas Works: Telephones can be placed on board at two berths in Karskär and one at Kastet Pier.

SERVICES: (*a*) Minor quantities of oil and other liquid residues can be discharged into tank lorries with special suction equipment (approx. 6 cubic metres = 210 cubic ft. per lorry). (*b*) Compass adjusting by licensed adjusters. (*c*) An area for compass adjusting is established on outer roadstead. (*d*) Speed trials can be made on measured mile between Eggegrund Lighthouse and island of Limo

DELAYS: Normally no delays in berthing, loading, discharging or bunkering.

AUTHORITY: Gävle stads hamnförvaltning (Gefle Port Authority). Address: Drottninggatan 56, 803 50 Gävle. Tel. 026–11 58 30 (No Telex).

GOTHENBURG: 57.42 N. 11.57 E.

DOCUMENTS:
4 Crew Lists.
3 Passenger Lists.

2 Tobacco Lists (must be signed by each crew member).
1 Stores List.
1 Health Document.
Ship's Papers.
Nationality Certificate.
If stay more than 48 hours, Articles to Consulate.
Manifests, Bills of Lading.

PILOTAGE: Cable address: 404 47 Vinga. Vessels with VHF equipment may contact on international call frequencies 156.8 Mc/s (Channel 16). Working frequencies for Sea Pilots 156·65 Mc/s (Channel 13) and for Harbour Pilots 156·6 Mc/s (Channel 12). Pilot station located at Vinga Lighthouse. Sound or light signal G towards Vinga lookout. Pilot boat located outside Trubaduren Lighthouse, where Pilot taken on board. Approved pilot ladder, if rail is high accommodation ladder, heaving line, and a man standing-by to receive Pilot. (also see "Stockholm".)

ANCHORAGE: At Rivö Fiord.

MAX. SIZE: Torshamnen, water depth 65 ft. (19·8 m.). Tankers of 210,000 tons d.w. received. Skarvik Harbour, water depth 39 ft. (12 m.). Tankers up to 50,000 tons d.w. General cargo harbours: for container vessels water depth up to 36 ft. (11 m.), other cargo and passenger vessels 33 ft. (10 m.). Water depths at MWL. Tide of no importance.

HEALTH: The Master of every ship, whose voyage has touched lands outside Europe (excepting U.S.A., Canada, Azores, Canaries, Maderia and Morocco), and who within 28 days arrives at Gothenburg from a port in any such land, shall submit to customs on demand a Declaration of Health for the ship in the prescribed form. If ship arrives within 14 days of calling at any such port she must not touch land until inspected by the Quarantine Medical Officer and permission to land granted. Master must be prepared to state whether all persons on board possess internationally valid evidence of innoculation for smallpox. Compulsory medical examination not required where a ship liable to inspection has undergone an approved Quarantine Inspection in either a Danish, a Norwegian or a Finnish port, and all questions in the Declaration of Health have been answered negatively. Exemption may also be granted any other ship which would otherwise be liable for examination, if Master, pursuant to Article 21 of Quarantine Regulations for Sweden, has previously radioed all information regarding state of health on board to Health Authorities (radio-pratique). Telegraphic address: "Portsan, Gothenburg". Messages must be made not less than 4 hours prior to estimated time of arrival. (Preferably, messages should not be made during night.) Free-pratique messages should include: Name of the ship; estimated time and day of arrival; number of crew; number of passengers; information as to whether all persons on board possess valid certificates of vaccination for smallpox (issued within the last 3 years); names of the last two ports called at outside Europe, and dates of departure therefrom; replies to the 6 questions contained in Declaration of Health. The decision of Quarantine Authority can be obtained from Customs at Klippan.

RADIO: Göteborgs Radio, call sign SAG.

TUGS: Tugs normally join vessel between the island Nya Ålvsborg and Rya Nabbe. Vessels use their own lines.

BERTHING: No restrictions at any time of day and night.

BRIDGES: Älvsborg Bridge (suspension bridge) in Western part of city, clearance 147·5 ft. (45 m.). Götaälv Bridge in centre of city, clearance 64 ft. (19·5 m.). Ships should give three long blasts with whistle for bridge to be opened. If opening not required they have to give one long and one short blast. It is possible to contact Götaälv Bridge on frequency 156·80 Mc/s. (Channel 16). Working frequencies are 156·70 Mc/s. (Channel 14)and 156·60 Mc/s. (Channel 12).

STEVEDORES: Göteborgs Hamnarbetskontor provides dock workers.

TANKERS:

		Permitted draft	*Lines diameter*
Tors Harbour	2 berths for disch. crude oil.	62′6″ at MWL	12 & 16″
Skarvik Harbour	5 berths for disch. and loading.	37′6″ at MWL	10″
Rya Harbour	4 berths for disch.	31′6″ at MWL	8″
In Oil Harbour	13 berths for coast-distribution.		

Reducing pieces available in oil ports.

DENSITY: Average density 1.03.0 Tide of no importance.

FRESH WATER: Available from quay or water boats. Average costs per ton from quay Sw. Kr. 2.50; average costs per ton from boat Sw. Kr. 3.25.

FUEL: All grades available at short notice.

DEVELOPMENTS: The Skandia Harbour for container handling will be extended with four berths with depths up to 36 ft. (11 m.).

GANGWAY/DECKWATCHMEN: Watchmen accepted by Harbour and Fire Authorities on tankers and vessels loaded with explosives. On other vessels not necessary. Cost of watchman Sw. Kr. 11.75 per hour between 06.00–20.00. Other times Sw. Kr. 13.35 per hour.

OPENING/CLOSING HATCHES: By crew or stevedores.

CUSTOMS ALLOWANCES: Tobacco, per week 200 cigarettes or 250 gram other tobaccos. Wine and/or Spirits, per week 1 bottle of spirits and 1 litre of wine, alternatively 2 litre of wine.

CARGO GEAR: Certificates that equipment is approved.

IDENTIFICATION CARDS: Not necessary.

CONSULS:

Argentina, Odinsgatan 20, tel. 19 29 94
Austria, Södra Hamngatan 33, tel. 11 97 47
Belgium, Gamlestadsvagen 14, tel. 25 04 20
Bolivia, Södra Hamngatan 45. tel. 13 52 78
Brazil, Gotabergsgatan 1, tel. 13 79 48
Chile, Föreningsgatan 4, tel. 11 69 85
Columbia, Marklandsgatan 33 tel. 41 11 29
Costa Rica, Kungsgatan 62, tel. 17 05 15
Denmark, Packhusplatsen 3, tel. 13 45 07
Dominican Republic, Skeppsbron 4, tel. 17 25 65
Federal German Republic, Drottninggatan 63, tel. 17 83 65
Finland, Drottninggatan 63, tel. 11 85 43
France, Ostra Hamngatan 3, tel. 13 47 78
Great Britain, Götgatan 15, tel. 11 58 45 and 13 62 77
Greece, Andra Långgatan 20.
Guatemala, Store Badhusgatan 20, tel. 17 83 60
Holland, Stora Nygatan 29, tel. 13 04 50
Honduras, Östra Hamngatan 52.
Iceland, Skeppsbron 5–6, tel. 17 36 80
Ireland, Kyrkogatan 4, tel. 17 05 60
Italy, Kungsgatan 6 B, tel. 11 64 44
Lebanon, Kungsportsavenyen 41, tel. 18 68 30
Mauritania, Långströmsgatan 10 C.
Mexico, Gamlestadsvagen 18 A, tel. 25 00 10
Monaco, Västergatan 3 A, tel. 13 82 25
Nicaragua, Herkulesgatan, tel. 23 60 55
Norway, Östra Hamngatan 52, tel. 17 47 40
Panama, Norra Larmgatan 11–13, tel. 13 92 22
Paraquay, Angpannegatan 2, tel. 22 80 80
Peru, Kungsportsavenyen 45, tel. 18 31 60
Portugal, Stora Badhusgatan 20, tel. 17 83 60
Republic of South Africa, Postgatan 2, tel. 13 13 73
Salvador, Gyllenkroksgatan 15, tel. 16 23 73
Spain, Olof Wijksgatan 3, tel. 20 51 43
Switzerland, Odinsplatsen 4, tel. 19 94 96
Tunisia, Hvitfeldtsplatsen 5–6, tel. 17 24 40
Uruguay, Skeppsbron 5–6, tel. 11 79 65
USA, Vasagatan 43, tel. 18 70 00
Venezuela, Olof Wijksgatan 3, tel. 16 44 50

REPAIRS: All kinds of repairs possible.

DRY DOCKS: Seven floating docks with lifting capacities up to 30,000 tons.

REPATRIATION: Excellent communications by air or by rail.

AIRPORT: Distance of Torslanda Airport 10–20km. depending on where ship is berthed. Airport served by regular airlines.

HOLIDAYS: 1st January; 6th January; Good Friday; Easter Sunday; Easter Monday; 1st May; Ascension Day; Whitsun; Whit-Monday; Midsummer Day; All Saints' Day; Christmas Day and Boxing Day. No work in port on Sundays and holidays except in terminals for container and passenger traffic.

POLICE/AMBULANCE/FIRE: Tel. 90 000, ask for "Polislarm", "Ambulans", or "Brandlarm".

TELEPHONES: At all quays ships can be connected to telephone. Costs: Sw. Kr. 10 per day and ordinary call fees.

GENERAL: Seaman's Institute, Amerikagatan 2, open weekdays 10 a.m. to 10 p.m., Sundays 2 p.m. to 10 p.m.

SERVICES: Tank-cleaning equipment and facilities for discharge of tank-washing in the Skarvik Harbour. Compass adjusting.

AUTHORITY: Port of Gothenburg. Address: Norra Hamngatan 8 PO Box 2553, 403 17 Gothenburg 2. Tel. 17 17 00. Telex 20 957 scanprt, Cable "Harbourboard".

HALMSTAD: 56.40 N. 12.52 E.

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
5 Manifests.
2 Bills of Lading and Ship's Papers.

PILOTAGE: Advance notice of ETA five hours before required. Pilot station and pilot boat equipped with VHF, Channels 16, 13, 6. Pilot boards by lightbuoy Halmstad Road (Fl. 3 second.) Pos. 56° 38′ N. 12° 48.9′ E. (Also see "Stockholm".)

ANCHORAGES: Good holding ground in 30–40 ft. on road one to two miles S.E. of breakwater.

MAX. SIZE: Max. length 700 ft.; max. draft 26 ft.

RADIO: Gothenburg Radio.

TUGS: meet at Halmstad Road. Ship's lines used.

MEDICAL: Hospital facilities available.

TANKERS: Max. draft at oil berth 26 ft. Diameter of discharge lines 8 and 10 in.

FRESH WATER: Fresh water available from berth 35 tons/hour. Sw. cr. 3.00 per ton up to 20 tons, 2.50 crs. up to 100 tons, more than 100 tons 2.00 crs./ton.

FUEL: Viscosities available 1·2 englergrades/20°C. By arrangement ship's Agent.

GANGWAY/DECK WATCHMEN: Not necessary. If required, cost is approx. 12 crs./hour.

OPENING/CLOSING HATCHES: Normally carried out by crew, but if carried out by stevedores cost approx. 10 crs./hatch.

SHIP CERTIFICATES: Bill of Measure, Nationality Certificate and Derat Certificate.

CUSTOMS ALLOWANCES: Tobacco/Spirits, one bottle spirits, one bottle wine and 200 cigarettes free on board. Quantity over will be closed under customs seal. No other restrictions.

IDENTIFICATION CARDS: Only needed in oil harbour.

CONSULS:

Danish Consulate, tel. 11 8600
Dutch Consulate, tel. 11 8560
Norwegian Consulate, tel. 11 9500

Finnish Consulate, tel. 11 8700
German Consulate, tel. 11 9500.
REPAIRS: Small types of deck and engine repairs possible.
DRY DOCKS: None.
REPATRIATION: Facilities exist for changing crew and repatriation.
AIRPORT: Halmstad April, one mile from town centre. Two flights per day for Stockholm.
TIME: GMT plus one hour. No alterations.
HOLIDAYS: New Year's Day; Twelfth Day; Good Friday; Easter Day; Easter Monday; All Saints' Day; Christmas Day; Christmas Monday, Labour Day. No work can be arranged these days.
POLICE/AMBULANCE/FIRE: Tel. 90 000.
TELEPHONE: For placing a telephone on board cost is 10 crs., and 5 crs. a day for hire.
SHORE LEAVE: Crew members allowed ashore.
AUTHORITY: Halmstad Hamnförvaltning, Tullhuset, Strandgatan. Tel. 035/11 80 30.

HELSINGBORG: 56.03 N. 12.41 E.

DOCUMENTS: See "Stockholm".
PILOTAGE: Pilot usually applied for through ETA notice to ship's Agent at least 24 hours in advance. ETA to be corrected if necessary by using VHF (Channel 16). Pilots board from yellow, wooden boat flying international signal. Pilot taken on board about ½ nautical mile off piers of Helsingborg Northern Harbour. Good anchorage within area of about ½ nautical mile radius off piers. (Also see "Stockholm.")
ANCHORAGES: Areas as above, depths of water 50–70 ft.
RESTRICTIONS: Tankers not berthed during darkness.
MAX. SIZE: Permissible length about 220 metres; breadth unlimited; draft 34 ft. on MLW. No tides but certain variations following prevailing winds.
HEALTH: Pratique automatic for all vessels arriving from non-infected ports. In cases where pratique should be obtained, notice to be given through ship's Agent. Further directions given by Pilot.
RADIO: For communication – Göteborgs Radio.
TUGS: Join vessel outside entrances. Vessel's lines used.
RADAR/VHF: No port radar service. VHF Channel 16.
MEDICAL: For attention, application to be made through ship's Agent. Hospital facilities available.
TANKERS: Dimensions of pipe-lines – for oils, 14 in., 12 in., 8 in., petrol, 12 in., 10 in., 6 in., slops, 6 in. Discharge facilities for slops through pipe-lines from berths numbers 504 and 601. Tankers berth at quay numbers 503 and 504 with depth of water alongside 36 ft. MLW, and quay number 601 depth of water alongside 26 ft. MLW.
DENSITY: 1·007. No tides, but slight variations in accordance with prevailing currents.
FRESH WATER: Any quantity delivered from quay connections at a rate of about 30 tons per hour at Kr. 5.0 per ton (approx.)
FUEL: Bunker fuel delivered from pipelines. No advance notice required. Any grade available.
DEVELOPMENTS: Quay extension for dry cargo vessels of about 350 metres length. Depth alongside 38 ft. at MLW. Also areas and facilities for handling container cargo.
WATCHMEN: Watchmen generally at Master's option.
OPENING/CLOSING HATCHES: By shore gang or ship's crew at Master's option.
SHIP CERTIFICATES:
Certificate of Nationality.
Bill of Measurements.
Bill of Health.
Deratification Certificate.
Crew List.
CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes or equivalent quantities for each person on board. Wine and/or Spirit, one bottle of each kind for every crew member to be held out of bond.
CARGO GEAR: Usual Board of Trade Regulations valid.
IDENTIFICATION CARDS: Not needed.
CONSULS:

Belgium	tel. 12 01 00	Netherlands	tel. 12 09 20
Finland	,, 11 43 70	Portugal	,, 11 35 16
Italy	,, 12 88 70	Denmark	,, 12 05 30
Germany	,, 18 00 39	Iceland	,, 11 00 78
United Kingdom	,, 12 09 20	Norway	,, 18 03 00
France	,, 11 06 00		

REPAIRS: All kinds of deck and engine repairs can be carried out.
DRY DOCKS: Length of largest dry dock 354 ft. Depth on sill about 16 ft. One smaller dry dock.
REPATRIATION: Repatriation possible.
AIRPORT: Nearest airport with regular foreign services by air lines about 6 Swedish miles from Helsingborg.
TIME: GMT plus 1 hour. No alterations.
HOLIDAYS: Official holidays 1st and 6th January, 1st May, 1st Saturday November, 25th and 26th December, plus 2 holidays for Easter, one holiday for Whitsun and one holiday for Midsummer on appropriate dates.
POLICE/AMBULANCE/FIRE: Police 12 03 60; Ambulance and Fire 12 00 35; or in an emergency situation all functions via tel. 90 000.
TELEPHONES: Quay-connected telephones are placed on board at a cost of Kr. 10.00 per day and Kr. 0.10 per unit call (approx.).
SERVICES: Tank cleaning, discharge of tank washings, compass adjustments, etc., can be carried out after application through local Agents.
DELAYS: No other delays than berths being occupied by working vessels can be expected.
AUTHORITY: Port of Helsingborg, PO Box 260, 521 04 Helsingborg. Tel. 042–13 92 10.

HOGANAS: 56.12 N. 12.33 E.

Privately-owned port serving only owning company – Hoganas AB. Customs and pilotage arranged through authorities in Helsingborg (10 nautical miles South of Hoganas). Information concerning port obtainable from Hoganas AB, Transport Department, Hoganas.

HÖRNEFORS: 63.37 N. 19.54 E.

DOCUMENTS: Documents necessary are:
1 List of Bonded Stores.
2 copies Tobacco List.
3 Crew Lists,
3 Passenger Lists.
Health documents, none – if all on board healthy. In case of illness on board, this must be reported to customs on arrival.
Copy B/L and copy Manifest.
PILOTAGE: Pilot station, Bredskär, tel. 090/45021; Pilot must be ordered 5 hours before arrival. If change in position, this must be informed at least two hours before arrival. Pilot can also be taken at Skagsudde pilot station 0660/66003. (Also see "Stockholm".)
ANCHORAGES: Will be informed by Pilots from case to case.
RESTRICTIONS: Vessel's over 100 metres length only taken in and out of harbour during daylight.
MAX. SIZE: Maximum length 145 metres, and for such vessels max. draft 20 ft. For vessels under 100 metres, max. draft 20 ft. 10 in.
RADIO: Härnösand Radio, 0611/12733.
TUGS: Available.
BERTHING: No particular arrival times necessary.
STEVEDORES: Labour must be ordered latest 14.30 day before commencement loading, and if such day is Monday labour to be ordered before 11.00 Saturday.
MEDICAL: No special regulations. Hospital and doctors available day and night.
TANKERS: 8-in. connections.
FRESH WATER: By pipe, 2 tons/hour. Cost, Sw. Cr. 3.00/ton.
FUEL: No fuel available in port. Must be ordered from Holmsund.
GANGWAY/DECK WATCHMEN: Not compulsory, but can be arranged. Costs: Sw. Cr. 8.00/hour.
OPENING/CLOSING HATCHES: Normally done by ship's crew
SHIP CERTIFICATES
Lighthouse dues (receipts).
Oil Record Book.
Deratisation Exemption Certificate.
Nationality Certificate.
Ship's Register (International form).
For open/closed ships – Free-board Certificate.
CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes man/week or 250 grams of tobacco man/week. Wines/Spirits, 1 bottle of wine and 1 bottle of spirits man/week. Note: age must be 21 years before crew member is allowed to have spirits or wines.
IDENTIFICATION CARDS: Not necessary.
CONSULS: None.
REPAIRS: No facilities available.
REPATRIATION: No facilities for crew changes.
AIRPORT: 25 kilometres from port. Served by domestic services Linjeflyg, flights to Stockholm 6 times a day.
TIME: GMT plus 1; no changes during year.
HOLIDAYS: Christmas Eve; Christmas Day; Second day after Christmas; New Year's Eve; New Year's Day; Easter Friday; Saturday and Sunday; Midsummer Eve and Midsummer Day; Whitsunday; Epiphany (1st May); Ascension Day; The day of All the Saints (1st weekend November).
POLICE/AMBULANCE/FIRE: Tel. 90 000.
TELEPHONES: None available for placing on board.
AUTHORITY: Norrlands Skogsägares Cellulosa AB, 910 20 Hörnefors. Tel. 0930/20900.

HUDIKSVALL (including Iggesund and Stocka): 61.44 N. 17.7 E.

DOCUMENTS: If arriving direct from foreign port, following documents presented to customs officer who embarks during office times (0800–1700).
2 Crew Lists.
2 Tobacco Lists.
Deratification Certificate (not over 6 months old.)
Certificate of Nationality.
Certificate of Tonnage.
Manifest covering incoming cargo.
Receipts of Light Dues, paid to Swedish authorities during year.
PILOTAGE: Hoelick Pilot Station 61° 37′ N.; 17° 28′ E. Open for ordering pilots every day 0530–2100 local time. VHF Channel 16, after contact – working channel VHF: 13. Pilot to be ordered 5 hours before arrival. If ordered before 2100, vessel can obtain pilot also during hours between 2100–0530. Pilot boat: orange painted cutter. International pilot signals. Pilot boards near "Myran" lightbuoy: 61° 36′ N., 17° 29′ E. Telegraphic address of pilot station at Hoelick: "Pilotstation Hudiksvall." (Also see "Stockholm".)
ANCHORAGE: Anchorage places for vessels awaiting pilot or anchoring owing to weather conditions: 61° 37.5′ N. 17° 25.0′ E.;

61° 37.0′ N. 17° 22.0′ E.; 61° 37.7′ N. 17° 21.3′ E. depending upon prevailing winds etc. Bottom mud and/or sand. Depth 10–30 metres.
RESTRICTIONS: No tidal water at Hudiksvall. Vessels of more than 100 metres in length between p.p. not during darkness because of narrow channel with some curves.
MAX. SIZE: Maximum length 180 metres, maximum beam 25 metres, maximum draught 9·3 metres at mean water. Low water between 0·2–0·5 metres may occur often, some times as much as 0·7 metres below mean water level. Low water periods may occur when North-westerly winds blowing over Northern Sweden.
HEALTH: Pratique automatic. No doctor visits incoming vessels if not specially ordered for treatment on board, etc.
RADIO: Vessels coming from South and having not yet passed the Stockholm area recommended call Stockholm Radio – SDJ 500 Kc. VHF 25, 27, plus 26, 28, 23. Channel 25 outside Gotland, 27 outside Stockholm South, 26 outside Stockholm East, 28 Aalands Sea, 23 North of Aalands Sea. VHF 28, 23, 26, 28 near Piteå or Örnsköldsvik, 23 near Sundsvall, 26 near Hudiksvall. Agents calling vessels use same radio stations as above.
TUGS: Tug compulsory for tankers over 6,000 tons d.w. and for other vessels over 8,000 tons d.w. in fairway. Vessels met near isle of "Enbärsskär" at 61° 39.5′ N.; 17° 17.0′ E. For mooring purposes tug compulsory for tankers over 6,000 tons d.w. and for other vessels exceeding 5,000 tons d.w. Ship's lines used. Tugs available at Hudiksvall during winter season only (December–April). In summer must be ordered in good time (24 hours before vessel's arrival) as tug comes from Soederhamn 30 miles South of Hudiksvall (May–November).
STEVEDORES: Ordered 1600 on day preceding vessel's arrival. For loading starting Monday morning, gangs to be ordered before 1100 local time Saturday. 4–6 gangs available at Hudiksvall and Iggesund; Stocka 3 gangs. Working hours: Monday–Friday, 0700–1600; Saturday, 0700–1000. Meal hours: 0830–0900, 1230–1300. 2 hours overtime at extra cost of 50% Monday, Tuesday, Thursday, Friday (1600–1800) and Saturday 1½ hours (1000–1130). For completing vessel, further 3 hours Monday, Tuesday, Thursday, Friday (1800–2100) and Saturday (1130–1500). Extra cost of 100%. For completing vessel 5 hours' overtime can be obtained on Wednesdays (1600–2100), 2 hours at 50% and 3 at 100% extra.
RADAR/VHF: No port radar service. VHF stations, Channel 16 at pilot station Hoelick, at pilot office Hudiksvall, at harbour office Iggesund, at boatman station Iggesund.
TANKERS: One berth only. Draught allowed: 9·3 metres at mean water. Pipe diameter for fuel: 10 in.; light oils: 8 in. Connecting hoses between pipes and vessel: 8 in. diameter, both types. Shore tanks lie about 100–200 metres from berth, 5–8 metres above sea. Surface of jetty about 2 metres above sea level.
DENSITY: Average 1,002–1,001.
FRESH WATER: Fresh water available all berths. Delivery capacity about 15–20 tons per hour. Costs 5–10 tons: Skr 7:– per ton/10–75 tons: Skr 5:– per ton and for over 75 tons: Skr 4:– per ton. At Hudiksvall and Stocka water delivered from shore by hoses. During winter difficult to arrange hoses, vessels assist with own hoses. At Inggesund water delivered by lorries.
FUEL: Available all berths. Delivered by tank-lorries from Sundsvall 50 miles North of Hudiksvall. 24 hours' notice required.
FIRE PRECAUTIONS: No special precautions. Within bounded area oil jetty smoking prohibited. Also on new quay outside sawmill.
DEVELOPMENTS: New berth taken into use in outer part of the Hudiksvall harbour basin. Draught allowed 6·0 metres and 9·3 metres at mean water.
GANGWAY/DECK WATCHMEN: Available in all ports, not necessary if not required by vessel. Costs about Skr 11:– per hour, day and night.
OPENING/CLOSING HATCHES: By crew.
CUSTOMS ALLOWANCE: Crew over 18 allowed 200 cigarettes; one bottle of spirits out of bond. If vessel stays in Swedish ports but still in foreign traffic, above quantities obtained from bond once a week (every 7 days). Instead of spirits one bottle wine or 6 bottles export bear.
IDENTIFICATION CARDS: Not needed. If crew going to doctor or to hospital preferable has passport.
CONSULS:

Country	*Address*	*Tel. Office*	*Tel. Home*
Denmark	Marknadsgatan 1 Hudiksvall	0650/11 712	0650/10 983
Finland	Varvsgatan 2–4 Hudiksvall	0650/15 250	0650/10 056
Gt. Britain	Drottninggatan 48 Gefle	026/18 03 00	
West Germany	Skeppsbroplatsen Sundsvall	060/15 55 00	060/15 24 40 060/62 22 2

REPAIRS: Small engine and deck repairs. To be ordered through vessel's Agent or through stevedoring foreman onboard.
DRY DOCKS: None.
REPATRIATION: Possible.
AIRPORT: Nearest regular airport: "Midlanda", near Sundsvall, 60 miles North of Hudiksvall. Regular Swedish inland airlines. Regular flights to Swedish main airports.
TIME: GMT plus 1 hour. Permanent.
HOLIDAYS: No work on following days, although not all legal holidays. New Year's Day; Epiphany; Good Friday (Easter); Easter Eve; Easter Monday; Labour Day; Ascension Day; Whitsun Eve; Whit Monday; Midsummer Eve; Midsummer Day; All Saint's Day; Christmas Eve; Christmas Day; Second Christmas Day; New Year's Eve.

POLICE/AMBULANCE/FIRE/DOCTOR/HOSPITAL:

Police Hudiksvall	0650/15 600	,, 90 000
Police Iggesund	0650/20 820	,, 90 000
Ambulance Hudiksvall	0650/10 670	,, 90 000
Ambulance Iggesund	0650/10 670	,, 90 000
Fire Hudiksvall	0650/10 670	,, 90 000
Fire Iggesund	0650/20 329	,, 0650/20 812
Doctor Hudiksvall	0650/14 490	,, 90 000
Doctor Iggesund	0650/70 026	,, 90 000
Hospital Hudiksvall	0650/15 550	
Hospital Iggesund	0650/15 550	

For Stocka: as Hudiksvall.
TELEPHONES: At Stocka and Iggesund: no telephones available for connecting onboard. At Hudiksvall telephones available. Skr 25 per day plus cost of calls.
GENERAL: Hudiksvall port is very near town. Railway station, bus station, etc., very near port. Oil port about 700 metres from town.
SERVICES: No tank cleaning or discharge of tank washings. Compass adjusting: 0650/10 339 (Pilot office). Ordered through Agent.
PORT REGULATIONS: Speed limit: max. 5 knots within the harbour basin. As plastic pipe is laid out on the bottom around the oil berth, anchoring during berthing is prohibited. Pipe filled with compressed air after vessel's mooring, comes up to the surface forming ring around vessel and oil jetty as shelter against oil leakage.
DELAYS: During winter (December–April) delays on berthing/sailing owing to ice in fairways and alongside quays. Special mooring delays will occur owing to ice between vessel and quay.
HARBOUR DUES: for Hudiksvall, Skr. 0:80 per net reg. ton. but during winter (December–March/April) dues increased by 100% to Skr. 1:60 per net reg. ton for ice-breaking service even if vessel has not taken icebreaker. For Stocka and Iggesund, port charges Skr. 0:75 per net reg. ton and no increase for winter.
AGENT: Main office, Hudiksvall. Aktiebolaget, J. E. Arndt, Godsgatan 5, PO Box 7, S–824 01 Hudiksvall, Sweden. Telegrams: Arndtbolaget Hudiksvall. Telex: 8225. Answer back: Arntds. Tel. (office): 0650/15 330. 0650/15 338. Tel. (private): 0650/13 097, 0650/10 036. Office time 0830–1200, 1300–1700.

KALMAR: 56.40 N. 16.20 E.

DOCUMENTS: See "Stockholm".
PILOTAGE: Not compulsory. If required, ordered by telephone 0480/107 19. Approaching from North, Pilot boards at Skäggenäs or Krongrundet, from the South at Trädgardsgrundet. Round-the-clock service provided. (Also see "Stockholm".)
ANCHORAGE: Good anchorage outside port available.
MAX. SIZE: Largest vessel 25,000 tons deadweight, draft 24 ft.
TUGS: Available, order by tel. 10167 and 10713.
STEVEDORES: Available weekdays 7 a.m.–4.30 p.m. Saturdays and eves of public holidays 7 a.m.–10.30 p.m. The operations comprise work on board, work ashore and rough sorting.
TANKERS: Oil dock has depth of 26 ft. alongside and has dealt with partly loaded ships of 25,000 tons. Discharge capacity about 28,000 cubic ft. an hour.
FRESH WATER: Available, up to 10 cubic metres, per cubic metre Kr. 4.50, each further cubic metre Kr. 3.50; minimum charge Kr. 6.
FUEL: Available.
DEVELOPMENTS: In connection with a scheme to build a new harbour pier Southwards, a new entry channel will be provided West of Grimskar right up to the oil dock. It is planned to make the depth of water there about 36 ft. There are also plans to move present harbour piers out about 820 ft. and to deepen entry channel and most important part of inner harbour to same depth as fairway, 26 ft. Further extensions planned.
GANGWAY/DECK WATCHMEN: Available Kr. 10 per hour.
OPENING/CLOSING HATCHES: Crew or stevedores.
CUSTOMS ALLOWANCE: 200 cigarettes plus 1 bottle spirits.
CONSULS:
Danish Vice-Consulate.
Finnish Consulate.
Icelandic Vice-Consulate.
The Netherlands Vice-Consulate.
Norwegian Vice-Consulate.
German Consulate.
REPAIRS: Available. Divers for underwater repairs; major repairs undertaken.
DRY DOCKS: Floating dock for up to 3,000 tons, also slip for vessel up to 850 tons.
AUTHORITY: Harbour Master, Tel. 15779.

KARLSBORGSVERKEN (Kalix Haparanda District): 65.50 N. 23.08 E.

Depth Karlsborgsverken – Karlsborg, 20 ft. 6 in.
Depth Axelsvik, 29 ft. 6 in.
Oil depot 4 miles East.

KARLSHAMN: 56.10 N. 14.52 E.

DOCUMENTS:
2 Crew Lists (3 for tankers).
2 Passenger Lists.
1 Tobacco List.
1 Store List.

1 Manifest.
1 Bill of Lading.
PILOTAGE: Vessels approaching port call on VHF Channel 16, Karlshamn pilot station 5 hours in advance. Pilot boat orange coloured. Lights and sound signals as international regulations. Pilot boat always located 2 nautical miles South from pilot station Ortholmen, this point marked on charts. Location of anchorage in same area where Pilot taken. (Also see "Stockholm".)
ANCHORAGE: Depths of water in anchorage area about 20–25 metres.
RESTRICTIONS: Tankers not allowed enter during darkness. Maximum draft for tankers 33 ft.
MAX. SIZE: Maximum length 180 metres, maximum draft 33 ft. Oil pier outside main harbour, Kölö harbour, length unlimited, maximum draft 41 ft. No tide.
HEALTH: If infectious disease on board captain must immediately send information to Agent.
RADIO: Karlskrona Radio.
TUGS: Join vessels about one nautical mile outside Harbour boundary. Ship's lines always used.
RADAR/VHF: The pilot station fitted with radar and VHF.
MEDICAL: Hospital facilities available.
TANKERS: Different lines used. From 12 to 6 in. depending on cargo to load/discharge. Two different loading/discharging berths available. One at Inner Harbour 33 ft. draft, and one at Kölö Harbour 41 ft. draft.
DENSITY: 1,003.
FRESH WATER: Fresh water available and delivered by hoses. Cost per ton over 20 ton 3 Sw. Cr.
FUEL: All grades available.
GANGWAY/DECK WATCHMEN: Watchmen only necessary when tankers discharge petroleum products. Cost about 7 Sw. Cr. per hour.
OPENING/CLOSING HATCHES: By crew.
SHIP CERTIFICATES: Certificates of Tonnage, De-rat Certificate.
CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes per man/week. Wine and/or Spirits, one bottle per man/week.
IDENTIFICATION CARDS: Not needed.
CONSULS:
The Netherlands, tel. 10041
Norway, tel. 10577
Denmark, tel. 11059
Finland, tel. 11402.
REPAIRS: Small deck and engine repairs can be effected.
DRY DOCKS: None.
REPATRIATION: Facilities for repatriation of crew possible.
AIRPORT: Distance from airport 3 Swedish miles. Three flights per day.
HOLIDAYS: January 1st and 6th; Easter; May 1st, 15th, 26th; June 21st; November 1st; December 25th, 26th. No work can be arranged during holidays.
POLICE/AMBULANCE/FIRE: Tel. 90 000.
TELEPHONES: Telephones onboard arranged at cost of 25 Sw. Cr.
AUTHORITY: Harbourmaster, Hamnkontoret Ö:a kajen, Karlshamn, tel: 14220.

KARLSKRONA: 56.10 N. 15.36 E.

DOCUMENTS: See "Stockholm".
PILOTAGE: Vessels obtain Pilot at Aspo pilot station. Tel. 0455/29016. (Also see "Stockholm".)
ANCHORAGE: On roadstead. Reference to nautical chart no. 821 (Swedish).
MAX. SIZE: Length 180 metres, draft 7·5 metres. For oil vessels, max. draft 8·5 metres.
HEALTH: See "Stockholm".
RADIO: Blekinge Radio.
TUGS: Tugs meet vessels on roadstead.
BERTHING: Total quay length 3,300 ft., oil terminal 650 ft. (being extended), depth alongside quay 13–28 ft., oil terminal 29·5 ft.
STEVEDORES: Available, tel. 105–18.
RADAR: No port radar service.
MEDICAL: Advance notice to Agents desirable.
TANKERS: No specific requirements applicable on oil carriers. Two tanker berths available. Draft 7·0 and 8·5 metres.
FRESH WATER: Available, customary delivery from quay-berth. Costs 4 kroner per ton.
FUEL: All grades available. No advance notice required.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CONSULS:
Finnish Vice-Consul, tel. 13077
Danish Vice-Consul, tel. 15006
Netherlands Vice-Consul, tel. 10926
REPAIRS: All types of deck and engine repairs possible.
DRY DOCKS: Largest dry dock: length 185 metres, breadth 20·76 metres, depth 8·80 metres. Six smaller docks.
REPATRIATION: Not allowed.
AIRPORT: 30 kilometres from port.
TIME: GMT plus one hour. Permanent.
POLICE/AMBULANCE/FIRE: Tel. 90000.
TELEPHONES: None available.
SERVICES: Compass adjusting.
AUTHORITY: Harbourmaster, Ölandsgatan 2, Karlskrona. tel. 10712.

KÖPING: 59.31 N. 16 E.

DOCUMENTS: See "Stockholm".
PILOTAGE: Via Södertälje: Pilots obtainable for inward bound vessels from Landsort to Södertälje and from Södertälje to Köping; for outward bound vessels from Köping and Södertälje. Via Stockholm: Pilots obtainable for inward bound vessels from Arholma, Söderarm, Furusund, Sandhamn, Dalarö and Landsort to Stockholm and from Stockholm to Köping; for outward bound vessels from Köping and Stockholm. (Also see "Stockholm".) Harbour pilotage obtainable but not compulsory in harbour area.
Distances: Landsort – Södertälje (nautical miles), 34; Södertälje – Köping, (nautical miles) 69; Landsort – Dalarö, (nautical miles), 32; Dalarö – Stockholm, (nautical miles), 46; Sandhamn – Stockholm, (nautical miles), 36; Stockholm – Köping, (nautical miles), 78; Västerås – Köping, (nautical miles), 27; Harbour Pilotage, (nautical miles), 2.
ANCHORAGES: At the "Broken" light buoy, clay bottom.
RESTRICTIONS: Ice is prevalent in Lake Mälaren and the inlet from the Baltic from January to March, but the entrance channel is usually kept open during a normal winter season with the aid of ice-breaking tugs. No current.
MAX. SIZE: The pilot station on Lake Mälaren, tel. Södertälje 30467, will give information on the max. admissible sizes of vessels. In general the following applies:

Max. Admissible	*Via Södertälje*	*Via Stockholm*
Length	120 metres	110 metres
Breadth	18 metres	15 metres
Draught	6 metres	5.65 metres
Height of masts above water level	35 metres	26 metres

The figures stated for the draught are subject to variation according to the water level. The entrance fairway to the port has been dredged to a depth of 6·2 metres, the width of the bottom being 40 metres.
VHF: Work freq. Channel 14. Call Köping Port Radio, Channel 16.
TUGS: Available day/night.
BERTHING: Deep-water harbour: (built 1932, large extension 1963–64). Has 529 metres of quayage with depth of 6·2 metres alongside and is equipped with three 6-tons portal cranes and four 7-tons level-luffing jib cranes, two having max. lifting capacity 10 tons. Also 80 metres cross-quay – without cranes – loading/unloading with vessels own winches. Quays are rail-connected and equipped with electricity, telephone and fresh water. About 10,000 m.2 of concrete stockyards within reach of cranes and outside this area at short distance from cranes, space of about 25,000 m.2 available for storage of goods. Also about 18,000 m. 2 sheds of different types in connection to quays.
Cranes well equipped with lifting devices such as grabs of different types, etc. Conveyor belts of varying length, fork trucks, trimming and other cargo handling equipment also available.
Old Harbour: Has 400 metres of quayage with depth varying from 3·6 to 4·5 metres alongside, is equipped with one stationary 2-ton crane and one travelling 3·5-ton crane. Quays are rail connected.
Oil Harbour: A special oil harbour is now built on the mouth of the river Köpingsån. Two Berths available.
STEVEDORES: Available 07.00–0900, 09.30–13.00 and 14.00–16.30 (Monday to Friday), 07.00–09.00 and 09.30–10.30 (Saturdays). Special conditions on Christmas Eve, New Year's Eve, Easter Eve, Whitsun Eve and Midsummer Eve. Overtime work can normally be executed on Mondays, Tuesdays, Thursdays and Fridays for two hours daily. Overtime on day of departure can be extended to five hours totally.
GANGWAY/DECK WATCHMEN: Always available.
FUEL: Water, provisions, coal and oil obtainable.
REPAIRS: Minor mechanical, electrical and other repairs can be carried out by different local firms. Diver available.
AUTHORITY: Port is owned by town of Köping and administered by a Harbour Board. Harbour Office (close to quay), tel. 0221/18315.

LANDSKRONA: 55.52 N. 12.48 E.

DOCUMENTS: See Stockholm.
PILOTAGE: Pilot available on request from Helsingborg pilot station or from Landskrona pilot station in daytime. Five hours' notice required. Pilot stations and boats equipped with VHF. (Also see "Stockholm".)
ANCHORAGE: Vessels of up to 10m. draft can safely anchor North of Staffans Bank.
MAX. SIZE: Maximum draft at m.w. 9 m. (29 ft. 6 in.). During 1970 the channel dredged to permit a max. draft of 10 m. New ships of a length of 253 m. and a breadth of 38 m. have sailed from harbour.
HEALTH: See "Stockholm".
RADIO: Gothenburg Radio call sign SAG; Malmö Radio call sign SDP.
TUGS: Tugs usually meet off Pilhaken lightbuoy. Ship's lines to be used.
RADAR/VHF: No radar service. The harbour office, pilot station, pilot boats and tug boats equipped with VHF.
MEDICAL: Medical attention and hospital facilities available.
TANKERS: No oil berth in Landskrona.
DENSITY: Density of water changes with currents.
FRESH WATER: Available from quay.
FUEL: Small quantities of fuel oil can be obtained from quay.
DEVELOPMENTS: Channel to harbour and a 200 m. long quay dredged and rebuilt during 1970 to permit ships of about 25,000 tons

d.w. to discharge. In 1971 Depth will be 11 m. and max. draft 10 m.
WATCHMEN: Available.
OPENING/CLOSING HATCHES: Usually carried out by ship's crew.
SHIP CERTIFICATES: See "Stockholm".
CUSTOMS ALLOWANCES: See "Stockholm".
IDENTIFICATION CARDS: Not needed.
CONSULS:
Finnish Vice-Consulate tel. 0418/16020
Danish Vice-Consulate ,, ,, 16150
Hollandish Vice-Consulate ,, ,, 16020
Norwegian Vice-Consulate ,, ,, 77000
REPAIRS: All types of deck and engine repairs.
DRY DOCKS: Dry dock for ships up to about 25,000 tons d.w. (189 m. length). Floating dock for up to about 5,000 ton d.w.
AIRPORT: Bulltofta, Malmö, 42 km.
TIME: GMT plus 1. Permanent.
HOLIDAYS: See "Stockholm".
POLICE/AMBULANCE/FIRE: Tel. 90000.
TELEPHONES: Can be placed aboard.
SERVICES: Compass adjusting.
PORT REGULATIONS: Anchoring prohibited between and up to 50 m. from harbour lights.
AUTHORITY: Landskrona Hamnförvaltning, Lilla Strandgatan 1, Box. 197, 261 22 Landskrona. Tel. 0418/17911.

LULEA: 65.35 N. 22.9 E.

DOCUMENTS: See "Stockholm".
PILOTAGE: Telegraphic address, "Pilotstation Lulea". Advance notice, 5 hours. VHF Channel 16, 156.80000. Pilot boat, orange with international signals. Pilot is boarding about 1 mile South-west of Rodkallen Pilot station. Lcation of anchorage when awaiting Pilot, South of pilot station. (Also see "Stockholm".)
ANCHORAGE: Germandöfjärden and inner road.
RESTRICTIONS: Navigation season approx. April to December.
MAX. SIZE: Max. draft 37 ft. at mean water (8·90 metres.)
HEALTH: No special regulations.
RADIO: Härnösand Radio, call signal SAH.
TUGS: At the inner road for the ore dock, and in Sandöleden 1 n.m. South of the oil terminal. Ship's lines to be used. Charge: 5,000 tons dead weight; charge, 400 crowns each tug.
BRIDGES: When passing up to Northern side of port, notice has to be given 2 hours in advance for opening of Bergnäsbridge.
STEVEDORES: Bottenviken Stuveribolag, Hamngatan 59 Piteå.
TANKERS: Dia. of lines from 150 mm. up to 350 mm. 2 oil jetties 41 ft. depth, and 24 ft.
DENSITY: Fresh water, 1,000.
FRESH WATER: Fresh water available at any berths. Costs, 3:– Sw. Cr. per ton.
FUEL: All grades of oil available.
GANG/DECK WATCHMEN: Safety watchmen are to be on board all tankers when loading or discharging. Costs about 20 Sw. Cr. per hour.
OPENING/CLOSING HATCHES: Stevedores.
SHIP'S CERTIFICATES: See "Stockholm".
CUSTOMS ALLOWANCE: (Tobacco) 200 cigarettes for each crew member once a week. (Wine/Spirits) ½ litre for each crew member over 21 years old, once a week.
IDENTIFICATION CARDS: Not necessary.
CONSULS:
British 6329
Danish 12427
Finnish 10440
France 14581
Netherland 12019
German 23025.
REPAIRS: Only small engine repairs.
AIRPORT: 10 km. from port. Served by regular airlines.
TIME: GMT plus 1. Permanent.
HOLIDAYS: See "Stockholm".
POLICE/FIRE/AMBULANCE: Telephone 90000.
TELEPHONES: Connections available at oil terminal, ore dock and southern dock. Costs for connection 25 Sw. Cr.
GENERAL: All ships mooring at oil terminal and ore dock have to use tugs.
PORT AUTHORITY: Luleå Hamnstyrelse, 0920/12096. Varvsgatan 41, 951 00 Luleå.

LYSEKIL: 58.17 N. 11.26 E.

DOCUMENTS:
Ship's Register.
Crew List.
Store List.
Tobacco List.
Manifest and Bill of Lading.
PILOTAGE: Latest 5 hours prior arrival pilot station Tovas Ungar or Gaeven to be ordered either by phone Lysekil 10271 between 0500 and 2100 or via Agents. (Also see "Stockholm".)
ANCHORAGES: Safe anchorages both for small and large vessels inside harbour or just outside harbour in Gullmarsfiord.
RESTRICTIONS: No restrictions night entry, except max. draft possible 30 ft. No tide.
MAX. SIZE: Maximum permissible length about 560 ft. Draft 30 ft.
HEALTH: Declaration of health only when required from customs or for vessel coming from outside Scandinavia.
RADIO: Cable Agents giving ETA, draft, cargo and cash required via Gothenburg Radio.
TUGS: Must be requested from Uddevalla or Gothenburg at least 1 day before arrival.
STEVEDORES: Ordered by Agents.
RADAR/VHF: No port radar service, VHF for calling Pilot, Channel 16.
MEDICAL: Hospital in town.
TANKERS: Oil berth Munkedal, discharge line 12 in. connection 8 in. Oil berth Skredsvik, same.
DENSITY: About 1,027.
FRESH WATER: Available from shore installation, cost per cubic metre Sw. Cr. 4:—.
FUEL: Only Gasoil and Diesel available.
GANGWAY/DECK WATCHMEN: Available but not compulsory, rate Skr. 10/hour.
OPENING/CLOSING HATCHES: Normally opened by crew.
SHIP'S CERTIFICATES: Registered Tonnage Certificate.
CUSTOMS ALLOWANCE: About 100 cigarettes, 1 bottle of spirits plus 1 bottle of wine per man out of bond.
IDENTIFICATION CARDS: Not required.
CONSULS: Denmark, Finland, Iceland, Norway.
REPAIRS: Only small repairs possible.
HOLIDAYS: January 1, New Year's Day; January 6, Epiphany; April 12, Good Friday; April 15, Easter Monday; May 1, Labour Day; May 23, Ascension Day; June 3, Whit Monday; June 22, Midsummer Day; November 2, All Saints Day; December 25, Christmas Day; December 26, Second Christmas Day.
REPATRIATION: Change of crew and repatriation possible.
AIRPORT: None.
TIME: Local time GMT plus one. Permanent.
TELEPHONE: Police 90000/13030; Ambulance Taxi 10101; Fire Brigade 10254.

AGENT: A. B. Ferm & Olsson AB, Gullmarskajen, 45300 Lysekil. Telephone 10007–10372–11107. Telex 42080. Cables "Fermson". AO 10372–12493–10472–10970–10151.

MALMÖ: 55.37 N. 13.01 E.

DOCUMENTS:
2 Crew Lists.
1 Passenger List.
2 Lists of Personal Effects (Tobacco List).
1 Declaration of Health.
2 Stores Lists.
3 Cargo Manifests.
1 Bill of Measurement.
1 Certificate of Nationality.
1 Deratisation Certificate.
PILOTAGE: Vessel applies for Pilot by telegram, by telephone or VHF (telegraphic address, Pilotstation, Malmö; tel. 186470; VHF Channel 16 and 6). Advance notice required 5 hours before pilotage to commence. Pilot boat orange-coloured cutter equipped VHF and radar. Pilot boards at Malmö roadstead. In case of bad weather vessel awaits Pilot at roadstead. (Also see "Stockholm".)
ANCHORAGE: Vessels anchor about 5 cables North of fairway buoy "Röder Prick" and East of leading lights Malmö Inre and Malmö Yttre Västra and South-west of leading lights Malmö Oljehamn and Malmö Oljehamn övre. Depth 12–14 metres and bottom hard clay.
RESTRICTIONS: Speed must be reduced inside breakwaters. When red flag hoisted (red lantern at night) at the Malmö Yttre Västra Lighthouse, indicating dock gate open, vessels may pass breakwater at min. speed. Bridge opening signal for passing from South Wharf Basin two long blasts followed by one short.
MAX. SIZE: Maximum length recommended in Oil Harbour 740 ft. on draft not exceeding 33 ft., or 650 ft. on draft not exceeding 34 ft. Maximum length recommended at Oil Jetty in Free Port 650 ft. on draft not exceeding 24 ft., or 600 ft. on draft not exceeding 26 ft. maximum draft 21 ft. and in Industrial Harbour 500 ft. on maximum draft 24 ft. No tides.
HEALTH: Free pratique automatically granted arriving from non-infested areas. If arriving from infested areas health declaration must be presented immediately on arrival. If diseases on board suspected, vessel allowed to enter after approval City Medical Adviser, but nobody allowed on board until vessel's crew examined by doctor and after approval of medical adviser.
RADIO: Vessel can route ETA cables to Malmö Radio (call sign SDP or Channel 27 on VHF), open GMT 06.00–22.00, or to Gothenburg Radio (call sign SAG or Channel 26 on VHF), open all hours. Radio stations can also be called by radio-telephone on 2182 kHz.
TUGS: Tugs usually meet vessels at roadstead. Ship's lines used. Four tugs, supplied at all hours, also carry out ice-breaking.
BRIDGE: Will be opened with certain exceptions 07.00–17.00 weekdays. May be opened other hours on request Harbourmasters Office.
STEVEDORES: Overtime maximum 5 hours on sailing days and two hours when not sailing.
VHF: Port Control Office equipped with VHF (Channel 16, 12 and 14), open 24 hours a day. Masters can receive information about berthing place, present traffic and existing hazards to navigation in harbour area.
MEDICAL: No advance notice required for medical attention. Good hospital facilities available. See also "Health".
TANKERS: The two jetties for ocean-going vessels equipped with Mannesmann transfer equipment enables quick coupling to ship's manifold. Nominal size 12 in., reducing pieces down to 10 in. pro-

vided. Depth, 36 ft. can accommodate tankers 32,000 tons d.w. fully loaded. Pipeline system can transfer 2,000 tons/hour. See also 'Maximum Size".

DENSITY: Average density 1·010. No tide experienced.

FRESH WATER: Fresh water available all berths and delivered by private company (AB Malmö Skeppshjälp, tel. 970470, 978789). Rate of delivery 60 tons/hour.

FUEL: All normal grades available. No special advance notice required.

FIRE PRECAUTIONS: Apart from usual non-smoking precautions, vessel discharging or loading dangerous goods of Class I in IMCO code required to have a fireguard on board at all times.

In Oil Harbour the shore-valve watchman also serves as fireguard.

DEVELOPMENTS: In Free Port new container-berth completed close to second 40-tons container crane. Another berth for roll-on roll-off traffic in Free Port, where there is 36-tons side-loader. A third container-crane in preparation. Land reclaiming going on continuously in Free Port, Industrial and Oil Harbour with about 1,500,000 sq.-ft. year.

GANGWAY/DECK WATCHMEN: Not considered necessary. Decision to be made by Master.

OPENING/CLOSING HATCHES: Normally carried out by stevedores on ocean-going vessels.

SHIP'S CERTIFICATES:

International Bill or Measurement.
Certificate of Nationality.
Deratisation Certificate.
Load-line Certificate.
Radio Certificate.
Safety Equipment Certificate.
Gear Certificate.

CUSTOMS ALLOWANCE: Tobacco, 200 cigarettes or 40 cigars or 150 grams of smoking tobacco per week out of bond. Spirits, 0·7 litre spirits per week out of bond.

CARGO GEAR: No additional requirements.

IDENTIFICATION CARDS: Not needed.

CONSULS:

Austrian Consulate
Belgian Consulate
British Consulate
Danish Consulate-General
Dutch Consulate
Finnish Consulate-General
French Consular Agent
German (West) Consulate
Grecian Consulate-General
Icelandic Consulate
Italian Consulate
Lebanon Consulate
Norwegian Consulate General
Peruvian Consulate
Polish Consulate
Portuguese Consulate
Swiss Consular Agent
Spanish Vice-Consulate
Turkish Consulate-General

REPAIRS: Ship and engine repairs of all kinds, and dockings carried out by Kockums Mekaniska Verkstad, one of biggest shipyards in world. Certain kinds of repairs carried out by other firms in town.

DRY DOCKS: Three dry docks for ships up to 25,000 tons d.w. Three building berths within shipyard permit construction of ships up to 150,000 tons d.w. Efficient crane equipment permits single lifts. at quayside of up to 80 tons. 120 tons can be handled in combined lifts. Kockum are also large manufacturers of ships engines, in particular MAN. Diesels and De Laval steam turbines.

REPATRIATION: Facilities exist for effecting crew changes and arranging repatriations.

AIRPORT: Bulltofta Airport, served by regular airlines, situated about 4 kilometres from Port of Malmö.

TIME: GMT plus 1 Permanent.

HOLIDAYS: See "Stockholm". Cargo work can be arranged on those days after agreement with Stevedore Company. Oil tankers can be dispatched all hours.

POLICE/AMBULANCE/FIRE: 90000.

TELEPHONES: Can be connected at all berths. Cost Sw. kr. 10:–/day plus actual cost of long-distance calls.

SERVICES: All services available.

DELAYS: No delays expected.

PORT AUTHORITY: Malmö Hamnförvaltning, Hjälmaregatan 1, 211 20 Malmö, Sweden. Tel. Malmö (040) 71300.

NORRKÖPING: 58.36 N. 16.12 E.

DOCUMENTS:

3 Customs Documents.
3 Health Documents.
3 Crew Lists.
3 Passenger Lists.
3 Manifests.

Master of ship arriving from abroad to first Swedish port has to give Maritime Declaration of Health on special form.

PILOTAGE: See "Stockholm". Ships will be received 2 nautical miles North of the lighthouse Gustav Dahlén. The Pilot must be ordered on radio, telephone or in some other way at least 5 hours before piloting to start.

ANCHORAGES: 58° 38.7′ N. 16° 22.5′ E. Depth 70 ft.

RESTRICTIONS: Tankers loaded with more than 2,000 tons gasoline must not move in port at night time. Tankers over 5,000 d.w. will not be shifted at night time. Pampushamnen Oil Jetty: Tankers loaded with more than 10,000 tons must not enter at night time. Inner Harbour: Tankers loaded with more than 5,000 tons must not enter at night time.

MAX. SIZE: Pampushamnen Oil Jetty can berth vessel of about 45,000 d.w. with max. draft 31½ ft. Gästgivarehagen Oil Jetty can berth vessel with a max. draft 26½ ft. and length 600 ft. Ramshäll and Tallbacken Oil Jetty can berth vessel with max. draft 26½ ft., length 580 ft. breadth 80 ft., daytime only. General cargo quay can berth vessel max. draft 26½ ft. Inner Harbour can berth vessel max. draft 20½ ft.

RADIO: Stockhom radio, Tingstäde radio.

TUGS: Join vessel off St. Juten 58° 38.1′ N. 16° 19.6′ E. Ship's lines to be used.

BERTHING: No specific requirements except at Oil Jetty Tallbacken and Ramshäll, which require daylight docking and undocking.

STEVEDORES: Gangs must be ordered before 15.00 p.m. day before arriving.

RADAR/VHF: VHF radio Channel 14 and 16. No radar.

MEDICAL: Arranged by Agent. All services available.

TANKERS: Pampushamnen Oil Jetty: Fuel oil: 16 in. pipes for discharging, 2 connections with 8 in. hoses. Gas oil: 14 in. pipes with 2 connections to 8 in. hoses. Kerain: 10 in. pipes with 1 connection to 8 in. hose. Gasoline: 12 in. pipes with 1 connection to 8 in. hose. Connection to bigger or smaller hoses possible through existing flange-connections. No facilities for receiving slopwater. Ramshäll: 3 connections for variable kind of oil, all 10 in. with 8 in. hoses. Tallbacken: Shell. 3 connections for variable kinds of oil, 8 in. hose connections. Gästgivarehagen: Gulf. 4 connections for variable kinds of oil, 8 in. hose connections.

FRESH WATER: Delivered by two water boats of 30 and 60 d.w. Rate about 4 kr./ton.

FUEL: All grades available. Notice: day time not necessary.

DEVELOPMENTS: The new Öhmansquay ready for use. Berths ship with a draft of 27 ft.

GANGWAY/DECK WATCHMEN: Watchmen are not necessary. Hose-watcher required during loading and discharging.

OPENING/CLOSING HATCHES: Decided from case to case.

SHIP CERTIFICATES: International Tonnage Certificate, Deratting Certificate, Trade Certificate. and Radio Safety Certificate.

IDENTIFICATION CARDS: Not needed. Crew List to be used in Oil Jetties.

CONSULS:

Belgian v. Consul,	tel.	011/18 62 60
British Kingdom,	,,	011/10 00 40
Danish Consul	,,	011/10 00 40
Finnish Consul	,,	011/12 90 80
French Consul	,,	011/12 91 55
Dutch Consul	,,	011/10 11 20
Norwegian Consul	,,	011/12 90 40
Swiss Consul	,,	011/16 86 10
German Consul	,,	011/10 02 50
Uruguay Consul	,,	011/12 03 18

REPAIRS: Slipway for vessels of 3,000 d.w. Small repairs of machery can be made. No repairs in port without permission of Harbour master.

DRY DOCKS: None.

REPATRIATION: Can be arranged.

AIRPORT: Distance from Airport "Kungsängen" about 4 miles. Daily communications with Copenhagen

TIME: GMT plus 1. Permanent.

HOLIDAYS: All work stopped on December 24th from 18.00 p.m. for 36 hours. Holidays are: New Year's Day; Twelfth Day; Good Friday; Easter Monday; May Day; Ascension Day; Whit Monday; Midsummer Day.

POLICE/AMBULANCE: These services can all be reached on telephone number 90 000.

TELEPHONES: Available at different quay berths.

SERVICES: Arrangements for discharging waste oil and ballast.

DELAYS: No delays normally expected.

AUTHORITY: Hamnförvaltningen, Fack 240, Norrköping. Tel. 011/10 02 80.

NORRSUNDET: 60.56 N. 17.10 E.

DOCUMENTS:

2 Crew Lists.
2 Provision Lists.
Passenger List.

PILOTAGE: Pilot available at Eggegrund Gävle for ships coming from South and at Hällgrund Söderhamn for ships coming from North. Pilot available day and night. Contact pilots by VHF on Channel 16. (Also see "Stockholm".)

ANCHORAGE: South Gåshällan in white section of Hallstenören light.

RESTRICTIONS: During darkness max. length 100 metres and draft 18 ft.

MAX. SIZE: Draft 21 ft. 8 in. and length 147 metres.

RADIO: Stockholm Radio or Harnösand Radio.

BERTHING: Max. draft by woodpulp pier 21 ft. 8 in. and timber pier 14 ft.

TUGS: 2 tug-boats available, can be ordered from Pilot or Agent.

FRESH WATER: Available from shore installations.

GANGWAY/DECK WATCHMEN: Available for gangway.

CUSTOMS ALLOWANCES: 200 cigarettes and 1 bottle spirits per man.

OPENING/CLOSING HATCHES: Crew allowed to open and close.

STEVEDORES: Ordered by Agents. Ordinary working time, Monday–Friday, 0700–1630; Saturday, 07–1000. To finish a vessel max. 5 hours' overtime can be done.

REPAIRS: Next wharf in Gävle, 40 kilometres from Norrsundet. Most repairs possible.

FUEL: Delivered by truck alongside vessel on pier.

IDENTIFICATION CARDS: Not required.
TELEPHONE NUMBERS: Police 10030, 10213 or 90000; Fire Brigade 10609 or 90000; Gävle Pilot 99110, 99220; Söderhamn Pilot 54185, 60205.

AGENT: G. E. Lindgren & Son, PB 5, 817 01 Norrsundet 1. Tel. 22003, 22570. Telex 81115. Cables Lindgrenetson.

NYKOPING: 58.45 N. 17.01 E.

DOCUMENTS:
Tonnage Certificate.
5 Crew Lists.
2 Manifest.
1 Provisions List.
PILOTAGE: Pilot station at Hävringe (58° 33′ N. 17° 19.0′)E., about 15 miles from Nyköping. Pilot must be ordered 5 hours before arrival Hävringe. (Also see "Stockholm".)
RADIO: Stockholm.
STEVEDORES: Ordered by Agents.
FUEL: All grades available.
WATCHMEN: Ordered by Agents but not compulsory.
OPENING/CLOSING HATCHES: Normally by crew.
CUSTOMS ALLOWANCE: Each crew member 200 cigarettes or 25 cigars or 200 grams tobacco and 1 bottle spirits.
CONSULS: V. Consulate for Denmark and Finland, tel. 0155/30600.
REPAIRS: Most deck and engine repairs possible.
DRY DOCKS: None.
AIRPORT: Norrköping 80 km., and Stockholm 120 km.
HOLIDAYS: New Year's Day; Good Friday; Easter and Easter Monday; Labour Day (1st May); Whit Monday; Midsummer Day and Christmas Day.
POLICE/FIRE/AMBULANCE: Police 17100; Ambulance 90000; Fire 90000.
TELEPHONE: None available for placing on board.
SERVICES: None.
AUTHORITY: Hamnkontoret Nykoping. Tel. 121–36.

NYNASHAMN: 58.55 N. 17.58 E.

DOCUMENTS:
5 Crew Lists.
4 copies General Declaration (form supplied on arrival).
Bill of Health.
Deratisation Certificate.
3 copies Cargo Manifest/Bills of Lading.
Tonnage Certificate.
Certificate of Nationality.
Stores and Personal Effects Declaration.
RESTRICTIONS: Draft limited by the passage through the Great Belt. Tankers berth and unberth in daylight only.
MAX. SIZE: Pier No. 1 – Length from bow to manifold 175 metres; draft 17 metres, subject to "Restrictions" (see above). Pier No. 3 – Length from bow to manifold 100 metres; draft 12.20 metres, maximum.
HEALTH: Vessels arriving from ports outside Europe must, for inward clearance, provide Customs Office with written declaration of freedom from infection. Further instructions will be issued by Customs Office where such declaration cannot be given.
RADIO: Stockholm Radio; call sign SDJ.
BERTHING: Nynas-Petroleum A.B., Refinery Harbour. Piers No. 1 and 3 for ocean-going tankers. Piers No. 2, 4 and 5 for coasters only. Facilities available for reception of dirty ballast ashore.
FRESH WATER: Can be supplied from the piers. No barges.
FUEL: All grades can be supplied from the piers. No barges.
CUSTOMS ALLOWANCES: 200 cigarettes per person per week. One bottle of wine or spirits per person per week.
CONSULS: All consuls available at Stockholm.
REPATRIATION: Can be arranged.
AIRPORT: Nearest at Stockholm.
TIME: GMT plus 1 hour. Unchanged throughout the year.
SHORE LEAVE: No restrictions.
AUTHORITY: Nynashamnsraffinaderiet, Nynashamn.

ÖRNSKÖLDSVIK: 63.17 N. 18.43 E.

DOCUMENTS:
1 Crew List.
1 Passenger List.
4 Customs Documents.
1 Health Document
1 Manifest.
1 Bill of Lading.
1 Ship's Paper.
PILOTAGE: Pilot station, Örnsköldsvik, tel. 0660/66003. 5 hours' notice. VHF Channel 16. Orange-coloured motor launch fitted with radar and VHF. International signals. Station 2 miles South Skagsudde Lighthouse. Pilots serve all ports between Umeå and Härnösand, also sea Pilots and ice advisers for Gulf of Bothnia. (Also see "Stockholm".)
ANCHORAGE: Örnsköldsvikfjärden 30–75 ft. Anchorage forbidden in area Råskärsön–Malmön–Burön.
MAX. SIZE: Length, 700 ft.; breadth, 100 ft.; draft, 34 ft.
HEALTH: Customs authorities give pratique on arrival from foreign ports. In case of suspected disease inform customs and port authorities.
RADIO: SAH, Härnösands Radio.
TUGS: In port, available. Ship's lines used.
STEVEDORES: Inform stevedores at latest 1530 day before gangs required, also if available space, for truck-loading in holds. Loose timber, 35 stds./gang/day. Packaged timber, 80 stds./gang/day. Board and wood pulp, 250 tons/gang/day.
RADAR/VHF: Radar service in Skagsudde Lighthouse. VHF Channel 16.
TANKERS: 2 tankers berths 34 ft. and 33 ft. 6, 8 and 10 in. lines.
DENSITY: Fresh water.
FRESH WATER: From quay or boat. 60 tons/hour 5 Sw. cr./ton.
FUEL: Gas oil, light fuel, heavy fuel.
GANGWAY/DECK WATCHMEN: Watchmen available if desired.
OPENING/CLOSING HATCHES: Stevedores or crew.
SHIP'S CERTIFICATE: Cargo Gear Certificates.
CUSTOMS ALLOWANCE: (Tobacco), 200 cigarettes per week. (Wine/Spirits), 1 bottle per week.
CARGO GEAR: Not needed.
CONSULS: Norwegian, Danish, Portuguese, Finnish.
REPAIRS: Medium sized repairs carried out.
DRY DOCKS: None.
REPATRIATION: Available.
AIRPORT: 10 miles. 3 flights daily Northbound and Southbound.
TIME: GMT plus 1 hour. Permanent.
HOLIDAYS: Cargo work can be arranged on holidays.
POLICE/AMBULANCE/FIRE: Police 10800; Fire 10400.
TELEPHONES: Cost 20 Sw. crs. to be placed on board.
DELAYS: None.
PORT AUTHORITY: Hamnförvaltningen, Strandgatan 15, Örnsköldsvik. Tel. 0660/12123, 12127.

OSKARSHAMN: 57.15 N. 16.27 E.

DOCUMENTS: See "Stockholm".
PILOTAGE: Pilot boards at Furon, 8 miles east of Oskarshamn. Give ETA at least 5 hours prior arrival. VHF Channel 16. Tel. 04/9110036 (also see "Stockholm").
ANCHORAGES: S. of Furon, depth 25 metres.
RESTRICTIONS: None.
MAX. SIZE: Draft 34 ft. 6 in. in oil harbour; 26 ft. 3 in elsewhere.
VHF: Channel 16.
TUGS: Isbjorn 1720 IHK.
TANKERS: One berth, depth at quay 36 ft.; draft 34 ft. 6 in. Discharge lines 8 in.
FRESH WATER: At every berth, approx. 3: – Sw Kroner/ton.
FUEL: Available.
CERTIFICATES: See "Stockholm".
CUSTOMS ALLOWANCE: 200 cigarettes, one bottle spirits out of bond.
IDENTIFICATION CARDS: Not needed.
CONSULS: Norwegian Tel. 0491/14090; Denmark Tel. 0491/10015.
DRY DOCKS/REPAIRS: Dry dock length 427 ft. Repair facilities available.
AIRPORT: Oskarshamn, 3 km. away, 2 flights daily.
TIME: GMT plus 1 hour. Permanent.
HOLIDAYS: See "Stockholm".
POLICE/AMBULANCE/FIRE: Police tel. 15090; Alarm, Police/Ambulance/Fire 90000.
TELEPHONES: Available, 15:– Sw. Kroner per day.
SERVICES: Compass adjusting.
AUTHORITY: Hamnforvaltningen, Oskarshamn 0491/14320.

OXELÖSUND: 58.40 N. 17.07 E.

DOCUMENTS:
4 Crew Lists (3 for Customs and 1 for Ship's Agent).
4 Passenger Lists, if passengers are not inserted in Crew List.
2 Customs Documents, showing all alcoholic liquors and tobacco, belonging to officers, crew and passengers.
2 Customs Documents, showing ship's store of alcoholic liquors and tobacco.
Health Documents, not necessary.
Manifests, at least 4 copies, normally only for general cargoes.
Bills of Lading, at least a copy if not otherwise stipulated.
Ship's Paper, Ship's Register and Deratisation Certificate, not older than 6 months.
PILOTAGE: (See "Stockholm".) Pilot station located at Hävringe Lighthouse, tel. 0155/32920 or 30200. ETA required 5 hours in advance in order to avoid charge for waiting. When ships in open sea inform pilot station over telephone, transfer over Stockholm Radio, call sign SDJ or Gothenburg Radio, call sign SAG, will be recommended. VHF Channel 16 can be used for contacting pilot station or pilot boat. Approaching vessel applies for Pilot when daylight with flag signal G and when dark with pilot-light or Morse Code PT. Pilot boats orange. Ships advised to proceed by Northern inlet, where Pilot will board at Norra Kränkan Lighthouse, lat. N. 58° 37′, long. E. 17° 27′. International requirements with respect to boarding and safety measures. Vessels awaiting for Pilot are prohibited to ride at anchor North of Lighthouse "Gustaf Dalén".
ANCHORAGES: Suitable anchorages West of Vinterklasen; clay-holding ground, depth 30–40 metres, and between Beten Lighthouse and Harbour, clay-holding ground, depth 20 metres. Ships are not allowed to berth until receive orders and in the meantime they must anchor and await orders.
RESTRICTIONS: No tides. Draft not over 44 ft. 4 in. at mean water level. No other special restrictions with exception of berthing ships of and over 30,000 tons d.w.
MAX. SIZE: Ore loading berth: No restriction regarding length of

ship. Vessels between 3,000 and 65,000 tons d.w. can be loaded. Depth at quay 45 ft. Berth for unloading coal, iron ore: Ships of up to 40,000 tons d.w. can be discharged. Depth at quay 39 ft. 4 in. Berth for general cargo: Depth at quay 32 ft. 10 in. Container terminal: Depth at quay 32 ft. 10 in. Oil pier: Oil carrier up to 65,000 tons d.w. berthed. Depth at quay 45 ft.

HEALTH: No special regulations.

RADIO: Stockholm Radio, call sign SDJ, or Gothenburg Radio, call sign SAG.

TUGS: Two modern combined tugs and ice-breakers of 1,680 and 1,260 IHP. Ship's lines to be used. Tugs normally join vessel near Beten Lighthouse, just near harbour.

BERTHING: Harbour Pilot compulsory and normally ordered by ship's Agent. No tides. Depths in harbour can vary occasionally from minus 1 ft. 6 in. to plus 1 ft. according to temporary alterations of mean water level. Ships of and over 30,000 tons d.w. cannot be berthed when dark.

STEVEDORES: No special ETA advice required. Master of ship with general cargo has to inform Agent in advance number of gangs required.

RADAR/VHF: No radar. Harbour authorities and Clearance Department for ore loading ships has VHF Channel 16.

MEDICAL: Necessary for Agents to receive advance notice of required medical attention, informing Agent if doctor should meet upon ship's arrival, if ambulance is required for transport to hospital and promptness required. No special vaccination/fever certificates necessary. Hospital at Nyköping, about 8 miles from Oxelösund.

TANKERS: One tanker berth, depth at quay 45 ft. 10 in. Connection to load/discharge lines, have diameter of 12 in. for products and 14 in. for heavy products. Almost all types of oils. No slop/residue/facilities.

DENSITY: About 1,025. No tides.

FRESH WATER: Always available. Delivery through lines from quays at a rate of 10 tons/hour. Cost Swed. Crs. 4:– per ton. Fresh water can also be delivered by tugs which have fresh-water tanks.

FUEL: All grades of heavy fuels can be delivered. At least one day's notice.

FIRE PRECAUTIONS: Watchman necessary loading/discharging gasoline.

GANGWAY/DECK WATCHMEN: When ship berthed, reliable gangway must be arranged to quay. Tankers discharging/loading gasoline must have watchmen, arranged through ship's Agent.

OPENING/CLOSING HATCHES: Normally carried out by crew.

SHIP CERTIFICATES: Usual international certificates. In order not to delay despatch, important that following certificates are available and valid: Measurement, Life-boat, Radio and Deratisation (not older than 6 months).

CUSTOMS ALLOWANCES: (Tobacco), each crew member permitted out of bond about 200 grams tobacco and 5 packets of cigarette-paper. (Wine and/or spirits), each crew member is permitted to have out of bond 1 bottle spirits or 2 bottles of wine, if he is over 21.

CARGO GEAR: International certificates necessary. No additional requirements.

IDENTIFICATION CARDS: Not needed.

CONSULS: Denmark, Percy Tham AB, tel. 0155/30600; Finland, Percy Tham AB, tel. 0155/30600; Norway, Harbour Office, tel. 0155/31940.

REPAIRS: Minor repairs can be undertaken at workshop on No. 1 quay. Tel. 0155/30547.

DRY DOCKS: None.

REPATRIATION: Crew changes can be effected and necessary repatriation arranged.

AIRPORT: Arlanda 40·4 miles outside Stockholm. Distance Oxelösund–Stockholm 92·8 miles. Total distance 133·2 miles. Served by regular airlines.

TIME: GMT plus one hour. No alterations during year.

HOLIDAYS: General holidays on which no cargo work can be arranged: New Year's Day; Epiphany; Good Friday; Easter Monday; Labour Day; Ascension Day; Whit Monday; Midsummer Day; All Saints' Day; Christmas Day; Second Christmas Day.

On the following eves of holidays cargo work ceases for general cargoes at 11.00 and for loading iron ore and for discharging coal, coke breeze, limestone and special ores at 14.50 with maximum 2 hour's overtime to complete vessel: New Year's Eve; Whitsun Eve; Midsummer Eve; Christmas Eve.

POLICE/AMBULANCE/FIRE: Dial tel. 90 000 and ask for "Police-alarm", "Ambulance" or "Brandalarm" (Fire alarm).

TELEPHONES: Arrangements for placing telephones on board exist at berth No. 9, 9½ and 10. Approximate cost for connection is charged per day Sw. Crs. 10:– plus call fees.

SERVICES: Licensed compass adjuster. No tank-cleaning equipment or facilities for discharge of tank-washings.

PORT REGULATIONS: Ice-breaking dues equal to harbour dues are charged 21st December–20th March each year.

DELAYS: Normally no delays. Modern installations for loading and discharge.

AUTHORITY: Port is owned by Gränges AB, Stockholm, and administered by the railway company, Gränges, TGOJ, Eskilstuna. Tel. 016/137585. Local Authority: Gränges, TGOJ, Harbour Office, S–613 01 Oxelösund .Tel. 0155/31940. Telex Portox 64025.

PITEA: 65.19 N. 21.29 E.

DOCUMENTS:
2 Crew Lists.
2 Lists Spirits and cigarettes.
Manifests and Blading of incoming cargoes to be presented to customs.
1 Deratting Certificate.

PILOTAGE: Pilot to be taken at Gaasoeren–Skelleftea district. Must be ordered at least 5 hours prior. arrival. All VHF channels used – also onboard pilot-boats. (Also see "Stockholm".)

ANCHORAGES: Accordance Pilots advice.

RESTRICTIONS: No entry in darkness to smaller ports in district.

MAX. SIZE: Max. size through Pitsundet entrance about 14,000 d.w. Max. draft to Skuthamn 22 ft. Loüholmen and Pitea Town 17 ft. To Loüholmen and Piteå max. d.w. about 6,000 tons. No tides.

HEALTH: No spec. restrictions. Diseases must be reported to Customs before entering port.

RADIO: Stockholm Radio, Hornösand Radio and Lulea Radio.

TUGS: Tugs available if ordered beforehand. Tugs compulsory for larger vessels. Costs for three tugs about Skr 10,000:–.

BERTHING: Big ships only within daylight.

STEVEDORES: Bottenvikens Stuveri AB – Pitea. Labour must be ordered latest at 2 p.m. for morning start following day. Tariff available from Agents.

RADAR/VHF: Radar and VHF on all pilot stations. VHF also at signal station in Pitsundet – entrance to Piteå. Channel 16 only.

MEDICAL: All treatments available without notice.

TANKERS: Only one berth at Haraholmen. Max. draft 37 ft. 10 in. FW. No further restrictions. 3 tugs compulsory.

FRESH WATER: Available by pipe and lorries.

FUEL: All grades available.

GANGWAY/DECK WATCHMEN: Not necessary but available if ordered.

OPENING/CLOSING HATCHES: Normally done by ship's crew.

CUSTOMS ALLOWANCES: (Tobacco), 200 cig./man and week. (Wine and Spirits, 1 bottle man/week. Only crew members over 18.

IDENTIFICATION CARDS: Not needed.

CONSULS: None.

REPAIRS: All types of repairs can be affected.

DRY DOCKS: None.

AIRPORT: Regular flights 4 times per day. Kallax airport at Luleå. Distance 50 kilometres from port.

TIME: GMT plus 1 hr. No alterations during year.

POLICE/AMBULANCE/FIRE: Tel. 90.000.

TELEPHONES: No facilities for placing on board.

GENERAL: Masters to note the signals to be given before passing Pitsundet. Master must not forget that Pilot must be taken at Gaasoeren–Skelleftea district. If Pilot on bridge all way from Skelleftea to Pitea, a distance fee is charged. Piloting from Nygraan Lighthouse (entrance Pitea) only normal fee.

PORT AUTHORITY: Hamnkontoret Pitea (Harbour Office at Piteå), Mr. Aake Kaettstroem; Office tel. 0911/11083/ AO 0911/11008. Address: P.O. B 20, S 941 01 Piteå 1.

RONNEBY: 56.10 N. 15.17 E.

DOCUMENTS:
Number of Crew Lists: 2
Passenger Lists: 2
Customs Documents: 4
Health Documents: 1
Manifests: 2
Bill of Lading: 1

PILOTAGE: Pilot is taken at Karlshamn or Aspö (Karlskrona) pilot stations. Tel. Karlshamn 0454/14102, Aspö 0455/29016. Ordered over Karlskrona Radio on 3289 KHz or by VHF on Channel 16 (156.80 Mc). Pilot should be ordered 5 hours in advance. (Also see "Stockholm".)

ANCHORAGE: Open roads.

MAX. SIZE: Limited by depth in fairway: 20 ft. 9 in.

RADIO: Karlskrona Radio, 2182 Kcs.

TUGS: None, when necessary such ordered from Karlsham or Karlskrona.

STEVEDORES: ETA given to ship's Agent sufficient.

RADAR/VHF: No radar. VHF call sign Ronnebyhamn, Channel 16, 12, 13.

MEDICAL: Medical attention required ordered from Agents.

TANKERS: Only small tankers with max. draft 20 ft. 6 in. One 10 in. and 6 in. line. No facilities for residue discharge.

DENSITY: 1·000. No tide.

FRESH WATER: From water post on quay. 4:– Sw. cr./ton.

FUEL OIL: Diesel oil from tank-lorries.

OPENING/CLOSING HATCHES: Performed by crew.

SHIP CERTIFICATES:
Deratification Certificate not over 6 months old.
Certificate of Nationality.
Certificate of Tonnage.

CUSTOMS ALLOWANCE: 200 cigarettes plus one bottle spirits out of bond.

IDENTIFICATION CARDS: Not needed.

CONSULS: Danish Consulate, tel. 0457/10675.

REPAIRS: Minor repairs only.

DRY DOCK: None.

AIRPORT: About 6 miles from Ronneby Harbour; daily flights to Malmö, Stockholm and Visby.

TIME: GMT plus 1 hour Permanent.

POLICE/AMBULANCE/FIRE: Police 90000; Ambulance 90000; Fire 90000.

TELEPHONES: None available.

AUTHORITY: Ronneby Hamnstyrelse (Harbour Board). Harbourmaster: Capt. Sven O. Hall. Tel. 0457/70080. Harbour Office, 370 14 Ronneby Hamn.

SIKEA: 64.9 N. 20.59 E.

DOCUMENTS: See "Stockholm".
PILOTAGE: See "Umeå/Holmsund". (Also see "Stockholm".)
ANCHORAGES: Port area about 700 × 450 m. Depths 18–27 ft. At wharf 15 ft.
MAX. SIZE: At roads all vessels draft less than 26 ft., At wharf 14½ ft., but no longer than 60 m.
HEALTH: See "Stockholm".
RADIO: See "Umeå/Holmsund".
TUGS: Tugs must be ordered from Holmsund.
STEVEDORES: Gangs have to be ordered day before loading/unloading – start, latest 1700 hrs.
TANKERS: No oil carriers call.
FRESH WATER: Available at about 10:– Skr. per ton.
FUEL: All grades fuel oils. 24 hours notice required.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Normally carried out by crew.
SHIP CERTIFICATES: See "Stockholm".
CUSTOMS: ALLOWANCE: Tobacco Wine and Spirits. See "Stockholm".
CARGO GEAR: No shore cranes in harbour.
IDENTIFICATION CARDS: Not needed.
CONSULS: No consuls.
REPAIRS: Only small repairs possible.
AIRPORT: Distance 55 km. Regular airlines, 5 flights a day.
TIME: GMT plus one hour. Permanent.
HOLIDAYS: Easter; Whitsuntide; Midsummer; Christmas and New Year's Day; no service in port.
POLICE/AMBULANCE/FIRE: 90 000.
TELEPHONES: None available.
AUTHORITY: AB. J. A. Henriksson & Co., Branch office Sikeå, tel. 0934/15039.

SKELLEFTEHAMN: 64.41 N. 21.15 E.

DOCUMENTS:
2 Copies of Crew Lists (at Rönnskärsverken 3 copies).
1 List of Provisions.
Measure Bill.
Manifests and Bills of Lading.
PILOTAGE: Telegraphic address: "Pilot station. Skelleftehamn". Advance notice required, 5 hours. Contact pilot boat or pilot station on VHF Channel 16. Calling signal "Skelleftea Pilot" (pronounced – Shellefteo Pilot). Pilot motor boats usually orange. Pilot taken on board 2 miles East of Gåsören Lighthouse. (Also see "Stockholm".)
ANCHORAGE: *Bureå.* Good anchorage but somewhat narrow loading place. Depth inner harbour 16 ft., depth outer harbour 16/21 ft. Depth in roads 21/26 ft. *Kåge.* Depth in harbour at quay 23/30 ft.; length 609 ft. *Rönnskärsverken.* Southern quay (jetty), depth 30·5 ft.; length 394 ft. Northern quay, depth 30·5/19·4 ft. and length 1,214 ft. *Skelleftehamn.* North quay, depth 26/21 ft. and length of 1312 ft. Oil Terminal, (jetty), depth 34 ft. and length 300 ft. with dredged basin of 656 ft. Örviken, depth of 12 ft. along a wodden wharf of a length of 200 ft. Siporex, quay depth 19·7 ft. and a length of 150 ft.
RESTRICTIONS: No large tankers enter after dark. No tides or tidal current.
MAX. SIZE: Maximum permissible length of tanker 590 ft. in accordance to dredged basins length.
HEALTH: In case of disease or suspected disease, ship should call for medical assistance in common Swedish order.
RADIO: Stockholm Radio or Härnösand Radio. When in reach of VHF station of harbour office, at 08.30–12.00 and 13.00–17.00, or else through pilot station VHF. Call signals "Skellefteå Hamnradio" or "Skelleftea Pilot Station".
TUGS: Normally meet at passage of Gåsören Lighthouse. Ship's lines should be used. Tug of 3000 hp also acts as icebreaker.
BERTHING: No special requirements.
STEVEDORES: No stipulated ETA regulations.
RADAR/VHF: Radar service available when entering or leaving port. Contact pilot station (Channel 16).
MEDICAL: Available at short notice. Government hospital in town.
TANKERS: One tanker berth. Max. draft 33 ft. Diameter of discharge lines 8 in. and 10 in. Flanges Din 2633.
FRESH WATER: At oil terminal 25 tons/hour. Elsewhere 15 tons/hour except at Rönnskärsverken, where fresh water delivered by tanker. 1–50 tons 4 Skr. and 51 tons and more 2 Skr.
FUEL: All usual grades available.
FIRE PRECAUTIONS: Standard.
DEVELOPMENTS: Planned to build jetty for drafts of about 42·5 ft., 1972.
GANGWAY/DECK WATCHMEN: Watchmen recommended. Cost is about 9 Skr./hour.
OPENING/CLOSING HATCHES: Carried out by crew.
SHIP'S CERTIFICATES: See "Stockholm".
CUSTOMS ALLOWANCES: (Tobacco): 200 cigarettes. (Wine Spirits), 1 bottle of wine and one bottle of spirits.
CARGO GEAR: No additional requirements.
IDENTIFICATION CARDS: Not needed.
CONSULS: Denmark, Norway, Finland and Netherlands.
REPAIRS: Minor repairs only.
REPATRIATION: Every kind of facility for effecting changes of crew.
AIRPORT: 18 km. Regular airlines, two flights a day.
TIME: GMT plus one hour. Permanent.
HOLIDAYS: New Year's Day; Good Friday; 1st and 2nd Day of Easter; Ascension Day; 1st and 2nd Day of Whitsuntide; 1 May; Midsummer Day; and 1st and 2nd Day of Christmas. Cargo work cannot be arranged.
POLICE/AMBULANCE/FIRE: 14070, 31080; 90000; 17200.
TELEPHONES: Available for placing on board at the Northern quay in Skelleftehamn at cost of 10 skr./day.
GENERAL: All waste to be taken to special waste containers ashore.
SERVICE: Small amounts of tank-washings can be taken ashore. Compass adjusting carried out. Tug stationed in harbour.
DELAYS: In exceptionally bad weather.
AUTHORITY: Harbour Board of Skellefteå, S:a Hamngatan 35, 932 00 Skelleftehamn. 31006.

SLITE, Gotland Is.: 57.42 N. 18.50 E.

DOCUMENTS:
Crew Lists.
Customs Documents.
Health Documents.
Bills of Lading.
Measurement Bill
National Certificate.
Valid Derat Certificate.
All compulsory (also see "Stockholm".)
PILOTAGE: Service centralised to main station at Visby. Service day and night. Tel. 0498/10138. 5 hours notice required VHF Channel 16 (also see "Stockholm").
ANCHORAGE: Sheltered anchorage on Inner Road with up to 8 m. depth of water.
RESTRICTIONS: No restrictions. Entrance possible day and night.
MAX. SIZE: Draft not to exceed 21 ft. 6 in.
HEALTH: Restrictions only if fever on board or vessel coming from a port where disease or fever in existence.
RADIO/VHF: Tingstade Radio Station, call sign SAE, VHF see "Pilotage".
TUGS: No tug available.
BERTHING: No restrictions if due notice to Port Authority given.
STEVEDORES: Notice to be given latest noon on day before arrival, order to make start next morning (unless special arrangements or agreements made).
MEDICAL: Attention by doctors-in-charge. Central hospital at Visby.
TANKERS: Pipe-line connection flange 8 in.
FRESHWATER: Available alongside quay. Costs about Sw Cr 5:– per ton.
FUEL: Practically all grades bunker oil available subject prior notice.
DEVELOPMENTS: No developments presently contemplated.
WATCHMEN: Not compulsory but available at about Sw. Cr.15 per hour.
HATCHES: Ship's crew to open or close.
CUSTOMS ALLOWANCES: Presently 200 cigarettes per head/week. Practically no spirits allowed out of bond.
IDENTITY CARDS: Seamen's book or passport if travelling outside port area.
CONSULS: No consul representations at Slite. Nearest consuls (for Denmark, Norway, Finland, West Germany) at Visby.
REPAIRS: Only minor repairs possible.
DRY DOCKS: None.
REPATRIATION: Good possibilities for changing crew.
AIRPORT: About 40 km. to Visby Airport.
TIME: GMT plus 1 hour. Permanent.
TELEPHONE: Alarm central tel. nr. 90 000.
SERVICES: No services for tank-cleaning tank washing, or compass adjusting.
SHORE LEAVE: Permitted.

AGENT: Aktiebolaget Rob. Myrsten, 620 30 Slite, Telex 4137 – A/S Myrsten. Cables: "Myrsten – Slite." Tel. 0498/20001/02/03. After hours 0498/20102/20021/20014.

SÖDERHAMN: (includes Stugsund, Langror oilberth and Sandarne factory berth) 61.18 N. 17.05 E.

DOCUMENTS:
2 Crew Lists.
3 Bills of Lading.
3 Manifests.
1 Tobacco List.
PILOTAGE: Pilot must have 5 hours' notice. Telegraphic address "Lilljungfrun Pilot, Stugsund". VHF, Channel 16, for calling pilot boat and pilot station, (frequency 156·8 MHz) and 13 (frequency 156·656 MHz). Pilot boat is orange; International signals to be used. Vessels can normally receive Pilot about one mile S.W. of Hällgrund. In case of bad weather or ice, Master consults Pilot for advice. (Also see "Stockholm".)
ANCHORAGE: Lilljungfru anchorage S.W. Lilljungfrun, where depths are 15–20 m., is W. or S.W. of Norrutharet. Branthälls anchorage W. Branthäll isl., depths 10–15 m.
MAX. SIZE: Långrör oil berth. Breadth of entrance fairway 55–60 m. and depth 8·5 m. at mean level. Max. ship length about 170 m. at the quay.

Sandarne. Breadth 30 m., depth 7·2 m. m.l. 55–60 m. in unlit fairway.
Stugsund. Breadth 30 m., depth 6·2 m. m.l.
Soderhamn. Breadth 10–15 m., depth 3·7 m. m.l.
Depth varies about one foot below and one foot above m.l. Breadth given at narrowest point in fairway.
HEALTH: No special action except for suspected disease. In case of disease contact Agent for information.
RADIO: Stockholm Radio when vessels come from South and Härnösand Radio from North. Within reach Master may call Söderhamn Port Radio. Tug station is Stugsund. Tug fitted VHF, Channels 16, 13, 12.
TUGS: Normally meet large vessels at Otterhällans Lighthouse and others off quays on request. Ship's lines to be used.
BERTHING: Boatmen can be ordered by Pilots or Agents. Large ships berth oil berth only in daylight because channel not lit.
STEVEDORES: Gangs to be ordered by Agent usually at 3 p.m. for starting next morning at 7 a.m.
RADAR/VHF: There is a radar station at Lilljungfrun Pilot Station and also some of the pilot boats are fitted with radar.
MEDICAL: Medical attendant available day and night.
TANKERS: 6-or 8-in. connections. Only one berth and maximum depth at quay 8·5 m.
DENSITY: Practically fresh water.
FRESH WATER: Available in all ports. Delivered through pipelines on wharf. Rate: 10 tons/hour and cost 3 kr./ton. Minimum cost 10 tons + 30 kr.; overtime charged if necessary.
FUEL OIL: Any normally used grade on request to oil company with few hours' notice.
DEVELOPMENTS: A new quay at Långrör berth for general cargo will be established in a few year's time.
GANGWAY/DECK WATCHMEN: Watchmen available at cost 7:50 kr./hour.
OPENING/CLOSING HATCHES: Normally carried out by crew.
SHIP'S CERTIFICATES: Traffic permission (not necessary for ports within the custom district boundaries), Nationality and Reg. Certificate (or interim Nationality Certificate, Bill of Measurement, Swedish Sailor's Roll (only Swedish ships), Foreign Nation Crew Passport, Derat-Certificate (6 month), Certificate of Health.
CUSTOMS ALLOWANCE: (Tobacco), out of bond, 200 cigarettes or 100 gr. tobacco and 100 cigarettes. (Wine/Spirits), out of bond, 1 bottle of spirits, 75 cl.
CARGO GEAR: Valid cargo gear certificates.
IDENTIFICATION CARDS: Not needed.
CONSULS: Danish, French and Dutch.
REPAIRS: Minor plate-work and welding can be carried out.
REPATRIATION: Facilities exist for effecting crew changes.
AIRPORT: Nearest international airport. Stockholm.
TIME: GMT plus 1. Permanent.
HOLIDAYS: No work on official holidays, but may be possible on special request. New Year's Day (1st January); Twelfth Day (6th January); Good Friday; Easter Sunday and Easter Monday; 1st May; Whit Sunday and Whit Monday; Midsummer Day; All Saints' Day; 25th December and 26th December; New Year's Eve; Easter Eve; Whitsun Eve; Midsummer Eve; Christmas Eve.
POLICE/AMBULANCE/FIRE: Police 90000 or 0270/10020; Ambulance 90000; and Fire 90000 or 0270/12249.
TELEPHONES: In Sandarne, quay telephones can be placed on board. Two telephones. Charge: 20 kr., and then 10 kr./day.
GENERAL: There is a VHF port radio at the Port Office, Söderhamn. Working time 0800–1700. Channel 16 for call and working channel. During the ice-breaking season the tug may be out even at night. Tug has same channels. Söderhamn custom district includes only Stugsund. Illjungfrun Pilot also serves ports of Ala, Ljusne and Vallvik.
SERVICES: Facilities for discharge of tank-washings max. 20 tons. Tank-cleaning and facilities for discharge of tank-washings of great extent are Stockholm and Sundsvall. Compass adjusting in Stugsund berth.
PORT REGULATIONS: Port regulations available from Agent or Port Office.
DELAYS: Fog, ice and bad weather may delay berthing. Rain and snow can delay loading and discharging of dry cargo.
AUTHORITY: Hamnforvaltningen, Soderham, tel. 0270/14828 or 11311.

SÖLVESBORG: 56.03 N. 14.35 E.

DOCUMENTS: See "Stockholm".
PILOTAGE: Pilot station at Åhus, tel. 044/240027, needs five hours' notice. Pilot station and pilot boat can be ordered by VHF Channel 16 (156, 80 MHZ). Harbour office in Sölvesborg can be called on same frequency. (Also see "Stockholm".)
ANCHORAGE: Roadstead to S. of harbour 25 ft. deep with good holding ground.
MAX. SIZE: Depth in outer harbour 8·2 metres (27 ft.) and in inner harbour 7·5 metres (25 ft.) Recommended for ships to have 1 ft. 6 in. of water under keel. Maximum length 200 m. (656 ft.) Breadth 30 m. (98 ft.). Draft 7·7 m. (25 ft.) for vessel entering harbour. Largest ship to enter harbour was 20,000 tons oil tanker with load of 9000 tons. That is, however, not the upper limit. Harbour entrance has bottom breadth of 65 metres (213 ft.).
HEALTH: See "Stockholm".
RADIO: Malmö Radio and Gothenburg Radio.
TUGS: Available. Ordered through Agent or directly to Harbour Office.
STEVEDORES: Need notice before 1500 if loading/discharging shall start at 0730 hours following morning, or notice before 1000 hours if loading/discharging shall start 1300 hours the same day.
RADAR/VHF: No port radar service but Harbour Office can be reached by VHF, Channel 16 (156.80 MHZ). Working frequency Channel 14 (15.70 MHZ).
TANKERS: 3 Shore-lines for oil products from oil jetty to depots. 1. 250 mm. for bunker C (2nd fuel); 2. 200 mm. for paraffin oil; 3. 200 mm. for petrol. For discharge coasters use ship's equipment. Bigger ships discharging bunker C oil use harbour's 8 in. rubber hose.
FRESH WATER: Fresh water available. Charges: 1–29 metric tons 4:– kr./ton; 30–100 metric tons 3:– kr./ton; more than 100 metric tons 2:50 kr./ton. Minimum charge 10:–kr.
FUEL: Ordered from oil companies by ship's Agents.
GANGWAY/DECK WATCHMEN: Watchmen normally not needed. Can be ordered by ship's agents.
OPENING/CLOSING HATCHES: Normally opened/closed by crew.
SHIP CERTIFICATES: See "Stockholm".
TOBACCO ALLOWANCE: Basis for forming an estimate is ship's stay in Swedish ports. Normally 200 cigarettes/week.
WINE/SPIRIT ALLOWANCE: Normally 1 bottle/week.
IDENTIFICATION CARDS: Not needed.
CONSULS: Royal Danish Vice-Consulate. Railway Station Building. Tel. 0456/10115.
REPAIRS: Carried out by Solvesborgs Shipyard. Tel. 0456/10950.
DRY DOCKS: Dry dock in ship yard, 341 ft. long, 51 ft. wide at entrance, 14½ ft. deep on sill HWOST.
REPATRIATION: No facilities.
AIRPORT: 50 km. to Kristianstad Airport and 60 km. to Ronneby Airport. Served by regular inland airlines.
TIME: Local time = GMT plus 1 hour. Permanent.
HOLIDAYS: See "Stockholm".
POLICE/AMBULANCE/FIRE: Dial 90 000 and ask for Police, Ambulance or Fire Department.
TELEPHONES: Telephones available in Agent's offices at quay and telephone boxes.
DELAYS: Normally no delays.
AUTHORITY: Chairman of the Harbour Board, Valjegatan 17, 294 00 Sölvesborg. Tel. 0456/10247. Harbour Office, Box 49, 294 00 Sölvesborg.

STENUNGSUND 58.04 N. 11.49 E.

DOCUMENTS:
3 Crew Lists.
2 Passenger Lists.
1 Tobacco and/or Stores List.
1 Manifest.
1 List of Animals on Board (if any).
Access to the usual ship's papers (measurement, register, certificate, etc.).
If away from Sweden more than 15 days: Bill of Health.
PILOTAGE: Pilots board West of Skallen Lighthouse outside Marstrand. Pilots will not take big ships during darkness. Those ships must anchor and await daylight. Calling for Pilot can be made in usual manner and on VHF, Channel 16. Give twenty-four hours notice of ETA through Agents. (Also see "Stockholm".)
ANCHORAGE: While awaiting berth vessels anchor outside harbour N.W. of jetty. Safe anchorages everywhere, but fairway South of Galterön Lighthouse has to be avoided.
RESTRICTIONS: Large vessels daylight entry only.
MAX. SIZE: 65,000 d.w. Draft at berth is only limit, 12·7 m. at North side, and 11 m. at South side of jetty at mean water level.
HEALTH: No special pratique necessary. If any disease or fever suspected on board, doctor must be called on arrival. Pratique automatically granted when entering from another port in Sweden.
RADIO: Gothenburg radio.
TUGS: Tugs from Gothenburg will join at bridge South of harbour. Ship's lines always used.
STEVEDORES: None. Tanker port only.
VHF: Channel 16.
MEDICAL: Doctors and dentists available at short notice. Hospitals situated at Uddevalla and Kungälv, ambulances at Stenungsund.
TANKERS: 8 in. hoses at jetty. At North side of jetty tankers berth starboard side to, and at South side port side to. 4-ton crane situated on jetty but ship's derrick also used for hoses.
FRESH WATER: Supplied by hose at a rate of 25 tons/hour.
FUEL: Only available by barge from other places (i.e. Gothenburg) Bunkering only during daylight. Can be ordered at short notice.
FIRE PRECAUTIONS: Normal.
GANGWAY/DECK WATCHMEN: Watchmen from ashore necessary when telephone connected.
CUSTOMS ALLOWANCES: 200 cigarettes. One bottle of spirits.
IDENTIFICATION CARDS: Not required.
CONSULS: None at Stenungsund, but at Gothenburg.
REPAIRS: None.
REPATRIATION: All facilities exist. Consuls at Gothenburg.
AIRPORT: Gothenburg 50 km. away. Regular airlines.
TIME: GMT plus 1 hour. Permanent.
HOLIDAYS: Tankers load and discharge all year round.
TELEPHONES: Connected on board if wanted. Watchmen attend calls. Fireman and alarm on jetty during whole operation. Price for connecting telephone 15:– Sw. Cr. All calls to be paid for.
AUTHORITY: Statens Vattenfallsverk, Varmekraftverken, 444–00 Stenungsund, Sweden. Cables "Kraftverket". Tel. 0303–70670.

STOCKHOLM: 59.19 N. 18.03 E.

DOCUMENTS:

(*a*) Crew List; normally 2 copies; for oil harbour at Loudden and Free Port, 3 copies

(*b*) Passenger List: regular passenger services 2 copies; cruise ships (lists for cruise ships must be sent in advance to Agent for forwarding to Immigration Authorities), 2 copies.

(*c*) Customs Documents: arrival report (form can be obtained on arrival), 4 copies.

(*d*) Quarantine Certificate or Bill of Health: Deratisation Certificate not more than six months old to be shown. *Note:* Additional quarantine regulations may be imposed in special circumstances.

(*e*) Manifest: 3 copies.

(*f*) Bills of Lading: 1 copy of each. Liners may be subject to other regulations with regard to (*e*) and (*f*) above.

(*g*) Ship's documents: Tonnage Certificate. Certificate of nationality.

PILOTAGE: (*Sweden general*). Applications for licensed Pilots should be made at least five hours before pilotage is due to commence. When making application specify name of vessel, tonnage, draft and destination. Also give estimated time for taking pilot on board and route. If this procedure not followed, the Maritime Service cannot guarantee to supply a Pilot without considerable delay to vessel.

Preferable make application by telephone, or by radio via a coastal station or by some other method direct to pilot station nearest point where pilotage is to begin. Also possible request Pilot by VHF (ultra shortwave) telephone to any Maritime Service pilot station, Pilot waiting point or lighthouse which is equipped with VHF.

The Maritime Service's network of permanent VHF telephone stations has been extended to give almost complete coverage of all pilot stations and waiting points and is also operative for a number of lighthouses. The radio stations can operate on different channels and are equipped for frequency modulation. During hours when pilot stations are open, a constant watch is kept on frequency 156·80 mc/s (Channel 16). This frequency should be used for all signals and replies – and for distress traffic. Outside these hours, normal traffic transmissions, i.e. applications for Pilots, etc. should be made on frequency of 156·65 mc/s (Channel 13) or on reserve operating frequency of 156·60 mc/s (Channel 12).

When making VHF telephone call, the type of call signal that should be sent is "Lotsarna (or pilot station) plus the name of the pilot station or the pilotage attendance".

	Arholma	*Sandhamn*	*Landsort*
Cable address	Furusund pilot station	Stockholm pilot station	Nynäshamn pilot station
Notice of arrival	5 hours	5 hours	5 hours
VHF channels	6, 12, 13, 16	6, 12, 13, 16	6, 12, 13, 16
Description of pilot boat	Pilot boat on day duty flies international flag "H". Pilot boat on night duty carries lights conforming to International Regulations for Preventing Collisions at Sea, Rule No. 8.		
	33 ft. steel cutter painted red-orange	33 ft. steel cutter painted red-orange	40 ft. steel cutter painted red-orange
Calling Pilot:			
During daylight	Flag G International	Flag G International	Flag G international
At night	PT with morse lamp	PT with morse lamp	PT with morse lamp
Audible signal in reduced visibility	International PT with siren	International PT with siren	International PT with siren
	Pilot may be called by radio or VHF.		
Boarding point	At Björkö outside outer Skerries, 2–3 n.m. N.W. or E. of Simpnäsklubb	2 n.m. S.E. of Revengegrund light	2½ n.m. S. of Öja
Anchorage for vessels awaiting Pilot	Near position stated above	Near position stated above	Near position stated above

ANCHORAGES:

	Arholma	*Sandhamn*	*Landsort*
(*a*) Prohibited anchorage	59° 30′ N. 19° 05′ E. 59° 45′ N. 19° 14′ E.	59° 17′ N. 18° 54′ E.	
(*b*) Suitable anchorages	2–4 n.m. N.N.W. of Simpnäsklubb	2–4 n.m. E. and S. of Revengegrund	6–8 n.m. S.S.E. of Landsort
(*c*) Depth	33–38 fathoms	11–22 fathoms	11–16 fathoms

RESTRICTIONS: Very large passenger vessels and fully-loaded tankers of approx. 15,000 tons dwt or over not allowed pass through Skerries during darkness. Via Landsort 40 ft. draft; via Sandhamn 36 ft. draft; via Simpnäs 30 ft. draft.

MAX. SIZE:

Via Sandhamn:
Overall length = approx. 820 ft.
Beam = ,, 100 ft.
Draft = ,, 36 ft.

Via Landsort:
Overall length = approx. 820 ft.
Beam = ,, 100 ft.
Draft = ,, 40 ft.

Via Simpnäs:
Overall length = approx. 650 ft.
Beam = ,, 100 ft.
Draft = ,, 29 ft.

There are no tides.

HEALTH: Vessels arriving from ports outside Europe must for inward clearance provide Customs Office with written declaration of freedom from infection. Further instructions will be issued by Customs Office where such a declaration cannot be given.

RADIO: Stockholm Radio, call sign: SDJ.

TUGS: Very large vessels may be met by tugs by special arrangement at pilot boarding point. Tugs available to special order to assist with berthing; the rendezvous usually near berth.

Rates: According to fixed tariff.

BERTHING: Special harbour Pilots available round clock to assist arrival, departure and warping. Use of harbour pilot services is optional. Services of boatmen available to order at any time of day or night.

BRIDGES:

RULES CONCERNING VESSELS CROSSING SEALANE AT LIDINGÖ BRIDGE

In force as from 1st May 1970 until further notice. Movable part of Lidingö Bridge is opened after request for letting vessels pass through 5 minutes before full- and half-hour, in accordance with following table.

For vessels in regular traffic: Weekdays excepting day before Sunday or Holiday, 5.55–6.55 hrs., 9.25–11.25 hrs. and 18.55–20.55 hrs. Day before Sunday or Holiday, 5.55–6.55 hrs., 9.25–11.25 hrs. and 15.55–20.55 hrs.

For pleasure crafts not passing at same time as vessels in regular traffic: Weekdays excepting day before Sunday or Holiday, 5.55–6.55 hrs., 10.25–15.55 hrs. and 19.55–20.55 hrs. Day before Sunday or Holiday, 5.55–6.55 hrs., 9.25–11.25 hrs. and 16.55–20.55 hrs.

For all types of vessels: Sundays and Holidays, 5.55–20.55 hrs. If opening of bridge required between 20.55–5.55 hrs., application to be given to bridge watchman stating time for opening, latest 17.00 hrs. previous evening.

HOURS OF OPENING ÅRSTA BRIDGE

In force from 31st May 1970 until further notice. Årsta bridge is opened after request to Train Controller, Stockholm Central, tel. 22 60 00, extension 2171, for vessels passing until further notice on following hours: Monday and day after holiday, 01.09–01.25 hrs., 22.25–23.40 hrs. Other weekdays, Tuesday–Saturday, 01.55–02.10 hrs. Sundays and Holidays, 01.40–02.10 hrs., 02.23– 03.30 hrs., 03.52–04.50 hrs. Applications regarding opening of bridge must be lodged latest 16.00 hrs. (Saturdays 12.00 hrs.) on previous day. Opening of bridge subject to train traffic condition not causing any obstruction.

HOURS FOR OPENING FOR MOVABLE ROAD BRIDGES OVER HAMMARBY SEALANE

Movable parts of road bridges over sealane of Hammarby opened on request for vessel unable freely to pass under the bridges, all through the year at regular hours.

STEVEDORES: Stevedores available at 7.00, 9.30, 11.00 and 13.30 hrs., Stevedores required for 7.00 hrs. must be booked previous day: otherwise can be booked for next starting time. A pricelist can be obtained from Stockholms Förenade Stuveriaktiebolag, Stockholm.

RADAR/VHF: All three pilot stations have radar for internal use. No harbour radar service. VHF Channels 16 and 12.

MEDICAL: Duty medical officer available all hours day or night. Tel. Stockholm 21 55 49, 11 83 31 or 20 30 91. Seamen admitted to hospital with note from Medical Officer for Seamen, but not necessary for emergency admissions. Valid certificates of vaccination must be produced. Any necessary vaccinations carried out by Medical Officer for Seamen.

TANKERS:

Tanker discharge quay	*Diameter of discharge pipelines*	*No. of tanker berths*	*Depth of water at quayside*
Bergs oil harbour	12″–20″	1	40′ 0″
Flaxenvik	12″	1	36′ 0″
Gåshaga	6″–12″	2	34′ 6″–36′ 0″
Kvarnholmen	8″–14″	3	36′ 0″–39′ 6″
Loudden	6″–12″	4	29′ 6″–39′ 4″
Rasta	8″–10″	1	39′ 6″
Stora Höggarn	6″–10″	1	39′ 0″
Telegrafberget	6″–8″	1	40′ 0″
Värtan	8″	4	25′ 0″–35′ 6″

DENSITY: Salt content of 0·5%. No variations.

FRESH WATER: Fresh water may be obtained from quayside as well as from water barges or tugs. 1,000 cu. ft. per hour can be delivered from quayside, but at Loudden maximum 3,500 cu. ft. per hour can be delivered. Quayside price of fresh water (approx.) Skr. 1.20 metric ton, subject to minimum price of Skr. 30.00 per delivery. Water supply capacity of tugs and water-boats varies up to maximum of 1,750–5,250 cu. ft. per hour. Price of water delivery by tug or water-boat (approx.) Skr. 6.00 per hour subject to minimum Skr. 60.00 per delivery. For quantities over and above 50 tons price Skr. 5.00 per ton. Special delivery charges payable for delivery of water to tanker discharge quays outside Port area by water-boat.

FUEL: All grades bunker oil, lubricating oil, etc. can be supplied.

DEVELOPMENTS: Container terminal in Free Port area completed. Depth at quayside = 34 ft. 6 in.

GANGWAY/DECK WATCHMEN: Not essential, but recommended for large tankers.
OPENING/CLOSING HATCHES: If opened and closed by stevedores, subject to extra fee.
SHIP CERTIFICATES:
Tonnage Certificate.
Certificate of Nationality.
Deratisation Certificate not more than six months old.
Ship's articles, crew list or similar document listing all persons signed on aboard.
CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes per person per week or 200 g. (7 oz.) of tobacco per person per week. Wine and/or spirit: One bottle of spirits per person per week, one bottle of wines per person per week.
CARGO GEAR: Cargo vessels carrying goods which constitute a fire or explosion hazard or other flammable or otherwise dangerous goods must notify Port Authorities in advance of nature and quantity of goods concerned. In certain cases a red flag or red light must be carried at masthead.
IDENTIFICATION CARDS: Passport or seaman's discharge book with photograph.
CONSULS:

Algerian Embassy	63 66 41, 67 66 22, 67 12 65
Argentinian Embassy	61 77 10
Argentinian Consulate	20 26 85
Australian Embassy	24 46 60
Austrian Consulate-General	23 17 70
Belgian Embassy	11 89 58, 20 26 99
Brazilian Embassy	63 12 85, 61 73 10
British Embassy	67 01 40
Canadian Embassy	23 79 20
Chilean Embassy	62 76 90
Chinese People's Republic, Embassy of the	21 75 39
Colombian Embassy	21 84 89, 21 84 90
Danish Embassy	23 18 60
– Consulate and Visa Office	10 74 80
Dominican Republic Consulate-General	10 42 92
Ecuadorian Embassy and Consulate	10 07 01
Finnish Embassy	23 58 15
Finnish Consulate and Passport Office	10 29 60, 10 29 30
French Embassy	63 02 70
German Embassy (Federal Republic)	63 13 80
Greek Embassy	60 88 60, 61 78 80
Guatemalan Consulate	22 99 20
Haitian Consulate-General	21 34 11
Honduras Consulate, Republic of	23 21 85
Hungarian People's Republic, Embassy of the	61 67 62, 62 56 75
Icelandic Embassy	62 40 16, 67 27 52
Indian Embassy	11 32 37, 11 32 13
Indonesian Embassy	63 54 70
Iranian Embassy and Consulate	62 70 68, 62 73 68
Iraqi Embassy	63 91 10, 63 91 20
Irish Embassy	61 80 05, 61 74 09
Israeli Embassy	63 52 40
Italian Embassy	62 12 69, 61 21 55
Italian Consulate	33 18 00
Japanese Embassy	62 72 10, 62 72 75, 62 77 58
Jugoslav Embassy	10 11 80, 10 11 81
Korean Embassy	62 30 00, 61 86 50
Lebanese Consulate-General	67 08 80
Liberian Embassy	62 20 90, 62 10 40
Luxemburg Consulate-General	22 94 50
Mexican Embassy	61 60 80
Moroccan Embassy	62 06 62, 62 07 58
Netherlands Embassy	24 71 80
Nicaraguan Consulate-General	23 41 95
Norwegian Embassy	76 06 20
Norwegian Consulate-General	10 36 99
Pakistani Embassy	67 87 41, 67 87 42, 67 87 43
Panamanian Consulate-General	63 99 25
Panamanian Consulate	20 99 17
Paraguayan Consulate	67 57 17
Peruvian Embassy	20 32 00
Peruvian Consulate-General	21 35 00
Polish Embassy	11 41 32
Polish Consulate-General	11 63 74
Portuguese Embassy	62 60 28
Portuguese Consulate	67 30 76
Rumanian Embassy	765 90 95
Salvadorian Consulate	23 31 10
Singapore, Republic of	63 74 88
South African Legation	10 71 15, 11 04 70, 21 76 41
Spanish Embassy	62 54 94
Swiss Embassy	23 15 50
Tanzanian Embassy	67 35 51, 67 35 71
Thai Embassy	67 80 90, 67 21 60
Thai Consulate-General	22 05 00
Tunisian Embassy	23 63 70
Turkish Embassy	60 80 66
Turkish Consulate-General	11 96 75
Union of Socialist Soviet Republics, Embassy of the	11 74 94
– Consular Department	20 86 52
United Arab Republic, Embassy of the	62 96 03, 62 96 87
United States Embassy	63 05 20
Uruguayan Embassy	61 56 21
Uruguayan Consulate-General	53 27 55
Venezuelan Embassy	62 93 15, 16 74 58

REPAIRS: All types of deck and machinery repairs can be carried out.
DRY DOCKS: Gustav V Dock, length 598 ft., width 79 ft., depth 31 ft. Also three other dry docks and five floating docks.
REPATRIATION: Crewmen may be signed-on and paid-of. Whether paid-off crewmen will be allowed to remain in the country and seek new employment, depends on existing bilateral agreements between countries. Generally, only a citizen of a Scandinavian country may seek work in Sweden without a special labour permit.
AIRPORT: Arlanda, approx. 22 miles from central Stockholm. Served by regular airlines.
TIME: GMT plus 1 hour. Unchanged throughout year.
HOLIDAYS: New Year's Day (January 1st); Epiphany (January 6th); Good Friday (variable Friday in March/April); Easter Monday (variable Monday in March/April); May 1st; Ascension Day (variable Thursday in May/June); Whit Monday (variable Monday in May/June); Midsummer Day (variable Saturday in June); All Saint's Day (first Saturday in November); Christmas Day (December 25th); Boxing Day (December 26th). No work is normally done on these days.
POLICE/AMBULANCE/FIRE: Tel. 90 000.
TELEPHONES: Ship-to-shore telephone connections can be provided at most quays.
GENERAL: Degaussing station available.
SERVICES: Electric current can be laid on at some quays. Port has a special barge for collection of oil residues. Licensed compass adjusters available.
SHORE LEAVE: No restrictions.
DELAYS: Occasionally shortage of stevedores. Some delay may be caused by ice, but port kept permanently open by ice-breakers.
AUTHORITY: Stockholms Hamn, Sandhamnsgatan 57, S–115 28, Stockholm, Sweden. Tel. 63 55 00 (routing code 08). Telex 10 612. Cables: Capitalport.

STORUGNS, Gotland Is.: 57.50 N. 18.49 E.

Situated on Eastside of Bay of Kappelshamn on the North coast of Gotland and about 18 km. North of Slite.
DOCUMENTS:
Crew Lists.
Customs Documents.
Health Certificate.
Bills of Lading.
Measurement Certificate.
Valid Derat Certificate.
All compulsory. (Also see "Stockholm".)
ANCHORAGE: Good anchorage. N.W. of quays. Sand and clay bottom.
PILOTAGE: Service centralised to main station at Visby. Service day and night. Tel. 0498–10138. 5 hours notice required. VHF Channel 16 (also see "Stockholm").
ANCHORAGE: Good anchorage available.
RESTRICTIONS: None. Entry day or night.
MAX. SIZE: Depth at entrance and at quay 10 m. Vessels up to 20,000 tons have loaded to full draft.
HEALTH: No restrictions provided no disease or fever or board and vessel not arriving from port where disease or fever in existence.
RADIO/VHF: Tingstade Radio Station – SAE. VHF see "Pilotage".
TUGS: None.
BERTHING: Main harbour for loading limestone. Modern loading facilities. Load rate about 500 tons/hour in two shifts. Up to 10 metres depths at quays.
MEDICAL: Central hospital at Visby.
FRESH WATER: Not available.
FUEL: Most grades available from Visby subject prior notice.
WATCHMEN: Not compulsory but available at about Swcr.15:– per hour.
HATCHES: Ship's crew open and close.
CUSTOMS ALLOWANCES: Presently 200 cigarettes per head/week. Practically no spirit allowed out of bond.
IDENTITY CARDS: Seamen's book or passport if travelling outside port area.
CONSULS: No consul representations at Slite. Nearest consuls (for Denmark, Norway, Finland, West Germany) at Visby.
REPAIRS: Only minor repairs possible.
DRY DOCKS: None.
REPATRIATION: Good possibilities for changing crew.
AIRPORT: Visby.
TIME: GMT plus 1 hour. Permanent.
SHORE LEAVE: Permitted.

AGENT: Aktiebolaget Rob. Myrsten, 620 30 Slite. Telex 413 – A/S Myrsten. Cables "Myrsten – Slite." Tel. 0498/20001/02/03, After hours: 0498/20102/20021/20014.

STROMSTAD: 58.56 N. 11.10 E.

DOCUMENTS/PILOTAGE: See "Stockholm".
ANCHORAGE: Available within port to vessels up to and including 3,000 d.w.
MAX. SIZE: Cargo ships (not tankers), max. 3,000 d.w.

BERTHING: No particular restrictions for berthing within the port.
FRESH WATER: Available.
FUEL: None available.
GANGWAY/DECK WATCHMEN: Necessary.
OPENING/CLOSING HATCHES: Carried out by crew.
IDENTIFICATION CARDS: Needed.
CONSULS: Norwegian Consul: Karl Krohn, Adr: Karlsgatan 2.
REPAIRS: No repairs possible.
REPATRIATION: Facilities exist for effecting crew changes.
AIRPORT: Torslanda (Gothenburg). Distance: 200 km.
HOLIDAYS: Cargo work can not be arranged on holidays.
POLICE/AMBULANCE/FIRE: Police 12530; Ambulance 90000 (ask for ambulance); Fire 11160.
TELEPHONES: Arrangements exist for placing telephones on board.
TIME: GMT plus 1. Permanent.
DELAYS: No delays in load or discharge.
AUTHORITY: Hamnförvaltningen Stromstad.

SUNDSVALL: 62.25 N. 17.20 E.

DOCUMENTS:
2 Crew Lists and/or 2 Passenger Lists, also stating what tobacco, cigarettes or spirits each man has.
Deratification Certificate.
Manifest and/or Bills of Lading.
Register, and if vessel has been before in Sweden same year, bills for light dues paid.
PILOTAGE: Pilot station at Spikaren South point of Alnö island. Pilot obtainable at position North 62.21 East 17.39. Pilot VHF frequency 16 but possibility to shift to another wavelength when ships calling on other length. Signals made either by sound or light and by hoising G or PT flag during daytime. If very bad weather ship can steer from Bremö island on white sector of the Draghällan Lighthouse in entrance of Sundsvall, but only ships less than 25 ft. draft. 5 hours' notice of ETA to ship's Agents and any change of position must be given at least 2 hours before ETA Pilot. (Also see "Stockholm".)
ANCHORAGE: Between islands of Tjufholmen and Alnö and also in Svartvik bay.
MAX. SIZE: No restrictions on length or breadth.
HEALTH: See "Documents".
RADIO: Cable Agents giving ETA, draft and cash required via either Hernösand Radio SAH or Stockholm Radio SDJ.
TUGS: Must be ordered by Agents in very good time before arrival.
BERTHING: Any time. No restrictions except draft. Sundsvalls Terminalen, 33 ft.; Sundsvalls Town, 27 ft.; Kubikenborg, 32 ft.; Svartvik, 32 ft.; Ostrand, 32 ft.; Ortviken, 30 ft.; Stockvik, 22 ft.
STEVEDORES: Ordered by Agents, but if vessel to load various parcels for different destinations, this must be stated to Agents, and also if possible to work with trucks on board.
RADAR/VHF: Decca radar chain along whole Swedish coast. Radar and VHF service obtainable.
TANKERS: Discharge lines 6 in. and 8 in.
DENSITY: Nearly fresh water.
FRESH WATER: Nearly all berths supply water by own installations approximate cost per ton Skr. 4.50.
FUEL: All grades, but if delivery on Saturday or holidays, notice must be given in good time, otherwise all installations are closed over weekend.
FIRE PRECAUTIONS: Tankers discharging, smoking only allowed in special rooms on board, not on deck or on quay.
GANGWAY/DECK WATCHMEN: Available for gangway. Not compulsory.
OPENING/CLOSING HATCHES: Normally done by the crew.
MEDICAL: Yellow fever, cholera and smallpox inoculations obtainable only in hospital.
CUSTOMS ALLOWANCE: 200 cigarettes and 1 bottle of 75 centilitre per man/week. Extra granted on request.
SHIP'S CERTIFICATES: See "Stockholm".
IDENTIFICATION CARDS: Not necessary.
CONSULS: Finland, Norway, Denmark, Germany, Holland, Belgium, Great Britain, France, Portugal, Greece.
CARGO GEAR: No additional requirements.
REPAIRS: Most repairs possible.
TIME: GMT plus 1 Permanent.
DRY DOCK: At Hernösand or Gävle.
HOLIDAYS: New Year's Day; Epiphany; Good Friday; Easter Monday; Labour Day; Ascension Day; Whit Monday; Midsummer Day; All Saints' Day; Christmas Day; Second Christmas Day. Work ceases at 11.30 on the following eves of holidays and is voluntary and paid with 100% overtime, Easter Eve; Whitsun Eve; Midsummer Eve; Christmas Eve; and New Year's Eve.
POLICE/AMBULANCE/FIRE: Telephone numbers: Accidents, Police 9000; Fire, ask for alarm 90000. Foreign call 001. Ambulance 12 32 00. Taxi 15 72 00. Pilot station 86000. Board of Trade 11 32 91.
DEVELOPMENTS: Harbour can be closed by ice some time during winter but assistance given by State ice-breakers as long as possible.

AGENTS: Chartering, Tramp & Liner Agents. Aktiebolaget Emil Bredenberg, Sjögatan 1, 851 02 Sundsvall. Tel. 060/11 11 47. Telex. 710 43. Bankers: Svenska Handelsbanken, Sundsvall, A 0.11 38 11 Sundsvall.

TRELLEBORG: 55.21 N. 13.09 E.

DOCUMENTS: See "Stockholm".
PILOTAGE: Available day and night. Meet inward-bound ships on roads with motor boat. Outward-bound pilot obtained from pilot station of Trelleborg. Tel. 10141. Pilots also attend warpings and hawser-moorings. Pilot boats provided with short-wave radio telephone, and in pilot station an up-to-date radar set is installed. Also see "Stockholm".
ANCHORAGE: Recommended West of entrance fairway between fairway buoy and No. 1 light buoy. Depth varies from 23 ft. to 46 ft. Anchor ground good – clay and sand.
RESTRICTIONS: Entrance a straight, perch-buoyed fairway of about 5,415 ft. length, having measured depth of 28 ft., and a bottom width of 328 ft. Distance between moles 282 ft.
HEALTH: See "Stockholm".
TUGS: Tows to and from harbour carried out by Statens Järnvagar's tug-boat "S.J." on order from respective captain. Additional tug-boats can be promptly obtained.
BERTHING: New Harbour has depth of 26 ft. with quay on Northern side of basin. It is 1,640 ft. long and served by two bridges cranes and two gantry cranes. Western harbour basin has depth of 23 ft. in Western and Northern part and 26 ft. in Eastern Part. Eastern harbour basin has depth of 21 ft. in Eastern and Northern part and 26 ft. in Western part. Oil quay 230 ft. long has depth at quay of 26 ft. is situated on Southern side of New Harbour. Tankers of maximum length 570 ft. can approach this quay. From oil harbour area direct importation of oils is made to Svenska Fina, Statens Järnvagär (the Swedish State's Railway Company), the Trelleborgs Gummifabriks AB (Trelleborg Rubber Factory Ltd.).
STEVEDORES: Available (tel. 112 66, 112 69).
FRESH WATER: Available on all quays at request in Harbour Office.
FUEL: All grades bunker oils supplied at oil quay through direct pipe-line from sea depot. Orders on phone Trelleborg 107 76. Bunker coal can be ordered.
REPAIRS: Available through private firms. Tel. Trelleborg 150 60, 109 66 or 124 50. Diver available.
TIME: GMT plus 1 hour. Permanent.
TELEPHONES: Ship's telephone available at oil quay, tel. 148 28, and at the Harbour Bridge, tel. 147 67. Order is made through Harbour Administration.
AUTHORITY: Trelleborgs Hamnförvaltning.

UDDEVALLA: 58.21 N. 11.56 E.

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
Health document. Derat. Certificate when ship arrives from abroad, except from Denmark and Norway.
8 Manifests.
2 copies of Bills of Lading.
Tonnage Certificate.
Nationality Certificate.
PILOTAGE: Pilotage at Marstrand. Address "Marstrand Pilotstation". Required ETA five hours. VHF 16 and 6. Pilot boat South of Pater Noster Lighthouse. (Also see "Stockholm".)
MAX. SIZE: Draft 10·5 m.
HEALTH: Cable to Agent and he will arrange with health authorities.
RADIO: SAG. Gothenburg Radio (Göteborg radio).
TUGS: Tugs will join in port.
STEVEDORES: Arranged with Agent.
RADAR/VHF: No port radar service, VHF Channels 6 and 16.
TANKERS: Draft in the Skeppsviken Oilport, 10·5 m.; at the Badö Oilport, 9·5 m.
FRESH WATER: Available at any quay.
FUEL: All grades available.
FIRE PRECAUTIONS: Only for Benzine tankers, when a fireman shall be on duty as a watchman.
GANGWAY/DECK WATCHMEN: There are watchmen available.
OPENING/CLOSING HATCHES: Preferably by crew. Can be arranged by stevedores.
SHIP'S CERTIFICATES: Tonnage Certificate, Nationality Certificate; Derat Certificate.
TOBACCO/SPIRIT ALLOWANCE: 200 cigarettes and one bottle of spirits for each man as a normal quantity. Possible to be increased for Master.
IDENTIFICATION CARDS: Not required.
CONSULS:
Danish, tel. 10186 — Norway, tel. 10055
Finland, tel. 11631 — Germany, tel. 14440
Holland, tel. 34430
REPAIRS: Facilities available.
DRY DOCKS: Dock for 20,000 tons d.w.
REPATRIATION: In accordance with instructions of consul.
AIRPORT: Gothenburg, 100 kilometres.
TIME: GMT plus 1. Permanent.
POLICE/AMBULANCE/FIRE: Police, 90 000; Ambulance, 90 000; Fire 90 000.
TELEPHONES: Available for placing on board.
AUTHORITY: Harbour Manager, 451 01 Uddevalla 1. Tel. 149 40.

UMEA: 63.49 N. 20.16 E.

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
1 Manifest.
Bills of Lading.
Bill of measurement.
De-ratting Certificate.
PILOTAGE: Telegraphic address of pilot station: "Umeå Lotsplats, Bredskar". Notice should be given at least 5 hours before ETA, if changed new notice should be given at least 2 hours before new time. Pilot boat orange. International signals used for Pilot, also VHF Channel 16. Pilot has to be taken on board at "Väktaren" Lighthouse except in very bad weather, when pilot boat waits further on in entrance fairway. (Also see "Stockholm".)
ANCHORAGE: Anchorage areas given by pilots.
RESTRICTIONS: Max. draught for entry at night 28 ft.
MAX. SIZE: Max. draught 33 ft. 5 in.
HEALTH: Pratique obtained when "Maritime declaration of health" form is produced.
RADIO: Härnösand Radio.
TUGS: Join in Stormskar if required. Ship's lines to be used.
STEVEDORES: ETA required before 2 p.m. the day before an early arrival.
RADAR/VHF: Bredskär pilot station should be contacted on VHF, Channel 16.
MEDICAL: Inform Agent as soon as possible. Hospital facilities available.
TANKERS: One tanker berth. Max. permitted draught 37 ft.
DENSITY: Fresh water.
FRESH WATER: Available by hose from shore 20 tons/hour, 3 Sw. cr./ton.
FUEL: Bunkering possible during loading and unloading. Pipes drawn to dry cargo berths. Notice as soon as possible.
OPENING/CLOSING HATCHES: Normally handled by crew.
CUSTOMS ALLOWANCE: (Tobacco), 200 cig./week. (Spirits), one bottle per week for crew member over 21 years of age.
CARGO GEAR: Electric cranes lifting capacity 7½ tons.
IDENTITY CARDS: Not needed.
CONSULS:
Danish Dutch
Norwegian Belgian Finnish
DRY DOCKS: None.
AIRPORT: Distance from harbour 20 km.
TIME: GMT plus one hour. Permanent.
POLICE/AMBULANCE/FIRE: Alarm tel. 90 000.
TELEPHONES: Yes. Connection 20 Sw. cr. and additionally 15 Sw. cr./day.
SERVICES: Compass adjustment.
PORT AUTHORITY: Umeå Hamnförvaltning, Holmsund, tel. 090–41270.

VALLVIK: 61.11 N. 17.10 E.

DOCUMENTS: See "Stockholm".
PILOTAGE: Pilot station at Lilljungfrun. For further information, see "Port of Söderhamn". (Also see "Stockholm".)
ANCHORAGE: (*a*) Ljusne bight sheltering for W., N. to N.E. winds, depths 6 to 8 fathoms. (*b*) North side of Storjungfrun island sheltering for S. to S.W. winds, depths 10 to 12 fathoms.
RESTRICTIONS: No direct restrictions. Ships of about 5,000 tons d.w. or more are recommended not to enter or leave the harbour in darkness (due to pilot and weather conditions).
MAX. SIZE: Maximum draft in fairway 25 ft. 6 in. Loading pier 650 ft., available on both sides (West side up to 320 ft. only). *Depths:* East side, from 28 ft. at the outer end to 18 ft. at the inner, with max. breadth 50 ft., breadths more than 50 ft. allow only 23 ft. 5 in. abreast of the pier. West side, from 28 ft. at the outer end to 20 ft. at the inner, max. breadth 50 ft.
HEALTH: No special action except if suspected disease. In that case contact Agent.
RADIO: Northward bound ships contact Stockholm Radio, Southward bound Härnösand Radio.
TUGS: Usually only needed when ships are leaving. Ship's lines always used.
BERTHING: Ship's Agent keeps contact with port authorities.
STEVEDORES: Agent arranges needed or available gangs according to the Shipmasters wishes.
RADAR/VHF: No port radar service. There is a radar station at Lilljungfrun. Pilot station and some of the pilot boats are fitted with radar. Master may contact Pilot by means of VHF Channel 16 (frequency 156.8 MHq) and 13 (frequency 156.656 MHq).
TANKERS: 10 in. diameter discharging hoses and pipeline. Tanker berth at loading pier, 3 different connecting points.
FRESH WATER: Delivered by hose from quay. About 3 tons per hour, 4:– Sw. kroner per ton.
FUEL: Tanker lorries ordered through Agent, available with a few hours' notice.
GANGWAY/DECK WATCHMEN: Not necessary. If wanted, can be arranged at cost of about 8:– Sw. kr./hour.
OPENING/CLOSING HATCHES: Normally carried out by crew. Can be done by stevedores.
CARGO GEAR: Cargo gear certificates valid.
IDENTIFICATION CARDS: Not needed.
CONSULS: Danish, Dutch, and French Consuls in Söderhamn.
REPAIRS: Machinery repairs, plate-work and welding can be carried out to a certain extent.
DRY DOCKS: None.
REPATRIATION: Facilities for crew changes available.
AIRPORT: Nearest airport Arlanda, about 15 miles North of Stockholm.
TIME: Local time GMT plus 1. Permanent.
HOLIDAYS: See "Söderhamn".
POLICE/AMBULANCE/FIRE: See "Soderhamn".
TELEPHONES: No arrangements for placing telephones on board. Telephone for ship's use, available in Harbourmaster's Office.
PORT AUTHORITY: Hamnkontoret, Vallviks fabriker, 820 21 Vallvik. Tel. 0270/69050. Telex 81011.

VARBERG: 57.07 N. 12.15 E.

DOCUMENTS:
Crew List.
Passenger List.
Maritime Declaration of Health (incl. Certificate of Deratting).
Ship's Certificate of Registry.
Manifests and B/L copies.
PILOTAGE: Application for sea pilot through ship's Agent. Telephone to pilot station 0340/10300. Pilot to board vessel on the road about ½ nautical miles off Varberg. (Also see "Stockholm".)
ANCHORAGE: On the roads 33 ft. depth.
RESTRICTIONS: No tide or other entry restrictions.
MAX. SIZE: Length 170 metres, breadth 25 metres, draft 23 ft. No tide.
HEALTH: Vessel to be kept in quarantine if disease on board suspected.
RADIO: Gothenburg Radio, SAG.
TUGS: One tug boat of 500 h.p. available. Additional tugs to be ordered 12 hours in advance.
STEVEDORES: Gangs to be ordered in advance through ship's Agent.
RADAR/VHF: Special radar service to be ordered from Gothenburg (50 miles North). VHF Channels 16 and 26.
MEDICAL: Hospital facilities available. Desirable to give advance notice.
TANKERS: Two tanker berths, maximum draft 23 ft.
FRESH WATER: Available all docks 35 tons/hour, cost about Sw. kr. 3:– per ton.
FUEL OIL: Nr. 1–5 available from tank trucks.
FIRE PRECAUTIONS: Oil no. 1 and petrol to be discharged under supervision of watchman.
DEVELOPMENTS: Planned increases of draft at the entrance to 9 metres = 29 ft. and in the harbour to 8 metres = 26 ft.
GANGWAY/DECK WATCHMEN: Recommended.
OPENING/CLOSING HATCHES: Generally done by stevedores.
SHIP'S CERTIFICATES: Certificates of Registry and Deratting and also Crew List.
CUSTOMS ALLOWANCE: (Tobacco), 200 cigarettes per man. (Wine/Spirits), 1 bottle per man.
IDENTIFICATION CARDS: Not needed.
CONSULS:
Vice-Consul of Finland, tel. 0340/16000
Vice-Consul of Netherland, tel. 0340/16270
Vice-Consul of Denmark, tel. 0340/16190
REPAIRS: Only minor repairs.
REPATRIATION: Can be effected.
AIRPORT: Nearest airport with regular airlines, Torslanda/Gothenburg, 50 miles North Varberg.
TIME: Local time GMT plus 1 hour. Permanent.
HOLIDAYS: Principle Swedish Holidays – when no cargo work is obtainable: New Year's Day; Good Friday; Easter Day; 2nd Easter Day; Labour Day (May 1st); Whitsun Day; 2nd Whitsun Day; Midsummer Day; All Saints's Day (November); Christmas Day; 2nd Christmas Day.
POLICE/AMBULANCE/FIRE: Tel. 90 000.
TELEPHONES: Available on dock but not for placing on board.
PORT AUTHORITY: Port Authority of Varberg, Hamnkontoret, S 432 00, Varberg/Sweden. Tel. 0340/10120.

VÄSTERÅS: 59.37 N. 16.33 E.

DOCUMENTS:
Ship's Register.
2 Crew Lists.
1 Tobacco List, signed by all hands on board.
1 Valid Deratting Certificate.
1 copy of Manifest or Bill of Lading for each Swedish port of call.
Light dues receipts, if on board.
PILOTAGE: Incoming ships receive Pilot from Landsort. Pilot ordered by VHF Channel 16 (=165·80 m/c) or by RT. Pilot boats fitted with VHF. Give order 3 hours before Pilot required. Pilots meet ships about 2 nautical miles outside Landsort. Light and signals in accordance with the international rules. (Also see "Stockholm".)
ANCHORAGE: Within harbour area. Depths 9–10 m.
RESTRICTIONS: None. No tides.
MAX. SIZE: Vessels reach port through two deep navigable channels – through Södertälje Ship Channel or via Stockholm through Hammarby Ship Canal. Lowest depth of channels at average water level is 6·2 m. (20 ft. 4 in.).

Sizes of Locks:

	Length	*Width*	*Depth*
Södertälje	136 m.	20 m.	8·3 m.
Hammarby	115 m.	17·4 m.	7·0 m.

HEALTH: No special requirements or health documents, only valid deratting certificate. Disease or fever on board must be declared before entering port.
RADIO: Stockholm Radio.
TUGS: One tug for unberthing. Ship's lines.
BRIDGES: Four bridges. All of them to be opened at passage except bridge at Södertälje which closed from 16.30 until 18.30 weekdays and 13.00–15.00 Saturday or day before a holiday.
STEVEDORES: Stevedores for next working day ordered at least 15,00 hours day before and ETA to be given in due time.
VHF: The harbour office. VHF Channels 16 and 14.
MEDICAL: Necessary service given by local hospital and private doctors. Vaccinations carried out.
FRESH WATER: Ordered through port administration. Cost per ton 6:– sv. kr.
FUEL: Bunkering of all grades of oil can be carried out at all quays from trucks.
FIRE PRECAUTIONS: Accordance harbour regulations.
DEVELOPMENT: Constant new development and extensions. Additional room for extension in old harbour, deep harbour and oil harbour.
GANGWAY/DECK WATCHMEN: Can be obtained from shore-watch companies at different rates for night/day work.
OPENING/CLOSING HATCHES: Crew. Can be carried out by Stevedores.
SHIP'S CERTIFICATES: Measurement certificate and all gear-test certificates required, if ships gear to be used.
CUSTOMS ALLOWANCES: (Tobacco), 200 cigarettes or 200 gr. tobacco. Additional allowance depending on expected stay in port and size of vessel. (Spirits), 1 bottle of 0·75 c.l. for each crew member over 21. Additional allowance on request.
IDENTIFICATION CARDS: None required.
CONSULS: Norwegian and Danish.
REPAIRS: Most deck and engine repairs, as well as electrical.
DRY DOCKS: None.
REPATRIATION: Yes. Accommodation to be ordered in good time.
AIRPORT: Arlanda, 120 kilometers. International lines.
TIME: GMT plus 1 hour.
HOLIDAYS: See "Stockholm".
POLICE/AMBULANCE/FIRE: Tel. 90000.
TELEPHONES: In oil and deep-water harbour, most quays fitted with telephones.
SERVICES: Compass adjusting. Small radio repairs by local radio men.
SHORE LEAVE: Crew can leave vessel after customs clearance and immigration control.
AUTHORITY: Västerås Harbour Board, Hamngatan 2, 722 12 Västerås. Tel. 021–142292 or 021–131845.

VISBY: 57.38 N. 18. 17 E.

DOCUMENTS: See "Stockholm".
PILOTAGE: Tel. 0498–10138 at 0600–2200, if possible five hours before arrival. Pilotage day or night. Embark/disembark outside port entrance. Radar–VHF on pilot station. (Also see "Stockholm".)
ANCHORAGE: Outside harbour, water depth 30 to 50 m. Clay bottom. No mooring buoys anywhere.
RESTRICTIONS: No tide in harbour. Currents outside harbour up to 4–5 knots running along coast. Prevailing winds, Summer time mostly S.W., Winter between N.W. and N.E. Harbour open to winds between S.W.–W., which with strong winds will make swell along the piers.
MAX. SIZE: Largest vessel, 2,500–3,000 d.w. Max. length about 100 m., turning in harbour.
TUGS: None available.
BERTHING: Four roll-off/roll-on berths. No mooring buoys inside harbour. Prohibited anchor in inner basin.
BRIDGES: No bridges or overhead cables.
STEVEDORES: Working hours, Monday–Friday 0700–1700. Overtime possible.
FRESH WATER: Available.
FUEL: Coal, oil.
REPAIRS: Only small repairs are possible.
AUTHORITY: Visby Harbour Office. Tel. 0498–10427, 0498–10162.

YSTADS: 55.26 N. 13.50 E.

DOCUMENTS:
Crew List.
Passenger List.
Custom Documents.
Manifests.
Bills of Lading.
Ship's Papers, etc.

PILOTAGE: Vessels approaching Ystad's Harbour must apply for Pilot at Trelleborg at least 5 hours before pilotage due to commence. Tel. 10141 or VHF (Channel 16), stating tonnage, draft and distination. VHF tel. call sign "Lotsarna plus name of pilot's station". (Also see "Stockholm".)
ANCHORAGE: Inner road: 0·5 n.m. S.W. harbour entrance, 7–9 metres depth; sand and clay. Outer road: 1·0 n.m. S.W. harbour entrance, 9–10 metres depth; sand and clay, good anchorage ground. The road is open for winds between S.S.W. Spanska redden: 1·5 n.m. S.W. to S. harbour entrance, 13–16 metres depth. The road is open for winds between W.S.W.
RESTRICTIONS: Vessels draft. 20 ft. can enter harbour during darkness, and during day draft of 22 ft. 6 in.
BERTHING: Vessels of 160 metres length and 20 metres breadth can enter harbour.
MAX. SIZE: Largest vessel that can enter harbour about 5,000 d.w.
RADIO: Göteborg, Malmö and Karlskrona.
TUGS: Tug usually meets vessel about 1 mile S.S.W. harbour entrance. Ship's lines used. Tugs not compulsory.
STEVEDORES: Stevedores must be ordered from Ystads Stuveri AB. working hours Monday–Friday 0700–1630. Meal intervals 0900–0930 and 1200–1300.
RADAR/VHF: Between 0500–1900 possible contact pilot station by VHF' Channel 16. Outside these hours frequency 156·65 mc/s (Channel 13) or operating frequency 156·50 mc/s (Channel 12).
MEDICAL: Agents to be notified in advance if medical attention wanted.
TANKERS: Load/discharge lines 8 in. diameter, but reducing pieces for 6 in. and 10 in. diameter.
FRESH WATER: Available from quays. About 20 tons/hour. Three kroner per ton.
FUEL: Coal and oil can be obtained.
DEVELOPMENT: Three new ferry berths to be completed 1970 for ferry. Routes to Rönne (Bornholm, Denmark) and Swinoujscie (Poland).
GANGWAY/DECK WATCHMEN: Can be arranged. About six kroner per hour.
OPENING/CLOSING HATCHES: Crew.
SHIP'S CERTIFICATES: See "Stockholm".
CUSTOMS ALLOWANCES: (Tobacco), about 200 cigarettes or 200 gram of tobacco for each member of crew. (Spirits), one bottle for each member of crew.
CARGO GEAR: Loading/discharging with shore cranes.
IDENTIFICATION CARDS: Not needed.
CONSULS: Danish Consul, tel. 13800. Finnish Consul, tel. 13940. Norwegian Consul, tel. 13930.
REPAIRS: Slipway for vessels up to about 500 d.w.
AIRPORT: 60 km. distant and served by regular airlines.
TIME: GMT plus 1 hour. Permanent.
HOLIDAYS: Christmas; New Year; Easter; Whitsun and Midsummer. No cargo work.
POLICE/AMBULANCE/FIRE: Police tel. 13620; Ambulance tel. 13680; Fire tel. 13615.
SHORE LEAVE: Permitted.
PORT AUTHORITY: Ystads Hamnförvaltning, Ystad. Tel. 10005, 10389.

Syria

BANIAS 35.14 N. 35.56 E.

PILOTAGE: Pilots board all tankers approaching the Terminals. These Pilots act in the same capacity as Mooring Masters in the berthing of vessels, after which they supervise the raising of the flexible hoses and their connection to the ship's manifold. During loading operation they act as the Company's Representatives. The Company's Mooring Masters will meet tankers in the vicinity of Marqab Light Buoy.

It is requested that tankers of 40,000 dwt. and over should have rigged, when in light condition, an accommodation ladder lowered to about 12 ft., above the water. This can be adjusted to suit conditions. A pilot ladder should be rigged immediately abaft the accommodation ladder, to within 2 ft. above the water. This will enable the Pilot to ascend the pilot ladder clear of the launch and then step on to the lower platform of the accommodation ladder. United Kingdom Merchant Shipping (Pilot Ladders) Rules 1965 is relevant.
ANCHORAGE: Vessels awaiting berth may anchor immediately South of No. 6 Berth in the vicinity of Marqab light-buoy with Banias Coastal Light bearing 180°. The sea bed is rock, coral and sand. To the seaward of the berths the depth of water is too great for safe anchoring.
MAX. SIZE: Maximum draft: 53 ft. from April to October; 51 ft. from October to April. Vessels up to 125,000 dwt handled at off shore moorings.
HEALTH: Masters of tankers due may obtain free pratique by addressing the usual quarantine message to their Agents through commercial radio channels.
RADIO: The Iraq Petroleum Company Limited must be informed 48 hours prior to arrival of a vessel's ETA, quantity of cargo required if in a state to load and maximum loading rate required. All times to be given in GMT or local time clearly stating which time is being used.

Banias Terminal Radio Station. Call sign: "YKM 5". Frequency: 442 kc/s.

Tanker VHF Radio Communications. Vessels approaching Banias can communicate with the Terminal by FM, VHF, Channel 16. Range-30 to 40 miles. Frequency 156·8 Mc/s. Simplex Operation. Call sign: Banias. On arrival, ships radio installations will be sealed off according to normal practice and the boarding Mooring Master will put his own portable equipment on board. Communications will then be as follows:

Banias. Equipment: Fixed station sited in the Terminal. Call sign: "Banias". Frequency: Transmitting 163·6 Mc/s. Receiving 159·1 Mc/s. Range: 8 miles. Watches: Continuous whilst vessels are in port or immediate vicinity.

Mobile Station. Equipment: Placed aboard vessel on arrival at Banias. Call sign: Ship's name. Frequency: Transmitting 159·1 Mc/s. Receiving 163·6 Mc/s. Range: 5 miles. Watches: Mutually agreed between ship and the Terminal on first establishing contact.

Note: The radio telephone circuit is connected with the main Company Communications network in Banias Terminal.

BERTHING: At all berths vessels moor using both anchors forward, with wires to a buoy on the port bow, one buoy astern and one on each quarter. Hoses are lifted on the port side.

Berth No. 1: Out of commission.
Berth No. 2: depth 56 ft., three 16 in. hoses.
Berth No. 3: ,, 57 ft., three 16 in. hoses.
Berth No. 4: ,, 48 ft., one 16 in., one 12 in. hose.
Berth No. 5: ,, 40 ft., two 12 in. hoses.
Berth No. 6: ,, 46 ft., two 12 in. hoses.

Loading rates up to 8,000 tons per hour.

FRESH WATER: Facilities are not available for the supply of potable or boiler water.

FUEL: Bunkers are not available at Banias.

BALLAST: All tankers should ensure ballast is clean. Authorities are most strict and impose heavy fines for the slightest contravention. Ballast quantity should be kept to the minimum required to ensure safe manoeuvring. No facilities for disposal of ballast ashore.

NOTICE OF READINESS: Notice of Readiness will be received by the Company Representative provided the vessel is ready to load. Lay time will commence six hours after receipt of Notice of Readiness, berth or no berth. The Company will make every effort to load a tanker on arrival provided a berth is available and weather permitting.

AUTHORITY: Iraq Petroleum Co. Ltd.

AGENTS: Gulf Agency Co. (Syria) Ltd., Banias, Syria. Cables "Gacship", Banias. Tel. 455. Telex 906 Beirut.

LATTAKIA: 35.31 N. 35.46 E.

DOCUMENTS:
7 Crew Lists (with Passports).
9 Lists of Transit Passengers (with Passports).
8 Lists of Landing Passengers (with Passports).
1 List of Cargo in Transit.
2 Cargo Manifests for Discharging.
3 Lists of Cigarettes and Liquor.
3 Stores Lists.

PILOTAGE: Advise ETA 24 hours in advance. Pilot boards at anchorage.

ANCHORAGE: Within a circle of one mile diameter centred in position 35° 31′ 6″ N., 35° 45′ 0″ E.

MAX. SIZE: Harbour draft maximum 31 ft. for cargo vessels and 23 ft. passenger vessels. Oil terminal draft 52 ft., length 600 ft.

HEALTH: Free pratique granted by Authorities who board vessel at entrance. Certificate of Health signed by Master required. If coming from another port in same country, pratique granted immediately, free of charge.

RADIO: Call sign YKM, continuous watch on 2181 kc/s and 500 kc/s.

TUGS: 800 h.p. tugs always ready with pilot boat. Ship's lines usually used.

MEDICAL: Several hospitals available.

TANKERS: One berth, max. size of vessel 600 ft. length, 52 ft. draft. Hose connections 10 in.

DENSITY: 1.025.

FRESH WATER: Available by barge in basin and from pipeline on quay.

GANGWAY/DECK WATCHMEN: Can be supplied at Master's request.

OPENING/CLOSING HATCHES: Performed by crew.

CUSTOMS ALLOWANCES: 2 packets cigarettes per man per day. One bottle of spirits per man. No control on beers or wines.

CREW IDENTIFICATION CARDS: Only Passports required.

REPAIRS: Engine and deck repairs available.

TIME: Local time: GMT plus 2 hours. Summer time (1st May – 30th September): GMT plus 3 hours.

TELEPHONES: At present available only at passengers' quay. Facilities will eventually extend to all ships.

GENERAL: No vessels allowed to cross line from end of breakwater up to shore at following point: 35° 32′ 30″ N. 35° 31′ 30″ E.

SHORE LEAVE: Permitted within regulated limits.

PORT AUTHORITY: Directorate of Lattakia Port.

HOLIDAYS: New Year's Day (January 1st); Ramadan; Revolution Day (March 8th); Adha; Mohammedan New Year; Easter Sunday; Evacuation Day (April 17th); Labour Day (May 1st); Birthday of the Prophet; Ramadan; Christmas Day (December 25th).

The dates of the Mohammedan holidays are stated approximately. Friday: weekly day of rest. Arrangements for work on Fridays must be made at least 24 hours in advance. Working hours: 07.00–14.00. With the exception of the first 3 days of both the Ramadan and Adha holidays, May 1st and Revolution Day, the port operates all the year round, weather permitting, against payment of the prescribed overtime fees outside ordinary working hours.

AGENTS: Gulf Agency Co. (Syria) Ltd., POB 210, Lattakia, Syria. Cables "Gacship", Lattakia, Tel. 2214, 2670. Telex 906 Beirut.

TARTOUS: 34.53 N. 35.45 E.

DOCUMENTS: Bill of Health – The usual International form should be filled in on arrival and the Agent will deliver on board the Bill of Health and Port Clearance upon departure.

Manifests – Should be certified by the Syrian Consulate at port of loading in four copies.

Ship's Registry – To be presented to the Port Authorities upon request.

Crew List – In four copies should be handed over to the Agent along with passenger or transit manifests.

Store List – Two copies required by Customs who will allow 40 cigarettes to be retained by each person on board, the balance of slop chest and stores shall be sealed during ship's stay in port. Customs officers are at liberty to search crew quarters.

Deratisation Certificate – Valid certificate required and no extension can be obtained.

ANCHORAGE: Vessels proceeding to Tartous pick up Pilot at the Anchorage which is ½ mile South-west of the main breakwater. The rocky bottom constitutes good holding ground with a depth of up to 20 metres of water.

RADIO: Tartous Radio, call sign YKO, continuous watch on 2182 kHz.

BERTHING: Mooring Masters are temporarily supplied by Lattakia port and vessels should therefore contact Agents at Lattakia giving them their ETA and requirements. Vessels berth heading to the predominant South-western winds, i.e. stb. side alongside unless contrary winds prevail at the time of the berthing.

Southern breakwater – 2,650 metres long called Main breakwater
Northern breakwater – 1,650 ,, ,, ,, Lee breakwater

The distance between the two heads of these breakwaters is 250 metres with a depth of 10½ metres, which is being dredged in order to bring it up to 13 metres.

The harbour is divided into three basins which are protected by the two breakwaters: (1) The North basin; (2) The Middle basin; (3) The Southern basin. The Southern basin is the only one used presently, for the discharge of cargo.

Twelve vessels can be moored at anchor inside the breakwater of this basin, the depth being between 8–13 metres. The turning circle at the entrance is 450 metres diameter with a depth of 11–13 metres.

The main quay which is 150 metres wide offers on its southern side from the shore side 300 metres of jetty with a depth alongside of 2–4 metres, 300 metres with 8 metres and 200 metres with 9 to 10·5 metres depth. A standard gauge railway line is installed on the entire length of the quay.

TANKERS: Tartous Sealine Terminal:
Maximum safe length of tankers acceptable – 1,500 ft.
Maximum safe draft of tankers acceptable – 68 ft.
Maximum deadweight of tankers acceptable – 100,000 tons.

This is a one-berth Terminal that offers the same approaches used to reach the port of Tartous. Vessels await pilot 1·6 miles West of berth and the loading capacity is 4,000 tons per hour. Mooring, daylight only.

This operation performed without tug assistance but should there be a situation necessitating the help of a tug, same can be ordered from nearby Tartous port where 300 h.p. tugs stationed.

There are two breast buoys, two aft buoys and one astern, the vessel holding on its two anchors forward. In view of the rather sudden South-westerly winds, it may be decided to supplement the mooring lines with steel wires to assist in holding vessel in moorings.

The two flexible 10 in. hoses forming a "Y" will be connected to ship's manifold for side loading and the Terminal will supply the necessary standard flanges for the connection if required.

The Berthing Master will also supervise the loading and will keep in close contact with the control room by portable VHF radio since the vessel's own equipment has to be sealed during the ship's stay in port.

FRESHWATER: FUEL: There are no plans at present to furnish bunkers or fresh water to vessels calling at Tartous port except in limited quantities that will be brought alongside by tank-trucks.

MEDICAL: Medical facilities are available, but serious cases may involve transportation to Lattakia or Damascus.

DEVELOPMENTS: A new quay for phosphate is now under construction 300 metres long and 4 metres depth and will be prolonged by a quay of 250 metres long and 11 metres depth for vessels loading phosphate up to 25,000 tons capacity.

A dry dock will be soon under construction for repairing vessels and tankers with a capacity varying between 40 and 60,000 tons. Also two slip-ways for general overhaul for small vessels of 1,000 tons and less.

SHORE LEAVE: No amenities for the crew exist in the town of Tartous but crew may, if required, proceed ashore with a landing permit issued by the local security services.

AGENTS: See Lattakia.

Taiwan

HUALIEN: 23.59 N. 121.37 E.

DOCUMENTS:
Ship's Register.
De-rat Certificate.
Last Port Clearance.
Taiwan Tonnage Dues Certificate.

Pratique.
8 copies Crew List.
1 copy Crew List visaed by office of China Mission (applicable only to American vessels.)
8 copies Passenger List – Landing and transit.
1 list showing dates of vaccination (within 3 years) of all crew and any landing passengers. WHO "yellow Books" may be examined.
1 Chinese Maritime Customs Stores List.
1 list Foreign Currency in safe.
1 list Narcotics in safe.
1 list Arms and Ammunition.
1 set of copy Bills of Lading.
2 Manifests of Inward Cargo.
3 Manifests of Through Cargo.
2 lists of Unmanifested Inward Parcels.
2 lists of Mail for landing.
Vessel's Log Book.

PILOTAGE: Compulsory. At anchorage hoist G flag.
ANCHORAGE: Bearing of Hualien Kan Lighthouse (23° 58′ 40″ N. 21° 36′ 20″ E. is 315° distant about 3/4 mile.
RESTRICTIONS: Hualien Harbour closed to all ships at 0000 until 0500. Large ships not allowed to enter after sunset.
MAX. SIZE: Draft not exceeding 23 ft. and length 450 ft. may enter Hualien Harbour at present time.
HEALTH: At anchorage hoist Q flag.
RADIO: Hualien Radio XSY; ETA reported 24 hours at least before arrival.
TUGS: Normally used in harbour. Ship's lines should be used.
STEVEDORES: Stevedores will be assessed against ships except otherwise agreed between ships and consignees or shippers. Rate NT$ 9.60 per ton.
MEDICAL: Hospitalisation can be arranged through Agent.
FRESH WATER: Hoses from water-lines to tanks. Charge is NT$ 18.00 per ton.
FUEL: Fuel viscosity, SUS at 122°F, max. 225; SUS at 85°F, min. 225; SUS at 122°F, max. 200; Diesel fuel viscosity, SUS, 100°F 35–45. Fuel line 6 in connection, otherwise notify in advance.
DEVELOPMENTS: Dredging in progress. Draft up to 33 ft. and length 150 m. expected after 1973.
OPENING/CLOSING HATCHES: Normally carried out by stevedores.
SHIP CERTIFICATE:
Ship's Nationality Certificate.
Load Line Certificate.
Tonnage Certificate.
Certificate of Inspection of Ship.
Ship Safety Equipment Certificate.
IDENTIFICATION CARDS: Required.
AIRPORT: Domestic airport connected to Taipei International Airport (4 flights daily).
TIME: GMT plus 8 hours.
AUTHORITY: Ministry of Communications, Taipei, Taiwan.
AGENT: (see Keelung). Recommended Owners contact their Taiwan Agents before sending vessel to Hualien as berthing facilities very limited.

KAOHSIUNG: 22.36 N. 120.16 E.

DOCUMENTS:
10 Crew Lists.
1 Customs Stores List.
1 Narcotic List.
1 Foreign Currency List.
1 Crew's Declaration List.
1 Arms and Ammunition List.
1 Parcel, Passenger and Mail List (all nil items may be put in one statement).
1 set of Bills of Lading and Manifests.

PILOTAGE: Compulsory. Agents will arrange for pilot to board vessel at anchorage outside breakwater about 1½–2 miles West of Kaohsiung Lighthouse. Pilot boat flies code flag "H".
ANCHORAGE: 22° 37′ N. 120° 15′ E. Depth 15 metres.
RESTRICTIONS: Port closed for entry after sunset; vessels can sail at 2300 hours latest. Tankers with maximum draft 34 ft. must await high tide.
MAX. SIZE: Length and breadth no restriction (maximum size ever entered: 849′ 08″ loa and 131′ 06″ b). Draft for dry cargo or bulk carriers 32 ft.; tankers 34 ft. during high tide. Tankers with draft over 34 ft. up to 55 ft. discharge at Monobuoy outside main port area, position: 22° 30′ N. 120° 18′ E.
HEALTH: Free pratique granted at anchorage after Master's completing Quarantine Declaration Form furnished by Quarantine doctors. No quarantine necessary if second port in Taiwan. Quarantine doctor will attend only in case any suspected contagious disease on board.
RADIO: Kaohsiung Radio (XSW). Normally used by Agents when cabling vessels.
TUGS: Harbour tugs usually join vessel after entry and while berthing. Ship's lines always used.
BERTHING: No specific requirement except tankers with maximum draft of 34 ft. must berth high tide. *Wharves:* There are at present 35 wharves (including one shallow water wharf) with a total length of 5,900 metres, capable of accommodating 41 vessels – 29 ships of 10,000 ton or over and 12 of 3,000 ton or over simultaneously. *Buoys:* The harbour has in all 28 mooring buoys, including 11 sets of 20,000–ton class, 14 sets of 10,000 ton class and 6 sets of under 10,000-ton class, capable of berthing 18 vessels.
STEVEDORES: All Government stevedores ordered by Agents as required.
RADAR/VHF: No radar service. VHF will be used soon.
MEDICAL: No advance notice required unless emergency case. Vaccination Certificates against smallpox (3 years) and Cholera inoculation (6 month) required.
TANKERS: Discharge lines at oil terminal inside harbour 8 in. (two berths), and 12 in. at Monobuoy outside with necessary reducers supplied from ashore. In latter case, Master must inform Agents Size of ship's manifold.

A single buoy mooring Chinese Petroleum Corp terminal is situated in position 22° 30′ 17″ N. and 120° 17′ 56″ E. A white flashing signal light is mounted at the centre of the buoy with a range in excess of five miles. The light appears for one second and goes off for three, it then appears for one second and goes off for twelve. This cycle is repeated.

The area around the mooring buoy has a depth of 68 feet and can accommodate tankers up to 140,000 dwt. The current runs at a maximum of 2½ knots.

The buoy mooring has facilities for two 12″ hose connections and one 10″ bunker line. Bunker 'C' fuel oil can be supplied, but fresh water is not obtainable. Stores can be arranged for delivery by boat under police escort. Other services available to tankers at the buoy are confined to those of an emergency nature.
DENSITY: Average 1015 in summer, 1023 in winter.
FRESH WATER: Most berths supply from shore lines, otherwise from barge. Cost at US$ 0.45 per ton. Same rate applies either method.
FUEL: All grades, mostly received from barge. Lighterage US$ 1.00 per ton. Owners must contact suppliers for nomination through Chinese Petroleum Corp. before ship's arrival.
FIRE PRECAUTIONS: No specific regulations, but routine precautions should be enforced.
DEVELOPMENTS: Two 250-metre container berths to be completed end 1971. Three semi-container berths completed June 1970. Wharves for conventional ships under expansion. A second entrance now being cut. When completed 1975, port will accommodate o.b.o. carriers of 75,000 tons, and later 100,000 tons.
GANGWAY/DECK WATCHMEN: Recommended to meet local security requirements.
OPENING/CLOSING HATCHES: Mostly handled by stevedores except steel hinged covers, which are to be done by crew.
CERTIFICATES: Ship's Registry, Load-line Certificate and Safety Equipment Certificate must be inspected by Customs/Harbour Authorities.
CUSTOMS ALLOWANCES: 200 cigarettes or 1 box cigars and 1 bottle of wine or spirit allowed each.
CARGO GEAR: No additional requirements, but Cargo Gear Certificate must be valid.
IDENTIFICATION CARDS: Not required.
CONSULS: Japanese General Consulate, tel. 226620. Others in capital city Taipei, 230 miles North of Kaohsiung.
REPAIRS: Good for minor repairs. The Bureau's two ship repairs yard are separately located at pier No. 10 and Basin No. 6 in Chi-hou. Pier No. 10 yard includes a main office, a dry dock, vehicle repair plant etc. Chi-hou yard: repair workshops, slipways, etc., complete with appliances and equipment. Offers repair service to various types of ships under 4,000 tons.
DRY DOCK: Only small one: 116×17·0 metres takes vessel under 4,000 GT and draft less than 12 ft. 6 in.
REPATRIATION: Crew changes arrangeable.
AIRPORT: 7 miles from main port area. To be open for international flights in 1971.
TIME: Local: GMT plus 8 hours. No alterations during the year.
HOLIDAYS: New Year's Day (Jan. 1–2); Yough Day (Mar. 29); Labour Day (May 1); Confucius' Birthday (Sept. 28); National Day (Oct. 10); Taiwan Restoration Day (Oct. 25); Dr. Sun's Birthday (Nov. 12); Constitution Day (Dec. 25); and Chinese Lunar New Year's Day (2 days mostly in Feb.). No work on New Year's Day (Jan. 1), Labour Day and Chinese Lunar New Year's Eve and New Year's Day. Double stevedoring rates for rest of holidays.
POLICE/AMBULANCE/FIRE: Police and ambulance: call 555183; Fire: 555183 or 226119.
TELEPHONE: Telephones on board, cost at US$ 6.60 per berth.
SERVICES: Competent technicians available for repairs of radar, radio, compass adjusting and other navigational aids. Tank cleaning equipment and facilities not available.
SHORE LEAVE: Normally granted.
PORT REGULATIONS: A curfew exists in the port area between 0100–0400 hours daily. No traffic is allowed during this period. Anybody going aboard must obtain a boarding pass.
DELAYS: Generally about one day's berthing delay for general cargo liners and 2–3 days for bulk cargo ships, especially during typhoon season in the months of July to Sept.
AUTHORITY: Ministry of Communications, Taipei, Taiwan.

AGENTS: Jardine, Matheson & Co. Ltd., 36 Kwei Teh Street, PO Box 81, Taipei, Taiwan. Shipping Agents, Lloyd's Agents, Cargo Surveyor. Tel. 571281 (10 lines). Telex TP391. Cables: "Jarocean".
Sub-Agent: Loong Gon Co. Ltd., 65 Lin Hai Yit Road, Kaohsiung. Tel. 553757, 555023. Cables "Loonggon", "Jarocean".

KEELUNG: 25.09 N. 121.44 E.

DOCUMENTS:
Ship's Registry.
Last Port Clearance.
Crew List.

Fumigation Certificate.
Import Manifests.
Through Cargo List.
Store List.
Arms and Ammunition List.
Narcotics List.
Foreign Currency List.
Parcel List.
Passenger List.
Yellow-book for every person on board. (Vaccination Certificate).

PILOTAGE: Compulsory from anchorage to dock and any other movements in port. Pilot may also meet ship within one mile outside breakwater upon ship's/Agent's request. VHF and Signal Station 25° 09′ 27″ N. 121° 44′ 23″ E. VHF radio listening on Channel 16, records arrival time and passes information to Agents or Pilots.

ANCHORAGES: Area is in Outer Harbour depth 8 to 16 metres but can only take eight ocean-going vessels, ship may also anchor/remain outside breakwater waiting for Pilot or entry instructions.

RESTRICTIONS: Permission must be granted from Naval Signal Station located at Lat. 25° 09′ 43″ N. Long 121° 45′ 08″ E. for entering breakwater. Ship's agent should declare ship's ETA to Port Authorities 24 hours ahead. Port closes from 0001 to 0500 hours daily.

MAX. SIZE: Maximum draft under 34 ft. and length overall preferably less than 700 ft. Navigation Channel-length 2 kilometres, breadth 150 to 350 metres.

HEALTH: Radio pratique not acceptable. Quarantine will clear vessel at anchorage area. Stool test will be conducted if vessel arrives from an affected area within five days.

RADIO: Radio Keelung. Send cables to "Harbour Master Keelung" report ETA, draft, etc. Channel 16–156·8 mc/s for safety and calling purposes. Channel 14–156·7 mc/s for harbour control after contact and identified.

TUGS: Three main tugs with more than 1,000 h.p. each assist mooring and unmooring. Join at any point within breakwater. Ship's lines used.

BERTHING: Docking during day only. Pilot compulsory. Vessels usually anchor in outer harbour first for pratique and inspection.

STEVEDORES: Owned and operated by Harbour Bureau, a government organization. Stevedores paid by tonnage instead of hours. Stowage plan and cargo details must be presented to concerned offices 24 hours prior operation.

RADAR/VHF: No radar service to assist navigation in port. VHF only used on ship's arrival. However, pilots carry pocket walky-talky to communicate with tugs and line-men on dock. Also see "Pilotage" and "Radio".

MEDICAL: Clinics with English-speaking doctors available at Keelung and modern hospitals available in Taipei, 30 kilometres from port.

TANKERS: Wharf No. 33 specially reserved for tankers, draft limited to 34 ft. For other procedures in port tankers are treated same as other carriers.

DENSITY: 1002 to 1023.

FRESH WATER: Available subject 24 hours advance notice. Usually delivered by barges. No limitation on quantity.

FUEL: Ordinary bunkers available but require 3–5 days advance notice. Fuel barge operated by C.P.C.

FIRE PRECAUTIONS: Red flags will be flown on dock and fire-fighting automobile and tug will be standing by while tanker in operation.

DEVELOPMENT: A proposed five-year development plan being carried out. After completion, which is expected in 1973, another 10 deep-water berths will be added to this port. Container berth to be completed 1971.

GANGWAY/DECK WATCHMEN: Harbour policeman always assigned by authorities at gangway free of charge. Other gangway/deck watchmen are recommended, and cost US$ 5.50 per day/per man.

OPENING/CLOSING HATCHES: Normally carried out by stevedores, excepting new designs on modern vessels.

CERTIFICATE: International certificates, Safety Equipment, Load Line, Cargo Gear, etc.

CUSTOMS ALLOWANCES: Each crew member allowed 10 packs cigarettes for own use. Master enjoys some privileges and can keep several cartons if he thinks necessary. Wine and/or Spirit, no restrictions but slopchest will be sealed on arrival.

IDENTIFICATION CARDS: Passport or other identification papers are needed.

CONSULS: None. Mostly stationed at Taipei.

REPAIRS: All types of deck and engine repairs can be carried out in port.

DRY DOCK: One for vessels under 100,000 tons and the other for 25,000 tons.

REPATRIATION: Crew repatriation usually carried out through International Airport in Taipei, and immigration prefer either individual or group visa for landing crew from ship.

AIRPORT: International airport in Taipei only 30 minutes by car.

TIME: GMT plus 8 hours. No alterations.

HOLIDAYS: New Year's Day (1–2 Jan); Lunar New Year's Day (2 days in Feb.); Youth Day (29 Mar.); Labour Day (not a national holiday but only for labourers) (1 May); Confucius Birthday (Teachers' Day) (28th Sept.); National Day (10 Oct.); Taiwan Restoration Day (25 Oct.); Dr. Sun's Birthday (12 Nov.); Constitution Day (25 Dec.).

POLICE/AMBULANCE/FIRE: The gangway guard assigned by Harbour Police or ship's Agent will act in emergencies.

TELEPHONE: Local telephones available to be placed on board, cost US$ 5.00 for a 10-day period.

GENERAL: Shore pass issued by Immigration for each crew member on ship's arrival and will be collected on ship's departure. Any one who loses a shore pass is subject to fine of US$ 3.00.

SERVICE: Harbour Master prohibits discharge of tank washing, etc., in port.

SHORE-LEAVE: Crew allowed ashore except for crew members from Communist countries.

REGULATIONS: Searching for stowaways is strictly carried out on arrival and departure.

DELAYS: Keelung has rainfall on about 240 days in a year, port is sometimes congested after continuous rain.

AUTHORITY: Ministry of Communications. Taipei, Taiwan.

AGENTS: Jardine Matheson & Co. Ltd., 36 Kwei Teh Street, PO Box 81, Taipei, Taiwan. Shipping Agents, Lloyd's Agents, Cargo Surveyors. Tel. 571281 (10 lines). Telex TP391. Cables: "Jarocean". Sub-Agent: Loong Gon Co. Ltd., 10 Chung Yit Road, Keelung. Tel. 22443, 22444. Cables "Loonggon" "Jarocean".

Tanzania

CHAKE CHAKE: 5.14 S. 39.46 E.

DOCUMENTS, HEALTH: Refer to "Zanzibar", where vessel required call for clearance by Port Officials.

PILOTAGE: Not compulsory, but restricted to daylight only.

RESTRICTIONS: Entrance approached through Owen Channel or through passage between Mesale Island South and Ras Kingojelin. Depths from 10 to 22 fathoms but there are patches of 2½ fathoms. Narrowest part of channel is 1·5 cables wide.

Vessels may enter and leave at any state of the tide, but in daylight hours only.

ANCHORAGE: No mooring buoys. Vessel's work cargo to lighters. Depth decreases to 3 fathoms for coastal anchorage off Ras Banani.

MAX. SIZE: 170 ft. length; 15 ft. draft.

TUGS: Not available and not required.

FRESH WATER: Not available.

FUEL: Not available.

AUTHORITY: See Zanzibar.

DAR-ES-SALAAM: 6.50 S. 39.17 E.

DOCUMENTS:
Health Certificates (forms supplied by Pilot).
6 Crew Lists.
10 Passenger lists.
Dangerous Cargo List.
Ship's Register.

PILOTAGE: Compulsory South of Makatumbe lighthouse, for all vessels over 200 NRT. The pilot launch is painted white and shows the conventional day and night signals. Vessels wishing to enter must await the arrival of the pilot launch at the Outer Anchorage, and, if necessary, must anchor clear of the leading marks. During the hours of darkness ships entering or leaving the port are limited to 485 ft. OA on tides not exceeding 9 ft. range.

RESTRICTIONS: Movements in and out of the basin are subject to restrictions depending on drafts and state of the tide at spring tides. Tankers and vessels carrying explosives are not allowed to leave or enter during hours of darkness.

There is a signal station (with tower, flagstaff and red roof) on East Ferry Point (lat. 6° 50′ S, long 39° 18′ E.). Entry prohibited signals are: day signal – black flag is masthead; night signal – three red lights disposed vertically, and distant signals – black square on white background.

The entrance channel at North end of the basin is about 1¼ miles in length from its outer entrance between the edges of the banks fronting North and South Reefs to the Inner Harbour, South of West Ferry Point.

There is a sharp bend in the channel at West Ferry Point. Minimum depth of 24 ft. LWOST, and minimum width of 420 ft. between the 4 fathoms contour lines. A very strong ebb and flood runs through the channel at periods of spring tides. Maximum current at spring tides – 3½ knots. During period of S.E. monsoon strong winds and heavy seas may make entry difficult, but in Inner Harbour port working is normally unaffected by weather.

MAX. SIZE: Twin-screw vessels not exceeding 600 ft. and single-screw vessels not exceeding 575 ft., 28–33 ft. depending tide. Tankers 575 ft. 32 ft. draft.

HEALTH: Radio Port Health officer giving ETA, name last port and health condition of passengers and crew. Q Flag to be displayed until free pratique given.

BERTHING: In the Inner Harbour there are mooring and anchorage berths for up to 9 deep-sea ships ranging from 350 ft. to 600 ft. in length and from 23 ft. to 30 ft. in draft. Deep-water quays total length 3,024 ft. giving 5×600 ft. (Berths 1 to 5) with 30 ft. depth at LWOST.

In addition there are 2 coaster anchorages. The Southern Creek, at the South-east corner of the basin has a navigable distance of 1¾ miles for ships drawing up to 30 ft. of water.

TANKERS: Bulk Oil Jetty at which tankers up to 575 ft. OA, and 32 ft. draft can discharge to tanks ashore. Depth alongside of 35 ft. There is a refinery on the opposite side of the creek to the Bulk Oil Jetty; the tankers serving the refinery are not to exceed 20,000 dwt capacity for the time being.

STEVEDORES: Week days (except Saturdays) 0700 – 1500 (45 minutes break, 1500–2200 hours (no break), 2200–0600 hours (no

break). Saturdays 0700–1345 hrs. (no break), 1400–2100 hours (no break). Sundays and public holidays 0700–1500 hours (45 minutes break), 1500–2200 hours (no break).
FRESH WATER: Available at deep-water berths, and a water barge supplies water to ships at anchorage. All water is chlorinated but should be boiled and filtered. Water for boiler requires feed treatment (formal solutions adequate).
FUEL: Not generally available.
MEDICAL: Doctors and good modern hospital facilities exist.
DEVELOPMENTS: Three more deep-water berths are under construction with an option of two more.
REPAIRS: Several light engineering workshops. There is an East African Harbours Corporation Dockyard for construction and maintenance of East African Harbours Corporation's lighters and other small craft. This has a slipway for vessels up to 100 ft., lifting power 100 tons. The Port Administration employs a skin diver.
REPATRIATION: Can be arranged.
AIRPORT: International airport with daily connections to all parts of the world.
TIME: GMT plus 3 hours. No alterations.
HOLIDAYS: Christmas Day and International Workers' Day are the only holidays on which no work is performed. Other holidays on which restricted working may be carried out are: Zanzibar Revolutionary Day (12th January); Id-el-Fitr (two days); Id-el-Haj; Good Friday; Easter Monday; Union Day (26th April); Maulidi Day; Saba Saba Day (7th July); Tanganyika Independence and Republic Day (9th December).
SHORE LEAVE: Allowed.
AUTHORITY: East African Harbours Corporation, Port Manager, Box 1130, Dar-es-Salaam. Cables "Harbours Dar-es-Salaam".

MKOANI (KOHANI): 5.21 S. 39.38 E.

DOCUMENTS, HEALTH: Refer to "Zanzibar."
PILOTAGE: No pilot available.
RESTRICTIONS: Vessels passing through channel between Zanzibar and Pemba should inform Port Authorities 24 hours in advance.
Entrance through Mkoani leading marks, buoyed and well-lit channel, depth of 11 fathoms. Vessels may enter and sail any time night and day.
ANCHORAGE: No mooring buoys. Minimum depth 6 fathoms. Vessels work cargo to lighters. Sandy bottom with mud close inshore.
MAX. SIZE: Length 250 ft.
TUGS: Not available and not required.
FRESH WATER: Not available.
FUEL: Not available.
AUTHORITY: See Zanzibar.

MTWARA: 10.16 S. 40.12 E.

DOCUMENTS, HEALTH: Refer to "Dar-es-Salaam".
PILOTAGE: Compulsory. Pilot boards half mile North of Shangani Reef buoy. Pilot can be contacted by VHF Channels 16 and 12. Radio operating only between 0800 and 1600 hours.
ANCHORAGE: No safe anchorage outside port. Anchorage for six vessels inside harbour.
RESTRICTIONS: Port closed from 1800 to 0600 hours. Buoyed entrance channel 1·5 cables wide at narrowest point. No tidal restrictions.
MAX. SIZE: Length 575 ft., draft 32 ft.
RADIO: Dar-es-Salaam or Mombasa Radio.
TUGS: Join vessel off Signal Station. Tug's lines used.
BERTHING: Deep-water Quay; 1,248 ft. length; 32 ft. depth alongside. Two berths available at quay.
CARGO GEAR: Vessels load/discharge using ship's gear.
STEVEDORES: Stowage plan required preferably before ship's arrival.
MEDICAL: Doctor available. All crew require valid smallpox vaccination and yellow fever inoculation certificates.
DENSITY: 1025
FRESH WATER: May be available in emergency but only between 2100 and 0500 hours. 20–30 tons per hour.
FUEL: Not available.
GANGWAY/DECK WATCHMEN: Arranged by Agents.
IDENTIFICATION CARDS: Required.
REPATRIATION: Possible.
AIRPORT: 7 miles distant. Daily service to international airport.
TIME: GMT plus 3 hours.
HOLIDAYS: All holidays worked as Sunday except following when no work done: Christmas Day and 1st May.
TELEPHONES: Direct connection on board not possible.
SHORE LEAVE: Crew allowed ashore.
AUTHORITY: East African Harbours Corporation, PO Box 9184, Dar-es-Salaam.

TANGA: 5.04 S. 39.08 E.

DOCUMENTS, HEALTH: Refer to Dar-es-Salaam.
PILOTAGE: ETA required via Mombasa Radio, if not given by Agents at previous port of call. Pilot embarks from white launch in vicinity of Ulenge Beacon on Ras Kazone leading line. Pilot ladder required on port side in North-east monsoon, and on starboard side in South-west monsoon.
APPROACHES: Tanga is approached from the South-east through channel on line of Ulenge leading marks bearing 319° T. A 3-fathom bank to starboard is marked by ship channel beacon. Care should be taken in this vicinity as there is frequently a strong set to the North-east. On the port hand, Niule Reef is marked on Northern tip by a similar beacon. After passing Nkule Reef Beacon it is necessary to turn to port on to Ras Kazone leading marks bearing 266° T. until Ulenge Beacon is sighted.
A signal Station is situated immediately below Ras Kazone High light. Signals are exhibited to indicate if inner channel to harbour is clear. Morse lamp messages may be exchanged with incoming vessels.
RADIO: Mombasa Radio. Ras Kazone Signal Station keeps 24-hour VHF watch on Channel 16, working on Channel 12.
ANCHORAGES: Inner Harbour provides safe anchorage for seven vessels up to 600 ft. length and 31 ft. maximum draft. In addition there are three anchorages in Outer Harbour for vessels of draft greater than 31 ft., least depth of water being 45 ft. LWOST. Incoming vessels without Pilot should not anchor within one mile of Ras Kazone.
BERTHING: All cargo work is carried out at anchor. Vessels are not berthed in Inner Harbour during hours of darkness except by special request in cases of urgency. 37 lighters available, capacity up to 250 tons each.
PASSENGER FACILITIES: All passengers and visitors to ships pass through the customs passenger terminal at the Eastern end of the new lighter wharf, and embark or disembark from the pontoon landing stage. Private hire launches available.
FRESH WATER: Not available.
FUEL: Not available.
GENERAL: Refer to "Dar-es-Salaam" for all general information.
AUTHORITY: Tanga Port Manager.

WETE (Pemba): 5.14 S. 39.43 E.

DOCUMENTS, HEALTH: Refer to Zanzibar.
PILOTAGE: Not compulsory, but restricted to daylight only. Vessels passing through channel between Zanzibar and Pemba should inform Port Authorities 24 hours in advance.
RESTRICTIONS: Entrance through Uvinje Cap, channel depth decreasing to 11 fathoms, with shallow patches to be avoided. Narrowest part of channel is 1·5 cables wide. Vessels may enter and leave at any state of tide but in daylight only.
ANCHORAGE: No mooring buoys. Vessels work cargo to lighters. Depth decreases to 2½ fathoms. Mud bottom.
MAX. SIZE: 240 ft. length; 25 ft. draft.
TUGS: Not available and not required.
FRESH WATER: Not available.
FUEL: Not available.
AUTHORITY: See Zanzibar.

ZANZIBAR: 06.09 S. 39.11 E.

DOCUMENTS:
Bill of Health.
3 Crew Lists.
6 Passenger Lists.
3 Cargo Manifests.
3 Customs Manifests.
PILOTAGE: Compulsory. Vessels approaching from English pass embark Pilot at Seagull Buoy, and vessels approaching from South pass meet Pilot at Penford Buoys. Pilot takes vessel in and out, day and night. Notice of ETA required 6 hours in advance.
ANCHORAGE: Six anchorages to accommodate vessels drawing up to 32 ft. Additional anchorage provided for vessels carrying explosives.
RESTRICTIONS: Two entrances, English pass and South pass. The former is approximately 1 mile wide and has minimum depth of 6 fathoms and 4 ft. and a very narrow angular turning corner of 1·7 cables width. South pass wider and deeper than English pass. Passes are well buoyed and lighted. In English pass, tidal stream runs North and is stronger on ebb than on rising tide. South pass, tidal stream runs N.N.W. and stronger on flood than on ebb-tide. Vessel may enter or leave at any state of tide at any time.
MAX. SIZE: (Anchorage) Length 1100 ft., beam 110 ft., draft 32 ft.
HEALTH: Pratique given by Quarantine Officer who boards on arrival. All crew required to be in possession of valid smallpox vaccination and yellow fever inoculation certificates.
TUGS: Two tugs of 88 h.p. and 2 of 176 h.p. employed for towage of lighters. No tugs for berthing vessels.
BERTHING: Concrete pile wharf 800 ft. long to North of Ras Shangani used mainly for lighterage purposes and for berthing Government coasters. Under special circumstances, upon prior request to Port Officer, vessels of less than 375 ft. length and drawing less than 20 ft. may be permitted to berth alongside, but due prevailing onshore winds this practice not encouraged.
STEVEDORES: Normal working hours 0700 to 1500 Monday to Friday, and 0700 to 1200 Saturdays. Overtime may be worked up to 2200 on Mondays to Saturdays with one hour extension to 2300 for finishing ships only. All work on Sundays and public holidays is overtime, and may be either from 0700 to 1600 with two hours extension to 1800 for finishing ship, or 1200 to 2000 with 2 hours extension to 2200 for finishing ship.
Average rates: bagged cargoes 15 tons per gang hour, general cargo 8 tons per gang hour.

LIGHTERS: 25 lighters, capacities from 150 tons to 438 tons, total capacity 5,032 tons.
FRESH WATER: Water at wharf, and can also be supplied to vessels at anchorage by three water boats total capacity 720 tons.
FUEL: Not available.
AUTHORITY: Serikali ya Zanzibar, Port and Marine Dept., Sanduku la Posta, 263, Zanzibar.

Thailand

BANGKOK: 13.42 N. 100.34 E.
KOHSICHANG:
North-east Monsoon 13.09 N. 100.50 E.
South-west Monsoon 13.11 N. 100.50 E.
SRIRACHA: 13.07 N. 100.51 E.
SATTAHIP: 12.36 N. 100.55 E.

DOCUMENTS: Ship's forms: Crew List; Passenger List; Store List; List of arms and ammunitions for ship's use; List of Arms and Ammunitions in possession of passengers; List of opium and harmful habit-forming drugs; List of crew private belongings (cigarettes, radio, gramophone, camera, etc., including foreign currencies and liquors); Dangerous Cargo List; List of heavy lifts; Stowage plan; Inward cargo manifest; Transit cargo manifest; Through Cargo manifest.

Documents to obtain from officials and agents: Immigration forms No. 3, 4 and 35, obtainable from Agents. International Maritime Declaration, obtainable from Quarantine Officer.

PILOTAGE: Compulsory at Bangkok; Sriracha, Kohsichang and Sattahip not required; however recommended at Sattahip. At oil terminal/anchorage Sriracha, terminal will provide Port Captain to give assistance to Master. Advance notice required 48 hours prior to arrival.

Location pilot vessel Bangkok: Lat. 13. 23′. 33″ N. Long. 100. 35′. 12″. Area awaiting pick-up Pilot will be anchorage close to pilot vessel preferable about 500–600 metres from pilot vessel enabling pilot small boat to get alongside safely. Pilot vessel can be seen by white light flashing every 2 seconds. Area awaiting pilot at Sriracha will be as above location and at Sattahip will be Lat. 12° 35′ N. Long 100° 52′. 50″ E.

ANCHORAGE: (Map/DeLong Pier site). Capacity – Ten deep draft ships. Location – North-east of Ko Khram Yai Island between 12. 43 N. and 12. 44 N. Minimum depth 7½ fathoms. Good holding ground. (Deep water port site.) Capacity unlimited. Location – South and South-west of Channel entrance between 12. 34 N. and 12. 35 N. Minimum depth 9 fathoms. Good holding ground. No protection from weather.

RESTRICTIONS: Bangkok: No restrictions able enter day and night dependent tide at Bar Channel. Sriracha/Sattahip: Day time only. Kohsichang: No restrictions, able enter day and night.

MAX. SIZE: Bangkok: not exceeding 565 ft. LOA. Kohsichang/Sriracha/Sattahip: see "Berths".

HEALTH: If vessel arriving from foreign port, cable required 48 hours prior to arrival of Quarantine Bangkok stating, number of crew and passengers, ETA, last port of call and date of sailing, any sickness or death arising during the voyage, otherwise confirming all well.

Vessel shall have deratting certificates valid on arrival as well as all passengers and crew members valid vaccination certificates against cholera and smallpox.

RADIO:

Name of Station	*Frequencies*	*Remarks*
Bangkok Radio:		
HSA Long Wave	500 kc/s (for calling) 554,512 480,468 (for traffic)	operate 24 hours
HSA Short Wave	8684 kc/s (for calling) 8450, 8420, 8400, 8380, 8360, 8330, 8320 kc/s (for traffic)	operate 5 times a day every day beginning hours of 0900, 1200, 1500, 1800 and 2100.

in addition to above, communication can be made through the Port Radio and Pilot Radio; however these two stations can be reached within steaming time of less than 24 hours prior to arrival at Bangkok, their particulars as follows:

Port Radio		
HSC 61	500 kc/s	operate 24 hours
Port Radio		
HSC 60	500 kc/s	operate during office hours 0800–1600.

TUGS: Will join when vessel approaches berth, using tug's line without extra charges.

BERTHING: No difficulties in approaching berth. Agents will cable to Master to inform when Pilot has been ordered to board vessel.

Number of Berths	*Max. LOA* (ft.)	*Draft at LW* (ft.)	*Remarks*
Bangkok			
9	565	26	For discharging only
2	400	25	"
1	565	24	For loading only
1	565	21	"
1	470	26	"
1	490	26	For loading and discharging iron scraps
1	532	22	For loading and discharging bulk flour
3	565	26	For loading only
1	565	26	For tanker only
1	565	26	"
1	565	28	"
1	565	28	"
1	565	22	"
Anchorage mid-stream			
5	1 at 420, 2 at 475, 2 at 505	28	
3	2 at 565, 1 at 500	20, 20, 26	Also for explosive
6	1 at 400, 5 at 450	25	
3	400	25	
Kohsichang			
About 7	No Limit	35–47	
Sattahip			
4	600	27	Military cargo
1	600	31	Ammunitions
1	600	34	"
1	600	27	For tankers
Sriracha			
1	900	40	For tankers
1	900	40	"

BRIDGES: Bangkok port has one bridge only. However, as bridge up river, vessel permitted to pass bridge with LOA not exceeding 280 ft.

STEVEDORES: Vessel to advise Agents 48 hours prior arrival, text required in this cable to be ETA, Drafts, Tonnage of cargo aboard for Bangkok, number of Crew/passengers, Dangerous cargo/Heavy lifts, Gangs required.

RADAR/VHF: No radar. VHF communication with port radio and pilot radio through Channel 16 (24 hours service). Also VHF communication with shore for International Maritime Mobile Service under following:

Channel 24
For ship transmitting frequencies 157.20) } (for calling)
For shore " " 161.80) }
Channel 26
For ship transmitting frequencies 157.30) } (for traffic) service 24 hours
For shore " " 161.90) }
Channel 28
For ship transmitting frequencies 157.40) } (for traffic)
For shore " " 162.00) }

MEDICAL: Hospital facilities available, advance notice of ETA required.

TANKERS: Diameter of shore line various from 6 in. to 20 in. All terminals able provide reducers.

DENSITY: Bangkok: Minimum 1000 Maximum 1011; Kohsichang/Sriracha/Sattahip 1021.

FRESH WATER: Available, supply can be made through barges and shore line, capacity of barges from 120 to 250 tons, rate of supply approximately 30 tons per hour. Cost Bangkok about US$ 0·75. Kohsichang, Sriracha and Sattahip about US$ 3,00 per ton. Advance notice 24 hours.

FUEL: Available. Supply can be made by barge and alongside terminals, no delay on bunkering, advance notice 48 hours.

DEVELOPMENT: Bangkok: PAT (Port Authority of Thailand) to expand following project.

(*a*) 6 new berths for vessels of 565 ft. LOA, this project to complete within 1974, commencement end 1970, the project will also include containers ships.

(*b*) Dolphins at mid-stream opposite PAT, project commenced 1970 and will complete within 1 year. Completion of this project will provide 7 berths at mid-stream for vessels of LOA 565 ft. and present mid-stream berths, see "Berthing" will be abolished.

Sriracha: deep-sea port at Sriracha, project has been approved by Government and under survey, that deep-sea port at Sattahip might be used as commercial port as soon as Vietnam war over.

GANGWAY/DECK WATCHMEN: Necessary, cost about US$ 4.00 per head 24 hours.

OPENING/CLOSING HATCHES: In general carried out by stevedores without extra charges. (Ordinary hatch covers, not new hatch cover system.)

TOBACCO ALLOWANCE: 200 cigarettes for officers, while crew member only 100 for 3 days.

WINE/SPIRIT ALLOWANCE: One bottle each, opened.

CARGO GEAR: Supplied by stevedores except cargo tent and fork-lift truck.

IDENTIFICATION CARDS: Required for all crew and officers.

CONSULS:

Argentina	36911–3	Korea	31940
Australia	35970	Laos	32010
Austria	58327	Malaysia	36927
Belgium	30840	Netherlands	53368
Brazil	59070	New Zealand	31318

Britain	53291	Norway	31889
Burma	30237	Pakistan	57006
Canada	32956	Panama	911938
Ceylon	913758	Philippines	910008
China	58051–4	Portugal	30372
Denmark	33931–3	Saudi Arabia	37941
Germany	55315	Singapore	30509
Greece	32235	USSR	31824
India	35062	Spain	56502
Indonesia	54085–7	Sweden	36906
Iran	32650	Turkey	37999
Israel	53371	United Arab Republic	53358
Italy	34508	United States of America	59800
Japan	53300	Vietnam	815355

REPAIRS: Only minor repairs.
DRY DOCKS: None.
REPATRIATION: Possible; however, no facilities for crew changes.
AIRPORT: About 25 kms. from Bangkok, regular services by airlines.
TIME: GMT plus 7. No change of clock during the year.
HOLIDAYS: Able work all around the year except December 31st and January 1st.
POLICE/AMBULANCE/FIRE: Police 810810; Ambulance 811544; Fire 816666.
TELEPHONE: Available when alongside PAT berths.
SERVICES: No tank cleaning equipment. No facilities for discharge of tank washings. Compass adjusting, but spare parts unavailable. Radar/VHF/radio repairs. Lloyd's/ABS/Veritas/Nippon Kaiji Kentei Kyokai, Surveyors available.
SHORE LEAVE: Permitted.
DELAYS: Occasionally congestion, delay 1 to 2 days.
PORT AUTHORITY: Director General, Maj. Gen. Prachuab Suntharangkul. 861021 912229; Deputy Director, Capt. Lapoh Israngkul Na Ayudhya, 861021 72306.

AGENT: Wallem & Co. (Thailand) Ltd., 295/29–30 Surawong Road, Bangkok, Telex BK 2227. Tel. 35021, 36507, 36415 (910302, after office hours).

Togo Republic

KPEME: 06.12 N. 01.30 E.

DOCUMENTS: See "Lomé".
PILOTAGE: Mooring Master boards 1 mile South of jetty. The company Mooring Master remains on board while ship is berthed and disembarks when vessel has cleared port limits. International Code pilot signals used. At night vessel should anchor at pilot boarding position.
RESTRICTIONS: Vessels berth in daylight only. Unmooring can be effected day and night. Deep water approaches.
MAX. SIZE: Vessels up to 33 ft. draft.
TUGS: One tug available, not normally used for berthing.
BERTHING: Loading facility comprised of 3 artificial islands carrying conveyor belts for loading fertiliser. These are breasted by a row of dolphins. Vessel moors using port anchor and wires to four buoys which hold the ship parallel to the dolphins and about 20 metres off. Springs are run to the dolphins. Each loader delivers at a rate of about 1,000 tons per hour and 2 holds can be loaded at same time.
TANKERS: Moor at same berth and discharge through floating pipeline, 8 in. hose connection. Submarine line 12 in. diameter, 2½ km. long.
FRESH WATER: Not available.
FUEL: Not available.
MEDICAL: No facilities at Kpeme. In emergency, doctor obtained from Lomé about 25 miles away.
CONSULS: Nearest at Lomé.
REPAIRS: No facilities available.
SHORE LEAVE: Not allowed.
GENERAL: In the rainy season, high winds and swell may delay berthing operation.
AUTHORITY: Compagnie Togolaise des Mines du Benin.

LOME: 06.08 N. 01.17 E.

DOCUMENTS:
5 Crew Lists.
5 Kru-boy Lists.
5 Passenger Lists.
4 lists Previous Port of Call.
1 Maritime Declaration of Health.
1 List of arms and ammunition.

APPROACH: The approach to the port, by night, is assisted by three lights:

(1) *Baguida* (pos. 06° 09·5′ N. and 01° 19·5′ E.), occulting white and red. Lt. 2·5 sec., occ. 0·5 sec., period 3 sec. Vis. 17 miles. Sector: red 042°, covers the breakwater as well as the old Lomé Wharf (pos. 6° 07′ N. and 1° 13·5′ E.).

(2) *Lomé Togo-Port* situated on head of West breakwater (pos. 06° 08′ N. and 01° 17·5′ E.). Qk. Fl. (4) white and red every 10 sec. Vis. 5 miles. Red light sector covers only old wharf and is not visible seawards.

(3) *Lomé Light* situated near town of Lomé (pos. 06° 07′ N. and 01° 13′ E.). Group Fl. (2) white every 10 sec. Vis. 15 miles all around horizon.

By day, large, light-coloured transit sheds and a high, grey water tower (pos. 06° 08·5′ N. and 01° 16·5′ E.) are the first indications of port from seawards.

PILOTAGE: Pilots available seven days a week from 0600 to 1800 only. Pilot station equipped VHF radio and works 24 hours per day on Channel 16. Pilot boat green motorboat with orange superstructure and international flag "H". Pilot boards half a mile to one mile South-east of breakwater.
ANCHORAGE: Vessels which arrive during darkness should anchor about a half to one mile South to South-east of breakwater, in white sector of Baguida light in 8 fathoms, where good holding ground (sand) obtained. Northern boundary of anchorage is red sector of Baguida light.
MAX. SIZE: Maximum length 900 ft. (270 m.) and max. draft 31 ft. (9·5 m.).
HEALTH: Health Inspector will board on arrival alongside and examine for cases of infectious diseases, after which will declare vessel free or not. Vessels entering must fly international quarantine signal "Q". Large hospital situated in Lomé with European doctors in attendance.
RADIO: Lomé radio station can be contacted on 472 and 500 kHz, call sign "5VA". Port operations carried out on VHF Channel 16, with range of approximately 30 miles. Aero beacon (pos. 06° 10·7′ N. and 01° 16·3′ E.) call sign "LME" on 379 kHz.
TUGS: One tug 960 h.p. available. For vessels of more than 500 GRT tug is obligatory when berthing or unberthing.
STEVEDORES: Agent should be informed as soon as possible of ships' ETA, length, maximum draught, tonnage to load and/or discharge and number of gangs required. Agents should advise pilot station of vessel's ETA.
TANKERS: Togo-Port has sea pipe-line belonging to the Société Togolaise d'Entreposage. Tankers should moor at three large mooring buoys inside breakwater. Diameter of pipeline 8 in. Discharging about 230 tons per hour (depending on ship-pumps). Maximum length which can be handled at buoys is 720 ft. (220 m.) maximum draught 31 ft. (9·5 m.).
DENSITY: Density 1025. Harbour open to sea.
FRESH WATER: Available at every berth except tanker berth Delivery rate 45 tons/hour. Fresh water examined monthly for purity by Sanitary Authority. Price per ton is CFA Frs. 100.
FUEL: Diesel fuel only available for small craft, such as fishing vessels, small motor-ships and tugs.
FIRE PRECAUTIONS: No extraordinary precautions are required. Vessels with hazardous cargo should declare this on ETA telegram to Agent. During time in port these vessels should take necessary precautions themselves, and all fire hoses should be ready rigged on deck. By day international code signal "B" should be displayed and by night a red light should be shown at masthead or at an all-round visible place.

Smoking on berths and within sheds *strictly* prohibited. Infringements of fire regulations punishable by fine.
DEVELOPMENTS: A second quay, a fishing harbour, a slip for small vessels and a tanker berth are projected for the Eastern section.
GANGWAY/DECK WATCHMEN: Gangway watchmen and hatch security watchmen available; they wear a distinctive uniform. Cost for watchmen is CFA Frs. 110 per hour.
OPENING/CLOSING HATCHES: Either ship's crew or dockworkers.
SHIP CERTIFICATES: All normal ship certificates should be available for inspection.
CUSTOMS ALLOWANCES: Because Togo-Port is a Free Port, no individual declaration by crew members necessary.
CARGO GEAR: No extraordinary regulations. No cranes available and ships' own gear used for discharging and loading.
IDENTIFICATION CARDS: Shore landing passes issued by port police and should be supplemented by personal ID-Cards.
CONSULS: Ambassadors or Consuls from nearly all major maritime nations at Lomé
REPAIRS: Minor repairs only.
DRY DOCKS: Not available at present, but a slip for small vessels is included in future development.
AIRPORT: Lomé airport with daily flights to Europe.
SEAMEN'S CLUB: A modern Seamen's Club with swimming-pool, bar and library stiuated ½ mile from port.
LOCAL TIME: GMT throughout year.
PUBLIC HOLIDAYS: New Year's Day (1 January); Independence Day (27 April); Labour Day (1 May); Christmas Day (25 December). All other holidays will be worked in port with supplementary labour charges.
POLICE/AMBULANCE/FIRE: Push-button fire alarms situated in every shed and on exterior South wall of shed "B". Telephone for contacting Police, Fire-Station or Hospital available day and night in Harbour Masters office.
TELEPHONES: Three public telephones within the port limits. No telephones on board.
SERVICES: No tank cleaning or compass adjusting available.
DELAYS: Ships berth in rotation of arrival at anchorage. Priority given to passenger ships as well as to vessels having less than 50 tons of cargo for discharge.
GENERAL: Distance from port to Lomé city-centre is 4 miles. Taxis available at entrance of port.
AUTHORITY: Port Autonome de Lomé, BP 1225, Lomé/Togo, West Africa. Cables: "Togoport". Telex. 243.

Tonga (Friendly Islands)

NUKU'ALOFA: 21.08 S. 175.12 W.

DOCUMENTS: *Immigration Dept.*
2 Crew Lists.
2 Passenger Lists.
Customs Dept.
2 Crew Lists.
2 Passenger Lists.
1 Bond List.
3 Cargo Manifests.
Agents
1 Crew List.
1 Passenger List.
3 Cargo Manifests.
PILOTAGE: Order through Agents at least 24 hours prior to arrival. Pilot boat may be contacted on R/T one hour before arrival at pilot station. This position is indicated on B.A. Chart (approaches to Nuku'alofa). There are two approaches, namely the Ava Lahi Passage and the Piha Passage.

Vessels may anchor in the vicinity of No. 1 Buoy if required to await Pilot, but this is not normally necessary as the Pilot is available as requested. Pilot boat carries usual signals.
ANCHORAGES: Vessels may anchor wherever they wish within the port, subject to the approval of the Harbour Master.
MAX. SIZE: length unlimited, beam unlimited, draft 40 ft.
HEALTH: Radio pratique may be requested from Tongamed, Nuku'alofa. Any suspected disease or fever must be reported by radio.
TUGS: No tug is required for berthing, but a tug is available in case of breakdown.
STEVEDORES: There is a Master Porter employed by the Queen Salote Wharf Administration, who will supply whatever gangs are required. The number of hatches to be worked and the tonnage of cargo must be passed by the Agent to the Harbour Master at least 24 hours before vessel arrives.
MEDICAL: It is advisable to inform Agent in advance should medical attention be required. Hospital facilities are available. Vaccination certificates are required for visitors who are staying. Ship's crew do not require them generally.
DENSITY: 1025 at all states of tide.
FRESH WATER: Available ex Queen Salote Wharf at 25 tons per hour delivery. Cost is 0.12 cents per ton (approx. 1s. sterling).
FUEL: A small quantity of light diesel fuel could be supplied, sufficient to enable a vessel to make the port of Suva.
DEVELOPMENTS: Will be of minor nature only during the next 5 years.
GANGWAY/DECK WATCHMEN: Not necessary as entry to wharf is restricted.
OPENING/CLOSING HATCHES: This work is completely optional.
CERTIFICATES: Normal requirements. Harbour Master may require to inspect cargo gear record.
CUSTOMS ALLOWANCE: A reasonable quantity is allowed by Customs according to expected stay in port. There are heavy penalties for smuggling.
CARGO GEAR: Valid certificates issued by competent authorities are recognised.
IDENTIFICATION CARDS: Not necessary.
CONSULS: H.M. British Consul.
REPAIRS: Minor repairs only can be carried out in either the Marine workshop or by the Public Works Department.
REPATRIATION: No facilities.
AIRPORT: 14 miles from town. Flights to and from Suva on Tuesdays, Thursdays and Saturdays.
TIME: Local time 13 hours fast on Greenwich.
HOLIDAYS: *No work of any description is permitted on the Sabbath. This is strictly enforced.* Official Holidays are: Christmas Day; Boxing Day; Good Friday; New Year's Day; Easter Monday; Anzac Day; Emancipation Day (June 4th); Constitution Day (4th November); H.M. Queen Elizabeth Birthday; King's Birthday (July 4th).
POLICE/AMBULANCE/FIRE: Telephone numbers not necessary. Just ask for the Department required.
AUTHORITY: Harbour Master, Queen Salote Wharf, Nuku'alofa. Tel. 264. Telegraphic address: "Marine, Nuku'alofa."

OTHER PORTS: Panga, Ha'api Group; Neiafu, Vava'u Group; both these ports are suitable for any size of vessel at anchor. Service is by lighter. Vessels of 400 ft. in length with a maximum draft of 22 ft. may berth at Neiafu.

Trinidad

BRIGHTON: (Texaco Oil Terminal): 10.15 N. 61.38 W.

DOCUMENTS/HEALTH/CONSULS, etc.: Refer to "Port of Spain".
PILOTAGE: Compulsory.
ANCHORAGE: Good holding ground in roadstead. Loading pier situated 10° 15′ N. – 61° 38′ W., extending in a N.W. direction for 2010′.
RESTRICTIONS/MAX. SIZE: Outer Berth East, 29 ft. 6 in. MLWST; Outer Berth West, 24 ft. 6 in. MLWST; Centre Berth East, 21 ft. 6 in. MLWST; Centre Berth West, 21 ft. 6 in. MLWST; Inner Berth West, 21 ft. 6 in. MLWST.
TUGS: Not used. Launch assists with lines.
STEVEDORES: Supplied by Agent if necessary for loading Asphalt in drums only.
FRESH WATER: Available only at berth. Cost $1.20 TT per 1,000 gallons. Pumping rate 15 to 20 tons per hour.
FUEL: All grades of fuel alongside or by barge. Fresh water.
WATCHMEN: Customs guard on 24 hours duty at ship's side.
CUSTOMS ALLOWANCES: 200 cigarettes and moderate amount of spirits.
IDENTIFICATION CARDS: Not required.
REPAIRS AND DRY DOCKS: At Chaguaramas.
MEDICAL: All facilities available.
REPATRIATIONS: Can be arranged.
AIRPORT: At Port of Spain.
TIME: GMT minus 4 hours.
TELEPHONES: No facilities for telephones on board.
SHORE LEAVE: No restrictions.
DELAYS: Not usual.
AGENTS: See "Port of Spain".

CHAGUARAMAS (Bauxite Transhipment Station): 10.40 N. 61.39 W.

DOCUMENTS/HEALTH/CONSULS, etc.: Refer to "Port of Spain".
PILOTAGE: Compulsory. Pilots board in Chaguaramas Bay – 10° 46′ N. – 61° 43′ W.
ANCHORAGE: Safe anchorage in Chaguaramas Bay between mainland and Gaspar Grande Island about ½ mile off the dock.
RESTRICTIONS/MAX. SIZE: No restrictions night operation. Two docks – main wharf with overhead cranes for loading and discharging bauxite – 960 ft. long, maximum draft 32 ft. Smaller wharf – 400 ft., draft 25 ft.
TUGS: Not used. Launch assists in mooring.
STEVEDORES: Not necessary. All loading/discharging done by Chaguaramas Terminals employees.
FRESH WATER: Available from dock, 40 tons per hour. Also supplied by barge.
FUEL: Can be delivered from dock or supplied by barge.
WATCHMEN: Customs guards on duty at ships side.
CUSTOMS ALLOWANCES: 200 cigarettes and a moderate amount of spirits.
IDENTIFICATION CARDS: Not required.
CARGO GEAR: Loading – carried out with travelling tower rate 1,000 tons per hour. Conveyor system. Discharging – carried out with travelling rig 2 to 4 tons grabs. Conveyor system.
REPAIRS/FLOATING DOCK: Operated by Furness Smiths Dock (Trinidad) Ltd. Displacing up to 11,380 tons, 560 ft. long vessels. Also good berthing alongside, draft to 35 ft., and a safe close anchorage, draft 50 ft. General extensive repairs undertaken.
MEDICAL: All facilities available.
REPATRIATION: Can be arranged.
AIRPORT: At Port of Spain.
TIME: GMT minus 4 hours.
TELEPHONES: No facilities for telephones on board.
SHORE LEAVE: No restrictions.
AGENT: See "Port of Spain".

CRONSTADT ISLAND: 10.39 N. 61.38 W.

Terminal owned and operated by Barytes and Minerals Ltd., handling bulk barytes.

Vessels from abroad calling at Cronstadt are required to proceed first to Chaguaramas for clearance formalities.
DOCUMENTS/HEALTH/CONSULS, etc.: Refer to "Port of Spain".
PILOTAGE: Compulsory.
TUGS: One tug used for berthing if required.
RESTRICTIONS: Berthing/unberthing in daylight only.
MAX. SIZE: 400 ft. length. This size vessel would overhang wharf approx. 100 ft. fore and aft. Draft not limited as depth of water alongside is 60 ft.
BERTHING: Vessel moored with 2 springs, 3 head and stern lines to dock. Discharging carried out with shore crane grab bucket 3 tons capacity.
FRESH WATER: available by barge.
FUEL: Available by barge.
AGENT: See "Port of Spain".

POINTE-A-PIERRE (Texaco Oil Terminal and Refinery): 10.19 N. 61.28 W.

DOCUMENTS/HEALTH, etc.: As for "Port of Spain".
PILOTAGE: Compulsory. Pilot ordered by Agent after receipt of ETA. Pilot ladder conforming to International Safety Regulations to be supplied by vessel.
ANCHORAGE: Safe anchorage and good holding ground in the roadstead. On account of Pierre Shoal, a 21 ft. patch about 1¾ cables South-west of the head of the main viaduct, vessels of moderate draft should approach with the main viaduct bearing more than 075°. The main viaduct consists of pipe-lines supported by reinforced concrete piling, located at 10° 20′ N. – 61° 30′ W. and extends in a W.S.W. direction for 6,190 ft.

MAX. SIZE:
No. 1 Berth North, 35 ft. MLWST, 720 ft. LOA.
No. 2 Berth North, 35 ft. MLWST, 775 ft. LOA.
No. 2 Berth South, 19 ft. MLWST, 330 ft. LOA.
No. 3 Berth South, 35 ft. MLWST, 640 ft. LOA.
No. 4 Berth North, 21 ft. MLWST, 350 ft. LOA.
No. 5 Sea Berth, 40 ft. MLWST, 900 ft. LOA.
No. 6 Sea Berth, 48 ft. MLWST, No Limit.
No. 7 Berth, 35 ft. MLWST, 700 ft. LOA.
No. 8 Berth, 33 ft. MLWST, 570 ft. LOA.
TUGS: Texaco Oil Co. maintains a tug to assist in berthing.
FRESH WATER: Available alongside or by barge.
FUEL: All grades supplied alongside or by barge.
SPECIAL PRECAUTIONS: Tankers loading or discharging.

Bonding: When a ship has docked, the bonding cable and hose shall be connected.

Weather: Loading and discharging of dangerous petroleum may be stopped during an electrical storm and ullage screens or ullage plugs must be put in place.

Emergency alarm: This safety device is conveniently placed on all docks and is under the control of the jetty personnel. This is used only in cases of emergency and has the effect of stopping all shore pumps immediately it is used. Owing to the size of vessels using No. 6 Berths, loud-sounding horns are situated on the hose structures and are sounded by the jetty attendant when urgent attention from the ship is required.

Hose pressure: The maximum discharge pressure allowed on the jetty hose is 130 pounds. Pressure of jetty hose for loading shall not exceed 130 pounds.

Hot work: No burning, welding or major repairs can be carried out in the harbour without permission. Repairs involving hot work may be started only if a permit has been issued and the necessary gas-free certificate granted by the Company's qualified inspector.

Hoses: Loading hoses are connected up by dock personnel, but must be supported by ship's tackle at the rail during loading or discharging. Ship's officers should keep a close watch on the hose during operations and stop loading and/or discharging operations if anything untoward happens to the hoses. A drip pan is to be placed under all hose connections in use. After loading fuel oil, Marine diesel or NOR, air is used for displacing hose contents into the vessel before being disconnected. For all other products the hose is drained into ship's tanks or jetty slop tank.

Towing wires: On completion of mooring on arrival, a suitable wire shall be hung over the bow and stern on the side away from the dock so that, in an emergency a tug can tow the ship off. The wire should be properly secured on board and it should be long enough to reach the water's edge at the ship's lightest draft.

No Smoking: Smoking is prohibited on all the piers and launches. Smoking on board ship is permitted only in those enclosed spaces that are specifically designated by the Master as "Smoking Areas".

Tank lids: Tank lids must be closed while handling cargo, and at all other times if tanks are not free of gas. Flame screens must be in position on all open ullage plug holes.

GANGWAY/DECK WATCHMEN: An efficient watch must be maintained on deck and in the engine room of all ships in port, and a sufficient number of men must be on board at all times to move the vessel either for harbour operations or in emergency situations.
CUSTOMS ALLOWANCES: 200 cigarettes and moderate amount of spirits.
IDENTIFICATION CARDS: Not required.
RADAR/VHF: No port radar. Texaco maintain their own radio Station on frequency 2638 Mc/s.
MEDICAL: Advance notice of medical attention preferred. Modern hospital facilities.
TELEPHONES: On dockside and at all sea berths.
SHORE LEAVE: Crew not allowed ashore at Pointe a Pierre. Regular launch service from ship to San Fernando, 3 miles away.
AGENT: See "Port of Spain"

POINT FORTIN (Shell Oil Terminal): 10.12 N. 61.42 W.

DOCUMENTS/HEALTH/CONSULS, etc.: Refer to "Port of Spain".
PILOTAGE: Pilotage is compulsory. Pilots board ½ mile off main jetty (Lat. 10° 12′ N. – Long. 61° 42′ W.).
ANCHORAGE: There is safe anchorage ½ mile off the head of the jetty.
RESTRICTIONS/MAX. SIZE: Jetty 2 miles long with "T" head providing two outer berths of 600 ft. and a depth of 36 ft. 6 ins. One inner berth of 300 ft. with a depth of 25 ft. and another inner berth of 300 ft. with a depth of 15 ft. 6 in.
TUGS: Not used, launch assists in berthing.
BERTHING: Bottom alongside, mud; back pressure (hose), 100 lb; Current, flood South-westerly, ebb North-easterly 2 to 5 knots; rise and fall tide, 4 ft.
FRESH WATER: Supplied at all berths and also by barge.
FUEL: All grades available at berth, also by barge.
PRECAUTIONS: Normal oil terminal safety precautions applicable.
WATCHMEN: Customs guards on duty at ship's side.
CUSTOMS ALLOWANCES: 200 cigarettes, and a moderate amount of spirits.
IDENTIFICATION CARDS: Not required.
REPAIRS AND DRY DOCKS: At Chaguaramas.
MEDICAL: All facilities available.
REPATRIATIONS: Can be arranged.
AIRPORT: At Port of Spain.
TIME: GMT minus 4 hours.
TELEPHONES: No facilities for telephones on board.
SHORE LEAVE: No restrictions.
AGENT: See "Port of Spain".

POINT LISAS: 10.22 N. 61.29 W.

DOCUMENTS:
7 Copies Crew List.
2 Copies Ship's Stores List.
1 Copy Crew Stores List.
4 Copies Immigration arrival Report (supplied on arrival).
1 Declaration of Health (supplied on arrival)
Ship's Register.
PILOTAGE: Pilots ordered through Agent; 48/24/12 hour ETA needed. Pilotage is compulsory. Pilots board at Head of Pt. Lisas Channel (10° 22′ 37″ N., 61° 39′ 38″ W.); Pilot ladder conforming to International Safety Regulations to be supplied by vessel.
ANCHORAGE: Safe anchorage ¼ mile off head of channel. On occasions, when port congested, vessels may be requested to anchor Port of Spain Roads (10° 41′ N. – 61° 33′ W.) before proceeding Pt. Lisas.
RESTRICTIONS: No restrictions on night entry – departure.
MAX. SIZE: Point Lisas "Liquid Pier" (vessels handling bulk sugar, molasses and liquid petroleum gases). Maximum LOA: 600 ft. Maximum draft: 28 ft. LW.

Point Lisas "Solids Pier" (vessels discharging sulphur, and loading bagged and bulk fertiliser). Maximum LOA: 280 ft. Maximum draft: 18 ft. LW.

HEALTH: Crews of vessels arriving must have valid Vaccination Certificates, covering smallpox. If not in possession, Master should advise when giving ETA and Port Health Officer will vaccinate on arrival.
TUGS: Molasses, bulk sugar and LPG carriers use a tug to assist in berthing and unberthing at Pt. Lisas "Liquid Pier". Tug will be ordered by the Agent.
STEVEDORES: If necessary will be ordered by Agents. No ETA to stevedores necessary.
FRESH WATER: Supplied at both piers. Also by barge.
FUEL: All grades supplied by barge. At "Solids Pier" gas oil only can be supplied ex shore installation.
PRECAUTIONS: When loading LPG – no smoking on pier or on ship's deck.
WATCHMEN: Customs guards on 24 hours duty at ship's side.
OPENING/CLOSING HATCHES: Normally by crew.
CUSTOMS ALLOWANCES: 200 cigarettes and a moderate amount of spirits.
IDENTIFICATION CARDS: Not required.
CONSULS: At Port of Spain.
REPAIRS AND DRY DOCKS: At Chaguaramas, 20 miles North of Pt. Lisas.
HOLIDAYS: New Year's Day (January 1st); Good Friday; Easter Monday; May Day (May 1st); Whit Monday; Corpus Christi; Discovery Day (August 5th); Independence Day (August 31st); Diwali Day (late October/early November); Eid-ul-Fitr (December 21st-22nd, approximately); Christmas Day (December 25th); Boxing Day (December 26th). Work is possible, except for May Day, on these holidays.
POLICE/FIRE/AMBULANCE: Accidents – Police – Help, 62999; Fire – First Aid, 62998; Foreign Calls, 6216.
VHF SERVICE: Pt. Lisas Dockmaster can be contacted on VHF Channels 16, 14 and 12.
MEDICAL: Advance notice of attention required will assist. Modern hospital facilities available.
REPATRIATIONS: Crew changes and repatriation can be arranged.
AIRPORT: Piarco International Airport – 30 miles from Point Lisas. Daily flights to world-wide destinations.
TIME: GMT minus 4 hours.
TELEPHONES: No facilities for telephones on board.
SERVICES: Efficient maintenance gang available for normal work, tank cleaning, painting, etc.
SHORE LEAVE: No restrictions.
DELAYS: Due to congestion, sometimes delays are unavoidable, usually not more than 24 hours.

AGENT: Melville Shipping and Trading Ltd., Steamship Operators and Agents, 72/74 South Quay, Port of Spain. Tel. 34365, 38972, 32174, 32175. Telex: POS 36395. Cables: MELTRA. Code: New Boe. Bankers: Royal Bank of Canada. AO Tel. 43149, 44119, 41950, 22212.

PORT OF SPAIN: 10.39 N. 61.32 W.

DOCUMENTS:
For Immigration. On boarding, 3 Crew Lists and 3 Passengers Lists if passengers on board. Inspection of Derat. Certificate. Health Declaration and arrival report forms supplied by Immigration on boarding to be made up. Passengers and Crew must have valid smallpox certificates.

For Customs. 2 Crew Lists and 1 Passengers List if passengers on board, 2 Customs Ship's Stores Lists, 1 Crew's Stores List. Forms supplied on boarding.

Port doctor will board if calling from quarantine port. No forms required other than inspecting smallpox certificates of crew and passengers.

PILOTAGE: Not compulsory to Port of Spain anchorage but if required will attend from outside Bocas or where required through

Agents in ETA message. Calling Pilot International Code Flag "H" by day and white light over red at night or International Code signal "G" on whistle.

Gangway or standard type pilot ladder with spreaders about 10 ft. apart. Ladder must be clean. It is desirable that 1 stanchion be securely fitted in the bulwark at the top of the ladder.

Pilot station is situated on Port of Spain Wharf.

ANCHORAGE: Depends entirely on draft but should not be nearer than ½ mile from Grier Channel entrance. except in cases of vessels loaded with explosives; this anchorage is clearly defined on Chart.

Open roadstead in Gulf of Paria but can be considered as sheltered with choppy seas at times. Bottom shelves gradually from shoreline to 7 fathoms at Western end of harbour limits, increasing to 20 fathoms outside harbour limits Westward. Type of bottom, mud. Swinging area unlimited. No mooring buoy. Distance from anchorage to shore 2¼ miles at 5 fathoms to 5 miles at 7 fathoms, vessel will swing to the tide if loaded, and to the wind if light.

Currents ½ to 1½ knots flood and ebb rise and fall of tides, variable minimum 1 ft. 5 in. maximum 4 ft. Rainy season June–December. Dry season December–June not always predictable. Rain squalls occur during months of July, August and September up to 30 to 40 knots unpredictable hurricane most unusual. Prevailing winds are mostly Easterly. Normally stronger during daylight.

RADIO: Advise through North Post wireless or telephone, call sign 9 YL. ETA 48 hours and 24 hours with other requirements.

RESTRICTIONS/MAX. SIZE: The Grier Channel, 350 ft. wide, leads to a dredged basin in which are the docks. No restrictions length, but maximum draft in channel, in basin and alongside is 30 ft. There is 4,600 ft. of docking area.

HEALTH: Crews of vessels arriving must have valid Vaccination Certificates, covering smallpox. If not in possession, Master should advise when giving ETA and Port Health Officer will vaccinate on arrival.

TUGS: There are 3 tugs in Port of Spain to assist in docking operations.

BERTHING: Eight berths with 32 ft. depth. Length of wharf 4,500 ft. Width of apron: King's Wharf 50 ft., extension 75 ft. Warehouses: Seven on wharf face, 254,250 sq. ft. Nine other warehouses, 136,147 sq. ft.

STEVEDORES: Labour on Docks: Controlled by Port Authority, also equipment. Labour on ship's: Controlled by stevedore contractor. Gang size on Docks: 14 to 18 men. Gang size on vessels: 13 men, 1 gangman, 2 winch drivers, 8 hold men, 1 cooper, and 1 hatch foreman.

FRESH WATER: Supplied alongside all berths.

FUEL: All grades supplied by barge.

WATCHMEN: Customs guards on 24 hours duty at ship's side.

OPENING/CLOSING HATCHES: This is handled by stevedores.

CUSTOMS ALLOWANCES: 200 cigarettes and a moderate amount of spirits.

CARGO GEAR: Vessels normally load and discharge with their own gear but shore cranes and heavy lift cranes available on the dock.

IDENTIFICATION CARDS: Not required.

CONSULS:

Belgium	6238711	Italy	6236255
Bolivia	6254123	Japan	6232866
Columbia	6236601	Lebanon	6231652
Costa Rica	6254123	Liberia	6222322
Denmark	6251901	Mexico	6254040
Dominican Republic	6241217	Norway	6236871
El Salvador	6226247	Panama	6223497
Greece	6232186	Portugal	6234930
Guatemala	6252441	Spain	6238851
Haiti	6232876	Sweden	6232166

EMBASSIES:

Argentina	6254069	India	6231276
Brazil	6225779	Jamaica	6224995
Britain	6252861	Netherlands	6251722
Canada	6234787	U.S.A.	6226471
France	6251437	Venezuela	6253872
Germany	6251898		

REPAIRS AND DRY DOCKS: See "Chaguaramas".

HOLIDAYS: New Year's Day (January 1st); Good Friday; Easter Monday; May Day (May 1st); Whit Monday; Corpus Christi; Discovery Day (August 5th); Independence Day (August 31st); Diwali Day (late October/early November); Eid-ul-Fitr (December 21st/22nd, approximately); Christmas Day (December 25th); Boxing Day (December 26th).

POLICE/FIRE/AMBULANCE: Accidents – Police, 62999; Fire – First Aid, 62998.

MEDICAL: Advance notice of attention required will assist. Modern hospital facilities available.

REPATRIATIONS: Crew changes and repatriation can be arranged.

AIRPORT: Piarco International Airport – 17 miles from Port of Spain. Daily flights to world-wide destinations.

TIME: GMT minus 4 hours.

TELEPHONES: No facilities for telephones on board.

SERVICES: Efficient maintenance gang available for normal work, tank cleaning, painting, etc.

SHORE LEAVE: No restrictions.

AGENTS: Sprostons (Trinidad) Limited, 8 St. Vincent Street, PO Box 8, Port of Spain, Trinidad, W.I. Cable address: "Sprostons". Tel.: 32901–9 (9 lines). Bankers: The Royal Bank of Canada, Independence Square, Port of Spain, Trinidad, W.I.

SOBO (Pitch Point): 10.15 N. 61.37 W.

Crude Oil Terminal operated by B.P. Trinidad Limited. Vessels from abroad calling at Sobo are required to proceed first to Brighton for clearance formalities.

DOCUMENTS/HEALTH/CONSULS, etc.: Refer to "Port of Spain".

PILOTAGE: Compulsory.

TUGS: Not used. Launch assists berthing.

RESTRICTIONS: Berthing/unberthing only on flood tide.

MAX. SIZE: Controlled by depth alongside jetty – 29 ft.

BERTHING: Vessel moored with springs on jetty. Other lines to buoys.

FRESH WATER: Not available.

FUEL: Available by barge.

AGENT: See "Port of Spain".

TEMBLADORA (Alcoa Bauxite Terminal): 10.41 N. 61.35 W.

DOCUMENTS/HEALTH/CONSULS, etc.: Refer to "Port of Spain".

PILOTAGE: Pilotage is compulsory. Pilots board ½ mile off installation.

ANCHORAGE: Safe anchorage ½–¾ mile off head of jetty.

RESTRICTIONS/MAX. SIZE: There are two wharves: No. 1 with a length of 976 ft. and No. 2 with a length of 675 ft. Both are dredged to 36 ft.

TUGS: Alcoa maintain their own tug to assist in docking operations.

STEVEDORES: Not necessary.

FRESH WATER: Supplied at both piers, also by barge.

FUEL: All grades by barge.

WATCHMEN: Customs guards on duty at ship's side.

OPENING/CLOSING HATCHES: Handled by crew.

CUSTOMS ALLOWANCES: 200 cigarettes and a moderate amount of spirits per man.

CARGO GEAR: As "Port of Spain". Loading: Carried out with travelling tower conveyor system, rate 1,200 tons per hour. Discharging: With travelling towers grabs two each 5 tons capacity rate 800 tons per hour.

IDENTIFICATION CARDS: Not required.

REPAIRS AND DRY DOCKS: At Chaguaramas.

MEDICAL: All facilities available. Advance notice of requirements should be given.

REPATRIATIONS: Can be arranged.

AIRPORT: At Port of Spain.

TIME: GMT minus 4 hours.

TELEPHONES: No facilities for telephones on board.

SHORE LEAVE: No restrictions.

AGENT: See "Port of Spain".

Trucial States

ABU DHABI: 24.29 N. 54.20 E.

COURTESY FLAG: Abu Dhabi flag is all red except for top hoist corner which contains white rectangle covering about one sixth of total area.

DOCUMENTS: Seven copies of Cargo Manifest should be airmailed to Agent in advance of arrival.

APPROACHES: Open roadstead, discharging into barges at anchorage.

ANCHORAGE: Marked by buoy in (approx.) position 24.27 N., 54.17.6 E., 4½ miles off shore. Buoy characteristics: flash every 5 seconds. Depth at anchorage about 5–6 fathoms. Holding ground good but anchorage exposed to North and Westerly winds when precautions to be taken against anchor dragging.

PILOTAGE: None. Open anchorage.

HEALTH: No quarantine formalities.

RADIO: Agent requires ETA 72, 48 and 24 hours prior arrival. Messages may be routed through Bahrain Radio.

BERTHING: Vessels drawing up to 14 ft. draft can come alongside the small craft pier during high tide. However, the Port is presently not able to render any assistance such as Pilotage, Mooring, etc. and this is therefore left to the discretion of the Masters.

STEVEDORING: Arranged through Agent. Labourers work under direct supervision of vessel and her officers. Stevedores do not accept any responsibility for loss or damage to cargo, nor for stevedores' damages to vessel. One gang consists of 2 Serangs, 1 Tindal, 2 winchmen and 15 labourers. Local custom proclaims that ship's responsibility for cargo ceases only after cargo landed ashore. No special regulations for dangerous cargoes but vessels having such cargoes aboard expected anchor at safe distance from other ships at anchorage. Agents normally employ their own tally clerks to work on board, and also supply their own lighters and tugs. No floating-cranes for heavy lifts but mobile crane of 45 tons capacity available for hire on shore work.

MEDICAL: Fully equipped Government Hospital. Qualified personnel, and most medicines available.

TANKERS: See "Das Island" and "Jebel Dhanna".

FRESH WATER/FUEL/REPAIRS: None available.

LAUNDRY: Reasonably good laundries available at moderate rates.

PROVISIONS: May be arranged subject 48 hours notice to Agent.
AIRPORT: Regular scheduled international flights, also domestic flights within Gulf area.
TIME: GMT plus 4 hours.
HOLIDAYS: Friday is weekly holiday. Otherwise usual Muslim holidays observed. Cargo work generally not affected by holidays.
SHORE LEAVE: Not generally encouraged, but if Masters notify Agent names of crew wishing to go ashore a permit can be obtained from Immigration Department. Absolutely necessary that every crew member be in possession of valid seaman's book.
CLEARANCE: Port clearance must be obtained prior to departure.
DEVELOPMENTS: New navigation channel to make harbour accessible to larger ships. Channel to be 4·35 miles long, 164 yd. wide and 31 ft. deep. Completion expected 1972.

AGENT: National Shipping, Gulf Agency Co. (Abu Dhabi) Ltd. POB 377, Abu Dhabi, Trucial States. Cables "Confidence", Abu Dhabi. Tel. 22667. Radio: Marine VHF radio, stand-by on Channel 16 (156,8 MHz). Call sign "Confidence, Abu Dhabi". Telex, AH–248–Gacship.

DAS ISLAND: 25.09 N. 52.52 E.

Note: Shipping operations Das Island governed by Abu Dhabi (Port of Das Island) Regulation, 1963 (Queen's Regulation No. 2 of 1963). Owners recommended provide Masters in advance with copies Regulations obtainable from H.M. Stationery Office.
DESCRIPTION: Das Island some 160 miles south-east of Bahrain and is part of State of Abu Dhabi, largest of Trucial Oman States. Island is base for off-shore drilling and export of crude oil by Abu Dhabi Marine Areas Limited – ADMA.
DOCUMENTS:
Bills of Health for Ports visited on voyage.
2 Crew Lists.
3 Manifests (1 original and 2 copies).
1 International Maritime Declaration of Health.
APPROACHES AND PROHIBITED ANCHORAGES: Umm Shaif and Zakum drilling areas situated some 20 miles East and 48 miles South-east of Das Island together with pipeline to Das Island from Zakum field are marked on Admiralty Charts. Only selected towers equipped with lights, all other wellheads, drilling rigs and towers within drilling areas are unlighted. Wellheads in Umm Shaif field telemetered and controlled by microwave radio beams transmitted from radio tower on Das Island. Unburied pipelines from wellheads to Island also in this area and it *is essential* that vessels do *not* steam into or anchor in it. Cautions have been issued in Notices to Mariners warning vessels against entering both Umm Shaif and Zakum areas and against anchoring in vicinity of Zakum Pipeline.
Southern Route. Vessels should normally approach port from South and must pass not less than 3 miles South of drilling rigs and towers in Umm Shaif area, thence towards South-east corner of Island. Vessels must leave port by this route unless they have to use Northern buoyed channel.
Northern Route. Is via buoyed channel which primarily intended for use of deep draughted vessels sailing from port. Vessels arriving should normally use the channel only if their draught is such that Southern Route cannot be used with safety. Prior radio advice of vessel's intention to use channel to enter port should be given to ADMA. When using Northern Route vessels should not pass at greater distance than 1½ miles East of shore of Das Island when negotiating area between No. 2 berth and channel entrance buoys.
PILOTAGE: Berthing Master will undertake pilotage, berthing and unberthing of tankers save that Master shall remain solely responsible, on behalf of owners for safety and proper navigation. Berthing Master will normally board vessels approaching Das Island by Southern Route approximately 2 miles South-east of southern extremity of Das Island. When approaching Das Island by Northern Route via buoyed channel Berthing Master will board from position 030° 3 miles from Das Island Light. If adverse weather prevents boarding in this position Berthing Master will board in lee of Das Island. Vessels requested not to navigate at greater distance than 1½ miles off Das Island when passing through cautioned area Eastwards of Das Island where anchoring is prohibited.
ANCHORAGES: Main anchorage for dry cargo vessels is in about 40 ft. of water approximately ½ mile from harbour South of tanker loading berth. Other anchorages lie to South-west and West of Island. Tankers will be advised by radio of suitable anchorages if berth not immediately available. Sea-bed all round Island is rock covered with a few inches of loose sand. Holding is poor and vessels are advised to pay out at least 60 fathoms of chain. Vessels at anchor awaiting berths, lighters or any services provided by the port *must* at all times keep a listening watch using Channel 16 where possible. If a vessel is not equipped to operate on this channel then any of the frequencies listed may be used by arrangement.
WEATHER AND TIDE: Prevailing winds are from the North-west. The rise of the tide can be up to 5 ft., usual variation is 3 ft.
SIZE: No. 1 Tanker Berth is suitable for berthing tankers in ballast condition up to 90,000 summer d.w.t. and when fully loaded up to 50,000 d.w.t. Minimum depth of water alongside the berth is 55 ft. No. 2 Tanker Berth is suitable for berthing tankers in ballast condition up to 250,000 summer d.w.t., fully loaded tankers of up to 130,000 d.w.t. and partially loaded tankers of up to 165,000 tons displacement with mean draught not exceeding 56 ft. Minimum depth alongside is 67 ft.
HEALTH: Vessels arriving at Das must carry the usual Bills of Health for ports visited on the voyage. Masters of vessels are requested to inform ADMA if there is any person ill on board or if there has been sickness within the week prior to arrival. Pratique is granted by the Port Medical Officer through the Berthing Master or Agency Clerk.
RADIO: *Das Radio Station.* Position: 25° 08′ 43″ N. 52° 52′ 38″ E. Call sign: 2AI 15.

Details of Transmission:

Service	*Frequencies* kc/s	*Transmission*	*Radiated Power kw*
(i)	500 and 420	A1	0·5
(ii)	8,666 and 13,026	A1	0·5
(iii)	4,325	A1	0·3
(iv)	3,270	A3	0·3
(v)	156,600 and 156,800	F3	0·01
(vi)	161,600 and 161,700	F3	0·01

Procedure:

Service — *Traffic List Transmission*

(i) On 420 kc/s after call on 500 kc/s at 0500, 0900, 1300 and 1700 hours GMT – half hour periods.
(ii) On 8,66 kc/s at 0530, 1530, 1330 and 1730 hours GMT. Listens 8,354–8,374 kc/s.
On 13,026 kc/s at 0930. Listens 12,531–12,561 kc/s.
Watch kept for 15 minutes after each traffic list.
(iii) On 4,325 kc/s by arrangement.
(iv) On 3,270 kc/s radio telephone for ADMA Project shipping only.
(v) Continuous watch kept on 156·8 mc/s International VHF (Channel 16).
Port operations on 156·6 mc/s (Channel 12).
(iv) Continuous watch kept on 157·1 mc/s – reply on 161·7 mc/s (Channel 22). Watch kept on 157 mc/s – reply on 161·6 mc/s (Channel 20) by arrangement.

Arrival Messages. All vessels bound for Das Island should contact ADMA Radio Station and give 72 hours notice of ETA. Where this is not practicable they should give at least 48 hours notice. In the event of difficulties this information should be transmitted to Das via the Cable Wireless Station at Bahrain. As soon as direct contact is established between a vessel and ADMA Radio Station, the latter will advise the route to be followed in approaching the Island.
TUGS: Tugs provided by ADMA must be used by all tankers when berthing and unberthing.
BERTHING: Full power must be available on main engines during berthing operations. Berthing Masters will not berth vessels if not properly equipped with satisfactory mooring lines, or if deck appliances inoperable, or if steering gear, telegraphs and whistles not in an efficient condition. Master should notify Berthing Master of any defects or peculiarities of vessel. No. 1 Tanker Berth approximately ¾ mile off east coast of Das Island is served by submarine pipeline from tankage on Island. Tankers berth against four flexible dolphins which protect berth operating platform. Six mooring dolphins each provided with twin bollards. Each dolphin carries permanent mooring wire secured to Senhouse slip enabling quick release in emergencies. Hooks for backsprings located on operating platform are each equipped with 48 ft. length of 18-in. cable-laid manilla spring. Loading installation comprises four booms each equipped with 10-in. bore flexible hose for loading crude oil. Two similar booms available for loading and discharging bunkers. Fittings available to connect these hoses to 8-in., 10-in. and 12-in. manifolds to ASA 150 or BS 1560–1968, ASA 300 or B S. "H" details. Berths cannot be occupied during adverse easterly weather. Loaded tankers only berthed at discretion of Port Officer and delays from tidal conditions, awaiting daylight, etc., may be incurred. Minimum acceptable length overall 525 ft. Vessels other than craft must not approach nearer than 2 miles to premises without a Berthing Master on board unless otherwise instructed by Port Officer. In approaching and leaving berths it is essential to avoid anchoring in area of submarine pipelines which run in approximately east and west direction some 2,500 ft. north of No. 2 berth. Weather and other conditions permitting, tankers can berth and unberth at all times. Every vessel berthing must fit adequate rat guards to all mooring ropes and wires.
MEDICAL: Medical Officer resident on Island and ADMA maintain small hospital. Medical attention only available in case of serious illness or emergency.
FRESH WATER: Not available.
FUEL: Bunkers available primarily for tankers working cargo.
FIRE PRECAUTIONS: Three fire-fighting tugs available.
GANGWAY: Ship's gangway required on No. 1 tanker berth.
TOBACCO ALLOWANCE: No restrictions.
WINE/SPIRIT ALLOWANCE: Conveyance of alcoholic liquor from any vessel to the shore or from the shore to any vessel, or from one vessel to another, is prohibited without the appropriate written permits from the Political Agent and the Port Officer.
CONSULS: HBM Hon. Consul, Marine Department, ADMA Ltd., Das Island, Abu Dhabi, Arabian Gulf – Tel. 546, Tel. Admarine das Bahrain.
REPAIRS: Not available.
DRY DOCKS: None.
REPATRIATION: Limited.
AIRPORT: ADMA operated private Airport. 5 flights per week. Limited capacity, seats subject to availability.
TIME: GMT plus 4 hours.
HOLIDAYS: 1st January; Easter Sunday; 25th December and Moslem holidays.
POLICE/AMBULANCE/FIRE: Tel. Police 258; Ambulance 333; Fire 353.
SHORE LEAVE: Not permitted.
DIRTY BALLAST: No facilities for discharge.
NAVIGATIONAL AIDS: A navigational light is established on the radio tower on the extreme North-east corner of Das Island in

osition Lat. 25° 09′ 42″ N. Long. 52° 52′ 41″ E. Characteristics are a ash every 5 seconds (1 second light 4 seconds dark), a white light 40 ft. above MSL visible 19 miles in clear weather.

UTHORITY: Marine Superintendent, ADMA Ltd., Das Island, bu Dhabi. Tel. 546.

GENT: (Protecting only) See "Bahrain".

DUBAI: 25.16 N. 55.18 E.

OURTESY FLAG: Dubai flag resembles an "H" or pilot flag, and his could be shown until Agent's representative brings one on oard.

OCUMENTS: Following should be airmailed to Agent prior hip's arrival: 6 copies Dangerous Cargo List, Stowage plan in uplicate, Hatch list in duplicate, 7 copies of cargo manifests, 1 copy f each Bill of Lading. On arrival, 3 Crew Lists required.

PPROACHES: Open roadstead. Cargo discharged into barges.

NCHORAGE: Marked by light buoy in position 310°, 1·06 miles om Nayif Tower. Recommended anchor to N.E. of light buoy in pprox. position 25° 17′ 4″ N., 55° 16′ 6″ E. Depth 36 to 40 ft., holding-round considered poor, bottom sand and coral. The closer ships re able to anchor to the buoy, the faster turn-around on barges will e attained. *Warning:* Occasional strong N.W. winds, known as Shamal" will make discharging impossible and *it is very important* hat ships have engines on "stand-by" during such times. Ships llowed enter and leave anchorage at any time of day or night. aunch service through Agent's ship to shore from anchorage, and hip's own boats can also be used without Authorities' permission.

ILOTAGE: None.

ESTRICTIONS: All cargo discharged into barges at anchorage. oasters with drafts of 11 ft. 6 in. or less can enter creek and dis-harge alongside. Such vessels usually require a tug boat to pilot hem into the creek. Tugs available through Agent. Importation of rtificial pearls is prohibited. Purchase of liquor forbidden except y permit.

EALTH: At present no quarantine regulations applicable. Radio gent for Free Pratique subject no suspicious illness or disease on oard.

Arrival: Ships boarded immediately upon arrival weather permitting, nd Masters then have to complete a short Arrival Report. No ormalities of any kind with Port Authorities and ships allowed to rrive and sail at any time.

Departure: No port clearance is issued in Dubai. A letter will be ssued by Agent which may be produced at next port of call instead f usual departure clearance.

ADIO: No port radio station. Cables from vessels outside Gulf ay be routed through Muscat Radio, and from inside Gulf through ahrain Radio. Vessels should advise Agent of ETA 72, 48 and 24 ours prior arrival. Some Agents also equipped with VHF calling Channel 16. Ship's radio station may be operated at anchorage. Also ee "Developments".

ISCHARGE TURN: Priority of discharge given to ships carrying ail and/or passengers for Dubai. Ships carrying less than 100 eight or measurement tons have priority and are supplied with one arge for discharge of cargo immediately on arrival, whether turn is n force or not. Should there be congestion, Agents require Stowage lan showing clearly that all Dubai cargo is freely available and aster's signature on a request for discharge turn. Based on this, essels will be registered for turn. Registration can only be performed uring office hours.

After confirmed registration, at which will be given a deadline for urn, ships may proceed to other ports for discharge, but must eturn Dubai prior time and date given, otherwise turn is lost. articular cargoes for H.H. The Ruler Sheikh Rashed Bin Said Al aktum have priority. This should be evidenced by Manifests which will be produced to Customs Authorities in Dubai for approval. The cargoes must be accessible for immediate discharge, which should e verified by stowage plan.

TEVEDORES: Loading/Discharging Rates: Stevedores, tally clerks, supervisors, etc., will be supplied from shore at the same time as ships are supplied with barges. These people working under essels' supervision and responsibility.

First Shift: from 0800 hours to 1800 hours. Second Shift: from 1800 hours to 2400 hours. Third Shift: from 0000 hours to 0800 hours. Very difficult to get stevedores to work third shift unless ship will complete within a reasonable time into the third shift. First two shifts always worked.

Drinking water must be supplied by ship free of charge to all men from shore but food only to supervisors, tally clerks, watchmen and foremen.

Expected outturn working three hooks:

Bagged cargo	400–500 tons
Cased cargo	150–200 ,,
Timber on deck	300–350 ,,
Timber in hatches	200–250 ,,

Usually five ships can work at one time.

RADAR/VHF: No port radar service. Nearing Dubai and approximately 8–10 hours prior to arrival vessel should switch on VHF Channel 16 and call Agent. On contact, change to one of Channels 14, 13, 12, 9 or 6 for further communication. Regular contact then maintained until departure from Dubai.

MEDICAL: Qualified doctors available ashore and also a hospital. Most medicines available at fairly low prices. Dentist also available. Walking cases should be brought ashore *in the morning* for treatment, but in emergency, a doctor will board the ship. Also see "Developments".

TANKERS: See "Fateh Terminal".

FRESH WATER: Can be supplied at Dubai anchorage at following rates (approx.): quantities 600 tons, 75 tons, or 25 tons at one time. Price QDRs. 18/- per ton.

FUEL: Bunkers not available and closest bunker ports are Das Island, Bahrain or Ras Tanura.

FIRE FIGHTING: No facilities available at anchorage.

DEVELOPMENTS: Port Rashid. Work on a new deep-water harbour to accommodate ships of over 30 ft. in modern fully equipped alongside berths was commenced early in 1968. Four such berths expected available February 1971 when Port Dues, Pilotage, Quarantine charges etc. will be imposed. Contract subsequently extended to cover construction of further eleven berths, expected operating by late 1972. Government Hospital expected completion 1972. A new communications complex constructed at Jabel Ali, a few miles South of Dubai. The main feature is 10 kW trepospheric scatter equipment which will work to a similar station at Bahrain and has greatly improved communications in the area.

CUSTOMS ALLOWANCES: Tobacco, a reasonable quantity. Wine and/or Spirits, complete prohibition on bringing any wines or spirits into Dubai. Liquors and beers are, however, available in restaurants and bars attached to hotels.

CONSULS: British Political Agency but no other foreign representation.

REPAIRS: Limited minor repairs only.

DRY DOCKS: None.

REPATRIATION: Official signing-off and signing-on can be made only for British flag vessels as no other country represented in Dubai. However, crew change can be effected through Agent. Arriving or departing crew do not require visas but must hold valid Seaman Books. The Seaman Book will substitute the visa which otherwise is compulsory.

AIRPORT: Regular international scheduled flights. Also domestic flights within Gulf area.

TIME: GMT plus 4 hours.

HOLIDAYS: Every Friday which is Muslim Sabbath. Banks closed on this day. During the year there are the following Idd Holidays: Idd al Adha (about end February); New Year's Day (19 March); Idd al Fitr (about beginning December). Holidays shift according to the Muslim Year.

SHORE LEAVE: Officers and crew may come ashore during daylight hours for shopping and recreation. They shall then carry a valid passport, ID-card or Seaman Book, which will be placed at the Immigration Office when landing. The passport, ID-card or Seaman Book will be returned upon returning to ship. No alcoholic beverages allowed to be brought ashore.

GENERAL: Dunnage – not available. Heavy lifts – not available at anchorage. Shore cranes have lifting capacity up to 30 tons.

LAUNDRY: Available but about two–three days required.

PROVISIONS: Fresh vegetables, frozen stuff, bonded stores, etc., available. Requirements should be given immediately on arrival. (The liquor and beer prices are low.)

SURVEYORS: Lloyds.

AGENT: Gulf Agency Co. (Dubai) Ltd. POB 2404, Dubai, Trucial States. Cables: "Confidence", Dubai. Tel.: 31300. After office hours: 31549, 31367. Telex DB 448 (answer-back: "Confidence DB 448") Radio: Marine VHF radio, stand-by on Channel 16 (156,8 MHz) Callsign "Confidence, Dubai".

Operators of ship-servicing and supply organisation: Crew-changes, mail spares and/or delivery of provisions undertaken at sea without deviation to serviced vessel.

FATEH TERMINAL (offshore Dubai).

Oil Loading Terminal of the Dubai Petroleum Company.

Note: All tankers loading Fateh Terminal cleared by Dubai Petroleum Company, taking care of all necessary documentation concerning cargo. DPC does not charge owners/operators for this service. However, for all other agency services DPC refers owners/operators to regular shipping agents in Dubai.

According present oil company regulations vessels not allowed receive any deliveries or any launch alongside while loading at Terminal. Deliveries of mail, spare parts and performance of crew changes will, therefore, take place at Terminal anchorage, Dubai anchorage, or at a rendezvous point.

Weather permitting, Fateh Terminal operates 24 hours a day, 7 days a week and provided berth not occupied, tankers will be berthed upon arrival, day or night.

LOCATION OF TERMINAL: Fateh Terminal consists of crude oil production and export facilities of Fateh Field, offshore Dubai, Trucial States. Terminal limits are:

25° 41′ N., 54° 21′ E. 25° 41′ N., 54° 30′ E.
25° 31′ N., 54° 21′ E. 25° 31′ N., 54° 30′ E.

Within this area anchoring prohibited and Terminal Safety Regulations have effect.

For loading crude oil a Single Point Mooring (SPM) Buoy in position: 25° 35′ 12.6″ N., 54° 25′ 46.3″ E.

SPM bears approximately 292°, 50.1 nautical miles from Port Rashid, Dubai Light (F1, 3 sec. 10M) and approximately 202°, 19.5 nautical miles from Jazirat Sirri Light. It is anchored in approximately 130 ft. of water.

NAVIGATIONAL AIDS: SPM fitted with five-mile white flashing light; one 1-second flash every 10 seconds. Two oil-storage vessels, "Majmaa No. 1" and "Majmaa No. 2" show lights and shapes as prescribed in International Regulations for Preventing Collisions at Sea for vessels engaged in underwater operations.

Each vessel is equipped with a continuously operating foghorn, one 2-second blast every 20 seconds.

Submerged storage tank shows one white flash every second, also equipped with continuously operating foghorn, one 2-second blast every 20 seconds.

Central production and "A" platforms show one white flash every second and also operate a foghorn during fog. Various working lights also shown.

Well platforms "B", "C" and "D" show in white flashes the letters B, C and D respectively in morse code one every ten seconds. Each platform also equipped with a continuously operating foghorn, one 2-second blast every 20 seconds.

A flare when showing, gives an orange light, which may be visible a great distance. In addition, on the flare structure a light shows one white flash every second.

APPROACHES: On approaching Terminal, Masters of incoming tankers should head for anchorage area (see "Anchorage") where, under normal conditions, their vessel will be boarded by a DPC Mooring Master.

ANCHORAGE: Position 25° 36′ N. 54° 31′ E. represents centre of a circle with radius approximately one mile, which must be used by vessels required to wait at anchor. Anchoring within Terminal Limits prohibited. If tanker not scheduled berth on arrival (e.g. another vessel is already in berth, or port closed on account adverse weather, etc), Masters will be advised by radio and requested to anchor.

NOTICE OF READINESS: After arrival Anchorage Area and in every respect ready to load, Master may tender Notice of Readiness, which will be accepted, provided Mooring Master on board or dropped anchor in anchorage area.

Port Closed. Notices of Readiness will not be accepted during periods when the port closed. Port "closed" when weather such that it is too rough for incoming tankers to berth. Decision regarding opening and closing of port will rest with Fateh Terminal Superintendent or his deputy.

DOCUMENTS: At present, there are no regulations requiring the tendering of any documents at Fateh Terminal. However vessels may be advised to tender to Dubai Petroleum Company, following documents:

Declaration of Health, in duplicate.
Declaration of Stores, including bonded stores.
Notice of Readiness.

PILOTAGE: Pilotage compulsory within Terminal Limits (see "Location"). Vessels to be moored Fateh Terminal will be boarded by DPC Mooring Master in anchorage area. Mooring Master will advise ship's Master on approaches to SPM mooring, unmooring, connecting and disconnecting hoses and all other operations within Terminal area. All manoeuvring of ships within Terminal area shall be done only in accordance with advice of DPC Mooring Master, subject to the understanding that in all cases and circumstances the Master shall remain solely responsible for safety and proper manoeuvring of vessel. Master or one of his qualified deck officers must be on bridge at all times while tanker being manoeuvred.

MOORING: Vessels requested have pilot ladder safely and securely rigged ready for immediate use and long enough to meet Mooring Master's launch. Vessels will provide a lee for the Mooring Masters both when boarding and leaving. Tankers requested to have ready on forecastle head the following: 2 mooring ropes, polypropylene if possible; 2 mooring wires, on winches if available; 1 messenger rope minimum length 300 ft. rope and chain stoppers and on port side amidships: derrick rigged and ready to pick up from a launch, mooring shackles, nylon strops and hose connection gear.

On near approach to buoy a launch will attach a ship's line to one of Terminal's floating nylon ropes. This will be hove aboard and secured to the towing bracket, if the ship is so fitted, or otherwise secured by a ship's mooring wire and a nylon strop previously passed aboard. Same operation will be repeated with second nylon rope.

LOADING: Maximum loading rate 40,000 barrels per hour. Two 16-in. diameter hoses will be lifted by ship's gear on port side. Each lift is five tons. Hoses shall be hoisted and connected by ship's crew. Mooring Master will advise the ship's officer in charge concerning lifting techniques. 16 in. – 12 in. reducers are fitted on the ends of the crude oil hoses thus enabling tankers with either 16 in. or 12 in. ASA 150-lb. flanges to connect directly to the Terminal hoses.

All communications relative to loading routed through Mooring Master, who will remain in contact with production platform constantly via portable VHF units.

RADIO: When within 72 hours of arrival Fateh Terminal Master should notify DPC by cable via Bahrain Radio (call sign GOU), which operates on a 24-hour service giving following information: Name of tanker, ETA in GMT (Dubai time is GMT plus 4 hours throughout the year). If ship's hose connections are different from 16 in. or 12-in. standard ASA 150 lb type, the size should be stated. Sections 1 and 2 of the above message should be repeated via Bahrain Radio when within 24 hours and again when within 12 hours of arrival at Terminal.

Within about 60 miles of Terminal communication may be established by radio telephone on International Marine VHF Channel 16 (156·8 mHz). This frequency is monitored continuously. Once contact has been made on Channel 16 further conversation should be conducted on either Channel 14 (156·7 mHz) or Channel 8 (156·4 mHz). A DPC Mooring Master will board incoming tankers in anchorage area with portable VHF radio telephone units. All communications between ship and platform will be conducted by mooring Master via portable VHF units.

DIRTY BALLAST: No slop tanks or facilities for receiving dirty ballast. Tankers must arrive with clean ballast. In event tanker does have dirty ballast, it will not be allowed to be pumped overboard. Dirty ballast will be collected into one tank, measured and left aboard.

GENERAL: Bunkers, Fresh water, Stores, Boats for hire, Repair facilities, not available. There is no shore leave.

MEDICAL: Medical and dental services not available. In emergency requiring hospitalisation, patient will be taken by boat from tanker to production platform, hoisted to upper deck of platform, and flown by helicopter to Dubai. Shipowner will be charged for all expenses incurred.

AGENT: Gulf Agency Co (Dubai) Ltd., POB 2404, Dubai, Trucial States. Cables: "Confidence", Dubai. Tel. 31300, after office hours 31549, 31367. Telex: 448 (answerback: "Confidence DB448").

VHF Radio: standing by on Channel 16 (156·8 MHz) communicating on Channels 14, 12 or 6, call sign "Confidence Dubai".

SSB Radio: standing by on 6910 MHz lower side band, communicating on frequencies 3539, 6910 and 7010 MHz. Call sign "Confidence Dubai".

JEBEL DHANNA: 24.15 N. 52.30 E.

Abu Dhabi National Flag must be flown on foremast when in Abu Dhabi territorial water. Flags available through ship's Agent.

Jebel Dhanna Sea Line Terminal

APPROACHES: (*Inward Passage*).

Outer Route between Jazirat az Zarqa and Ghasha Tower Beacon marked by two light floats and four buoys. The two light floats are both port hand marks, and the buoys starboard hand, as indicated by shape, colour and light characteristics. Depths along route vary and shown on chart.

Inner Channel, from Ghasha Tower to berths at Jebel Dhanna marked by 21 light buoys. Least depth in this channel is 46 ft. and minimum width of 800 ft. between Nos. 7 and 10 buoys.

(*Outward Passage*)

After clearing berth an outward bound vessel should steer to pass midway between Nos. 13 and 20 buoys, leaving Alaq Island to starboard. From Nos. 13 and 20 buoys the same track is followed as for inward passage.

DOCUMENTS:

2 Crew Lists.
2 Passenger Lists.
2 Manifests.
1 International Maritime Declaration of Health.

PILOTAGE: Give 48 hours notice of ETA, etc., to Agent via Cable and Wireless, Bahrain. On confirmation of ETA on VHF Channel 16 either to "Jebel Dhanna Radio" or "Jebel Dhanna Pilots", Pilot will meet and board inward bound ship to West of Gasha Tower Beacon on request and will conduct through Inner channel to berth. Pilots act in same capacity as Mooring Masters in berthing vessels, after which they supervise raising of flexible hoses and connection to ship's manifold. Pilots disembark off Ghasha Tower outwards.

TIDES: In outer approaches, i.e. from Zarqa to Ghasha Tower, tides almost purely diurnal, but semi-dirunal effect becomes more evident as Dalma is approached and is (comparatively) most marked at Jebel Dhanna. However, this semi-diurnal effect not of great significance and for all practical purposes it can be taken that there is only one high water and one low water per day throughout length of approach and at Jebel Dhanna, but times of high and low water at various control points are not coincident.

High water at 01 buoy occurs on average about 1½ hours before high water at Jebel Dhanna, but differences may be from about ½ hour up to 2½ hours.

Time differences between low waters appear erratic. At 01 buoy low water may occur anything from 3 hours before low water at Jebel Dhanna to 1½ hours after, but more often than not it precedes low water at Jebel Dhanna. At 05 buoy, Dalma and Ghasha Tower, time differences reduce slightly more or less in proportion to increasing distance from Jebel Dhanna, but as for 01 buoy the extremes show a wide variation.

Tidal Streams. In berth area, streams generally do not exceed ½ knot and are predominantly confined to S.E. and S.W. quadrants. In outer approaches, streams appear to attain a maximum of 1 knot approximately along line of route, but this information should be regarded with caution as it depends on limited observation.

ANCHORAGES: If berth not available, or if ships cannot sail immediately after loading, they can anchor in an area South of Buoys Nos. 13 and 20 and North of Berths. This area marked by No. 15 buoy to West, No. 22 buoy to East and by berths to South. Alaq Island lies in the middle of this area and is marked by two buoys No. 17 and N. Alaq and by S. Alaq Beacon.

RESTRICTIONS: Vessels must receive clearance from Jebel Dhanna Terminal to enter channel. This is to ensure that all outward-bound vessels are aware of traffic movements in channel. Mooring, loading and unmooring carried out by day and night.

MAX. SIZE: (Also see "Berthing"). Maximum length: 1,100 ft.; Maximum breadth: 160 ft.

Note: Draught of laden tankers leaving Jebel Dhanna controlled by depth in Inner Channel between Nos. 7 and 10 Buoys. This is 48 ft. below Chart Datum and Zero of predictions. An allowance of 3 ft. 6 in. under keel is considered sufficient.

HEALTH: International Maritime Declaration of Health. In case of suspected disease Agent to be informed on VHF Channel 16. Smallpox and cholera inoculation required.

RADIO: Cables to Agent, Receivers, etc., should be sent via "Bahrain Radio". When vessels within range they should confirm ETA on Channel 16, 156·8 mc/s to either Jebel Dhanna Terminal Call Sign "Jebel Dhanna" or Jebel Dhanna Pilots call sign "Jebel

Dhanna Pilots"; ship's Agent in Jebel Dhanna also equipped with Channel 16.

TUGS: No tugs available.

BERTHING: Berthing is by mooring to 2 anchors and stern buoys. Arrangements in advance by contacting Jebel Dhanna Pilots on Channel 16.

Berths are approached on W.S.W. course passing S.E. of Alaq Island. Leading lights have been established which will lead ships on the line of the two anchors when in berth. A small marker buoy has been established to assist the Mooring Master in placing starboard anchor in correct position. Vessels berth heading N.W. Holding ground good. Bottom consists of clayey silt.

Sea Line Loading Berths. Three sea line berths Nos. 1, 2 and 3 numbered from N. W. to S.E., each supplied by single 36 in. lines terminating in a header which passes under vessel in berth.

Berth Specifications:

Berth	*Draught acceptable*	*Approximate deadweight acceptable*	*Maximum loading rate*	*Strings of flexible hoses*	*Length of sea line*
No. 1	45′	83,000	6,000 t.p.h.	Four 12″	16,269′
No. 2	46′	85,000	6,000 t.p.h.	Four 12″	16,27′
No. 3	49′	90,000	7,400 t.p.h.	Four 16″	

* Deadweights shown for vessels loading full cargoes. Part Cargoes may be greater. Nos. 2 and 3 Berth can accommodate 200,000 d.w.t. tankers.

Approximate draught limits quoted are based on an underkeel clearance in berths, of 6 ft. Rising tides permit deeper loading. Least depth of water available in berth, and swinging circle, after deducting 6 ft. for height above sea bed of sea line end cradle is as follows: No. 1 Berth, 51 ft.; No. 2 Berth, 52 ft; No. 3 Berth, 55 ft.

Swinging circle defined as 1½ ship's lengths from dropping position of ship's inshore anchor. General limitations as follows:

(*a*) Ships drawing 43 ft. 6 in. may sail at any time on any day.
(*b*) Ships drawing 44 ft. will rarely have to use tides.
(*c*) Ships drawing 45 ft. will usually have to use tides.
(*d*) Ships drawing 46 ft. will *always* have to use tides.
(*e*) Ships drawing 47 ft. will *occasionally be neaped.*
(*f*) Ships drawing 48 ft. will be neaped 176 days ± per year. The best months are June, July and August.
(*g*) Ships drawing 49 ft. may sail occasionally. The best months are June and July.
(*h*) Ships drawing 50 ft. are not worth programming as on the few days predictions indicate they could sail, meterological conditions may well cut tides.

Seaward ends of pipelines, terminate in 12 in. or 16 in. flexible hoses, there being four such strings of hoses at each berth. Two taken up on each side of vessel.

Additional information obtainable from Jebel Dhanna Pilots on Channel 16 prior to vessel's arrival. No slop discharge facilities available. Only clean ballast water is allowed to be discharged in port. No dirty Ballast. Specific gravity: 0·8250/0·8340 – API 38°/40° (crude oil).

DENSITY: Specific gravity 1·031.

FRESH WATER: Not available.

FUEL: Not available.

FIRE PRECAUTIONS: As laid down in the Abu Dhabi (Port of Jebel Dhanna) Regulations 1967. Also IOTTSG Safety Guide.

GANGWAY/DECK WATCHMEN: Not necessary.

CUSTOMS ALLOWANCES: Tobacco: No restrictions in quantity on board but must not be conveyed ashore or from one vessel to another without appropriate written permit from Customs Authorities and Port Officer. Wine and/or Spirit: Conveyance of alcoholic liquor from any vessel to the shore or from the shore to any vessel, or from one vessel to another, prohibited without appropriate written permits from Political Agent, Port Officer and Customs Authorities.

CRW IDENTIFICATION CARDS: Not required.

CONSULS: None.

REPAIRS/DRY DOCKS: No facilities.

REPATRIATION: With sufficient notice, Agents will assist in any repatriation. If urgent, via Abu Dhabi, but facilities are limited and if possible crew changes should be made at other ports.

AIRPORT: One mile distant, small air strip owned by Abu Dhabi Petroleum Company for private use. Nearest International Airport is Abu Dhabi the capital of the State.

TIME: Local time GMT plus 4 hours. No alterations made to clocks during year.

HOLIDAYS: 'Id-al-Fitr; 'Id-al-Adha; Easter; Hijri New Year's Day; Prophet's Birthday; Anniversary of the Accession of H.M. The Ruler; Christmas; Gregorian New Year's Day; On the other occasions decided by H.M. The Ruler.

No interruptions in loading of crude oil during holidays.

MEDICAL: A male nurse can occasionally be obtained from LAMNALCO, the piloting company, upon request of ship's Agent, but in case of extreme emergency an aeroplane can be chartered from Bahrain or Abu Dhabi to pick up the patient at Jebel Dhanna for transfer and treatment in Abu Dhabi, Bahrain or Dubai.

POLICE/AMBULANCE/FIRE: No Fire or Ambulance facilities available. Although no Public Police Post at Jebel Dhanna port, the Abu Dhabi Petroleum Company Terminal police detachment is responsible to act in case of accident and other emergencies whether ashore or in territorial waters.

TELEPHONES: None.

SERVICES: None.

SHORE LEAVE: Crews not allowed ashore.

PORT REGULATIONS: The Abu Dhabi (Port of Jebel Dhanna) Regulation 1967.

AUTHORITY: Port Officer, Jebel Dhanna, c/o Abu Dhabi Petroleum Company Ltd., PO Box 270, Abu Dhabi, Arabian Gulf.

AGENT: National Shipping Gulf Agency Co. (Abu Dhabi) Ltd., Jebel Dhanna. Cables: "Confidence Abu Dhabi". Tel.: Jebel Dhanna Hotel. Radio: Marine VHF radio, stand-by Channel 16 (156·8 mHz) call sign "Confidence Jebel Dhanna".

SHARJAH: (Mina Khalid) 25.22 N. 55.24 E.

DOCUMENTS: See "Dubai".

PILOTAGE: Compulsory except for small vessels whose Masters are familiar with port.

ANCHORAGE: (See "Restrictions"): Vessels with draft in excess of berthing maximum, required to discharge into barges at anchorage approx. one mile off pier. Barges arranged by Agent. It is understood that an anchorage buoy has been established as follows: Black Pillar Buoy showing white light every 1·5 seconds in position 25° 22′ 41″ North, 55° 21′ 35″ East.

RESTRICTIONS: Vessels with draft up to 30 ft. able enter near time of high water (HTL 34 ft.). Vessels of less than 25 ft. draft may generally enter or leave at any state of tide.

HEALTH: Quarantine clearance by cable through Agent. Health Certificate with valid smallpox inoculation is compulsory and cholera inoculation (if coming from cholera-infected areas).

RADIO: Vessels should advise their Agents ETA, draft, hatch distribution and any other requirements, giving as much notice as possible.

TUGS: Arranged by Agent. Two tugs recommended.

BERTHING: Arrangements made with Harbour Master by ship's Agent for necessary berthing as required. Pier has two berths:

Distance of pier (middle) from sea shore 600 m. (2000 ft.), length of pier (platform) 81,20 m. (270 ft.), breadth of pier (platform) 31·20m. (104 ft.), depth of water L.T.L. 9/00 m. (30 ft.), depth of water H.T.L. 10/20 m. (34 ft.), height of pier above sea ground 13·50 m. (45 ft.).

VHF: Sharjah Harbour Office on Channels 16/9.

MEDICAL: Upon application to ship's Agent, medical examination of crew members can be arranged. Personnel will either be sent to private Doctor or to Public Health Department, as circumstances dictate. Serious cases will be referred to Government Hospital doctor.

TANKERS: No facilities.

DENSITY: 1025/1028.

FRESH WATER: Available and can be delivered on berths at jetty.

FUEL: All types of oil bunkers can be obtained from major oil companies and from other suppliers, by barge.

REPAIRS: Good facilities for repairs.

DRY DOCKS: None.

REPATRIATION: Crew members joining ships at Sharjah may enter or transit via Sharjah or Dubai without visa, provided they carry valid Seaman Book or Seaman ID Card. In absence of such documents Non-Objection Certificate must be obtained from Agent, against which visa will be issued. Cable Agent of seamen's full names and flight details preferably 24 hours in advance.

AIRPORTS: Dubai. International flights. Distance 20 minutes by car. Also local airport at Sharjah.

TIME: GMT plus 4 hours. Permanent.

AUTHORITY: Air and Sea Port Administration.

AGENT: Gulf Agency Company (Sharjah) Ltd., POB 435, Sharjah, Trucial States. Cables: "Confidence" Sharjah, Tel.: 8353. Telex DB 448, Dubai. Radio: Marine VHF radio, stand-by on Channel 16 (156/8 MHz). Call sign: "Confidence" Sharjah.

Air-freighted spare parts and ships' mail to Sharjah should be addressed to GAC Sharjah, but sent to Dubai Airport marked "In Transit for M/S . . . " Certificate of Origin should follow the airway bill or in cases of emergency be sent to GAC Sharjah, soonest after shipment. Cable "Confidence" Sharjah, of flight details and airway bill number.

Tunisia

BIZERTE: 37.17 N. 09.54 E.

DOCUMENTS:
3 Crew Lists.
3 Passenger Lists.
4 Crew Personal Effects Lists.
Health Declaration.
Manifest of provisions on board.
2 copies vessel's particulars declaration.

PILOTAGE: International Code signals are used to call Pilot. The pilot station can be contacted by VHF or radio/telephone via. Goulette Radio, call sign 3VW. Pilot's telephone number 02.31.139. Vessels awaiting Pilot may anchor outside the port entrance 50 m. from the breakwaters in depths of 13 m.

RESTRICTIONS: Entry at night is forbidden for tankers, which must complete their berthing operations one hour before sunset.

MAX. SIZE:

Petrol Harbour Berth A	maximum length 225 m., Draft 40 ft.
Berth B	maximum length 130 m., Draft 27 ft.
Commercial Harbour	3 berths maximum length 220 m. Draft 30 ft.
Cement Wharf	Maximum length 150 m., draft 25 ft.

Douaria Quay Maximum length 150 m., draft 27 ft. 6 in.
Melasse Pier Maximum length 130 m., draft 30 ft.
Coal Quay Maximum length 150 m., draft 16 ft.

HEALTH: Free pratique normally given at the quays after mooring. Pratique is automatic for vessels coming from another Tunisian port. In case of suspected disease on board vessel will be ordered to quarantine anchorage.
RADIO: Messages for the port authorities can be sent by VHF Bizerte Radio call sign 3 VW 3. Other messages to Agent should be sent through Tunis Radio call sign 3 VT.
TUGS: Tugs normally join vessel about 100 m. outside the entrance channel and if requested will come further out. Ship's lines always used.
BERTHING: Can be carried out at any time.
STEVEDORES: Minimum of 24 hours advance notice of ETA to Agent is required.
MEDICAL: Doctor available to board vessel. Hospital, private clinics and all facilities available.
TANKERS: *Berth A.* Loading arms for fuel, gas-oil and petroleum products all 10 in. diameter. Ballast line 12 in. diameter.
Berth B. Loading arms for all products except LPG are 8 in. dia. L.P.G. two loading arms of 4 in. diameter.
S.I.T.R. are equipped with an oil/water separator for ballast only. They are not able to accept residues from tankers.
FRESH WATER: Available from the quay at most berths. Rate 10/15 cubic metres per hour.
FUEL: Can be supplied subject to 48 hours notice.
FIRE PRECAUTIONS: The Petrol Harbour is equipped with fire hydrants. A tug of 1,200 h.p. is required to be permanently standing by when tankers are moored alongside the quay.
WATCHMEN: It is recommended to employ shore watchmen. Cost $4.50 per day and $7.00 per night.
OPENING/CLOSING HATCHES: Carried out by stevedores at the request of Masters, cost 27 cents per man.
CUSTOMS ALLOWANCES: Each crew member is allowed one carton of cigarettes and one opened bottle of wine or spirits. In case of a prolonged stay in port, Customs may renew these quantities.
IDENTIFICATION CARDS: Crew members' identification cards will be collected by the Immigration service and exchanged for shore passes while vessel is in port.
CONSULS: France Tel 02.31.466. Italy Tel. 02.31.747.
REPAIRS: All hull, deck and engine repairs can be effected.
DRY DOCKS: 4 dry docks available the largest of which has a length of 247/50 m. and is 40/60 m. wide.
REPATRIATION: Can be arranged.
AIRPORT: Tunis and Carthage airport is situated 70 km. from Bizerte. Served by international airlines.
TIME: GMT plus 1 hour all year round.
HOLIDAYS: There are 17 days official holiday during the year. Work can be carried out on all holidays except 1st May on payment of 100% overtime.
POLICE/FIRE/AMBULANCE: Police Tel. 02.31.200; Fire 02.31.022; Ambulance 02.31.422.
SHORE LEAVE: Allowed.
PORT AUTHORITY: Direction du Port de Bizerte, Rue Tanak Ibn Ziada, Bizerte. Tel. 02.31.139–02.31.412.

LA GOULETTE (including Tunis): 36.49 N. 10.18 E.

DOCUMENTS: *Required by Police:*
2 Crew Lists.
2 Passenger Lists.
Required by Customs:
1 Crew List.
2 Passenger Lists.
2 Crew Manifests.
Required by Port Health:
1 Crew List.
1 Passenger List.

PILOTAGE: To call Pilot contact Goulette Radio station, call sign 3VW, 24 hour watch on 2182 kc/s. Pilot boats are in permanent direct contact with Goulette Radio. International code visual and sound pilot signals may be used on arrival at the sea buoy.
Pilot launches are stationed inside the port, and proceed on call to meet vessels about a ¼ mile beyond the sea buoy, i.e. the buoy No. 1 in the entrance channel to the port.
ANCHORAGE: Anchorages in the port roads are safe except during strong winds and heavy seas from the North or North-east; good holding ground.
Larger vessels anchor about ½ mile North-east of the sea buoy in depths of 12–14 m. Small vessels may anchor either North or South of the approach channel in depths of 7–9 m. in the vicinity of buoys Nos. 4 and 5 provided that they do not obstruct navigation in the entrance channel.
RESTRICTIONS: Tankers and ore carriers are not allowed to enter and leave port during the hours of darkness. Depth of water at low water is 27 ft. 6 in.
MAX. SIZE: *La Goulette:* up to maximum draft 27 ft. 6 in. Max. length 200 m. *Tunis:* up to maximum draft 21 ft. 6 in.
HEALTH: Master is required to complete Declaration of Health on arrival. Vessels which have previously called at another Tunisian port are given automatic free pratique except in time of epidemic.
RADIO: Tunis Radio 24 hour watch on 2182 kc/s, radio-telephone watch from 0600 to 2200 on 500 kc/s. Goulette Radio call sign 3VW 24 hour watch on 2182 kc/s.
TUGS: Are available to assist berthing as directed by the Pilot. Tugs join vessels in the vicinity of buoys Nos. 4 and 6, that is 400 or 500 m. from the berths. Vessels lines always used.
STEVEDORES: Gangs are ordered before 0600 for morning work; before 1300 for the afternoon and before 2000 for night work.
MEDICAL: Preferable to advise Agent in advance if doctor required on board. Crew members should possess international vaccination certificates.
TANKERS: One berth is reserved for tankers with a maximum draft of 27 ft. 6 in.
FRESH WATER: Hydrants are situated on the quays supplying fresh water at a rate of 12–15 cub. metres per hour. A water barge of 50 tons capacity can supply vessels at anchor.
FIRE PRECAUTIONS: A watchman has to be permanently employed on board tankers when alongside. A tug equipped with fire-fighting equipment is required to stand by tankers discharging.
DEVELOPMENTS: Dredging is being carried out to provide a depth of 11.60 m. in the entrance channel, and a depth of 11 m. at the oil berth. When dredging is completed the maximum allowable draft will be 32 ft.
WATCHMEN: The employment of gangway watchmen is necessary.
OPENING/CLOSING HATCHES: Are performed by ship's crew.
CUSTOMS ALLOWANCES: Each crewman is allowed two packets of cigarettes or 4 cigars or 50 gr. of tobacco and one opened bottle of alcohol.
CONSULS: Following countries are represented in Tunisia:

Australia	Italy	Panama
Denmark	Morocco	Algeria
France	Norway	Venezuela

REPAIRS: Machinery and boiler repairs can be effected on board. For large repairs it is necessary to send part to the Shipyards of Soconema at Menzel Bourguiba – 70 miles away.
DRY DOCKS: at Menzel Bourguiba 4 dry docks, the largest of which is 253 m. long 41 m. wide, 10.5 m. depth.
REPATRIATION: Can be arranged.
AIRPORT: Situated 10 km. from the port. Regular daily flights to Europe and N. Africa.
TIME: GMT plus 1 hour. No alterations during the year.
HOLIDAYS: 20th March (Independence Day); 1st May (Labour Day); 25th July (Republic Day); 15th October(Evacuation Day). In addition there are 13 other holidays on which work is carried out on payment of overtime.
POLICE/FIRE/AMBULANCE: Tunis Police, tel. 5389; Goulette Police, tel. 275.028; Fire. 198; Ambulance 260.022.
Telephones can be connected on board vessels and are compulsory for tankers.
SHORE LEAVE: Crew members are permitted to go ashore obtaining a pass from the Port Police.
AUTHORITY: Office des Ports Nationaux Tunisiens, Port de la Goulette. Tel. 275.300. Telegram "Ofpornatu". Telex 386.
AGENT: Compagnie Tunisienne de Navigation, Head Office: 5, Avenue Dag Hammarskjoeld, Tunis/Tunisia. Cables "Cotunav-Tunis"; Teleprinter 475 & 479. Tel. 242.999.

LA SKHIRRA: 34.17 N. 10.05 E.

DOCUMENTS:
5 Crew Lists.
2 Lists of Crew Personal Effects.
2 Stores Lists.
5 Passenger Lists, if passengers carried.
Manifest of cargo on board.
Manifest of cargo in transit.

PILOTAGE: Compulsory for berthing alongside. Pilot employed by TRAPSA. ETA required 48 hours and 24 hours before arrival. Call pilot by international code signals on arrival, or by VHF Channel 16. TRAPSA will advise if vessel required to anchor, or berth immediately. Pilot boards one mile off the terminal by black and white motor launch.
ANCHORAGE: Vessels should anchor outside the prohibited zone which is limited to the South by the parallel of Buoy No. 5 and to the East by bearing 350° from the terminal platform light.
MAX. SIZE: Length 300 metres. Draft 47 ft. 6 in. or up to 51 ft. at high water.
HEALTH: International Quarantine signals to be shown on arrival. Vessels normally receive free pratique at the quay after berthing. Suspect vessels must wait at anchor until pratique is given.
RADIO: TRAPSA operate coastal station Laskhirra Radio, (3VP). Messages for TRAPSA passed by other stations should be addressed Rapetrol Laskhirra.
VHF: The harbour office and loading terminal are equipped with VHF on the following channels: 156.8 Mc/s (calling), 156.6 Mc/s. 156.7 Mc/s. 156.55 Mc/s. Contact with tugs can be made on all four channels.
TUGS: Two tugs normally used for berthing. Lines provided by tugs.
BERTHING: Two loading berths situated one each side of terminal platform connected by a jetty to the shore. For safe manoeuvring tankers are recommended to arrive with ballast up to 30% of summer deadweight. Mooring may need to be doubled during months of December to April, when sudden violent squalls sometimes occur. A vessel alongside requiring tug assistance may sound one long blast at frequent short intervals.
Depth alongside loading berths is 15 to 16 metres. Loading platform is served by three 30 in. oil pipe-lines and two 24 in. ballast lines. Each berth equipped with four 12 in. flexible hoses.

MEDICAL: Advance notice required of any medical assistance needed. Hospital facilities available. Crew members require valid vaccination certificates.
BALLAST: Facilities available for reception of dirty ballast.
FRESH WATER: Not available.
FUEL: Not available.
CUSTOMS ALLOWANCES: Two packets cigarettes allowed each crew man. No alcohol allowed.
CONSULS: Following countries are represented at Sfax: France, Sweden, Great Britain, Netherlands and Italy.
REPAIRS: There are no facilities for repairs. Nearest at Sfax.
REPATRIATION: Can be arranged.
AIRPORT: Nearest at Tunis 350 km. away.
TIME: GMT plus 1 hour all year round.
SHORE LEAVE: Not allowed.
AUTHORITY: T.R.A.P.S.A., BP B, Sfax. Telex 511, La Skhirra. Cables "Rapetrol Laskhirra".

SFAX: 34.44 N. 10.46 E.

DOCUMENTS: Within 24 hours of arrival Masters must submit a written declaration giving the name of ship and of the Master, Owner or Charterer, vessel's tonnage, draft, cargo, port of origin and destination, number of crew on board. Also required:
Customs Manifest.
Crew List for Police.
List of Dangerous Cargo.
Health Declaration.
PILOTAGE: Compulsory for all vessels over 100 gross tons. Pilotage commences at the outer buoys of the entrance channel. Day signals for Pilot, International Code Signal "P.T." or Code flag "S" hoisted alone or below code pennant. Night signals according to international rules. For entry at night, vessels must radio Harbour Master at the latest one hour before sunset to confirm their intention. Before boarding, Pilot will check that vessel does not exceed the maximum authorised draft. If the "Entry Prohibited" signal is not hoisted at the port signal mast, vessel may await Pilot in the channel axis about 1 mile off the outer buoys. Pilot boards from a launch 11 metres long, displaying international pilot signals. Pilot may be contacted by radio through Radio Port de Sfax. Agent must give advance notice of vessels arrival to Harbour Master 24 or 48 hours beforehand.
ANCHORAGE: In immediate vicinity of the port, depths up to 15 metres, good holding ground.
MAX. SIZE: Length 192 metres, beam 26 metres, draft 33 ft.
HEALTH: To request free pratique, hoist "Q" flag on arrival, or radio to Port Health Service. Pratique normally given at the berth after mooring. Suspect vessels are required to wait at anchor until pratique is given.
RADIO: Sfax Port Call—call sign 3VW2, operating from 05.00–09.00 and 15.00–19.00. GMT.
Calling frequency 2182 kc/s., working frequency 1743 kc/s. CR3. Used only for communications with port services. Meteorological information provided on request.
TUGS: Join vessel at outer buoys or according to circumstances in the outer port.
BERTHING: North-east Quay 820 m. long phosphate berth.
West Quay 150 m. long phosphate berth.
Petrol Pier 180 m. long depth alongside 33 ft.
Salicole Pier salt loading berth.
STEVEDORES: Available, arranged by Agent basis vessel's ETA.
MEDICAL: Advance notice preferred if medical attention required. Hospital facilities available. Vaccination certificates required for all crew.
DENSITY: 1025.
FRESH WATER: Hydrants fitted on all quays. Written request for replenishing water is required by Harbour Master.
FUEL: Available by barge.
DEVELOPMENTS: Entrance channel to be widened to 60 metres. Dredging to 12·50 metres of channel and principal quays. These projects are under study.
WATCHMEN: Normally ship's crew. Available from shore if required.
OPENING/CLOSING HATCHES: Normally performed by stevedores.
IDENTIFICATION CARDS: Required by all crew.
CONSULS: Local representatives for France, Great Britain, Netherlands, Norway, Sweden, Denmark, Spain, Italy, Greece, Portugal and Belgium.
REPAIRS: Small engine repairs can be effected. Floating dock for vessels up to 500 tons.
REPATRIATION: Can be arranged.
AIRPORT: There is an airfield 7 km. from the city. No regular services.
TIME: GMT plus 1 hour.
HOLIDAYS: 1st January; 18th January; Aid El Kebir; Hegirian New Year; 20th March; 9th April; 1st May; Mouled; 1st and 2nd June; 25th July; 3rd August; 13th August; 3rd September; 15th October; Aid Es Seghir.
POLICE: Tel. 21–700.
SHORE LEAVE: Allowed.
AUTHORITIES: Direction du Port de Sfax. Tel. 21644, 21532, 21486.

SOUSSE (Suza): 35.50 N. 10.38 E.

DOCUMENTS:
3 Crew Lists.
3 Passenger Lists.
4 Crew Personal Effects Lists.
Health Declaration.
Manifest of Provisions on Board.
2 copies vessel's particulars declaration.
PILOTAGE: Contact Pilot Station. Tel. 03.20.401.
RESTRICTIONS: Entrance to the port coming from the sea is East to West. Channel 820 m. long, dredged to 10 m. depth. Depth in port area 9·50 m., height of tide 0·60 m.
BERTHING: One basin for ocean-going ships, yacht basin and fishing vessel harbour.
Length of quays 830 m. 8 berths.
HEALTH: Free pratique normally given at the quays after mooring. Pratique is automatic for vessels coming from another Tunisian port. In case of suspected disease on board vessel will be ordered to quarantine anchorage.
STEVEDORES: Minimum of 24 hours advance notice of ETA to Agent is required.
MEDICAL: Doctor available to board vessel. Hospital, private clinics and all facilities available.
REPAIRS: No facilities.
WATCHMEN: It is recommended to employ shore watchmen. Cost $4.50 per day and $7.00 per night (approx.).
OPENING/CLOSING HATCHES: Carried out by stevedores at the request of Masters, cost 27 cents per man.
CUSTOMS ALLOWANCES: Each crew member is allowed one carton of cigarettes and one opened bottle of wine or spirits. In case of a prolonged stay in port, Customs may renew these quantities.
IDENTIFICATION CARDS: Crew member's identification cards will be collected by the Immigration service and exchanged for shore passes while vessel is in port.
TIME: GMT plus 1 hour all year round.
HOLIDAYS: There are 17 days official holiday during the year. Work can be carried out on all holidays except 1st May on payment of 100% overtime.
AIRPORT: Skanes Monastir – 13 km. from the port.
AUTHORITY: Direction du Port, Rue Assad Ibn. E. Fourst, Sousse Tunisia.

Turkey

CANAKKALE 40.08 N. 26.24 E.

DOCUMENTS: Vessels in transit through the Dardanelles must stop at Canakkale and produce following documents to boarding Officer:
Certificate of Registry.
Derat. Certificate.
Crew List.
Name of Agent in Istanbul.
Vessels proceeding to a Turkish port will require in addition:
4 Crew Lists.
2 Personal Effects Lists.
2 Currency Lists.
2 Stores Lists.
PILOTAGE: Not compulsory for vessels proceeding to Istanbul. Compulsory for vessels over 1,500 GRT proceeding to Canakkale. Vessels requiring a Pilot use International Code signals, or signal "G" by light or whistle. No advance notice required. Telegraphic address of Pilot Station, Kilavuzluk Canakkale, via radio station TAM 7. Pilot boards off Khepez lighthouse, where vessel should slow down but no need to anchor. In bad weather pilot boat will anchor in Gulf of Kilya.
ANCHORAGE: Vessels may anchor in position 40° 09′ 00″ N., 26° 23′ 09″ E. in depths of 12 to 16 fathoms.
MAX. SIZE: Vessels of any size may navigate Canakkale Strait.
HEALTH: All vessels bound for a Turkish port must stop for Sanitary Clearance at Canakkale. Any suspected disease on board must be declared. Sick crew members may be landed for hospitalisation.
RADIO: Radio Station TAM 7 situated at local Post Office.
TUGS: One tug available, belonging to pilot station. Ship's tow lines always used.
BERTHING: Agents require at least 24 hours notice to arrange berthing at Canakkale Pier. Vessel may be required to shift to anchorage to give place to Turkish passenger vessels which have priority.
STEVEDORES: Arranged by Agent on basis of Master's ETA.
MEDICAL: 12 hours notice required to arrange medical assistance. Hospital facilities available.
DENSITY: Salt water. No tide.
FRESH WATER: Only available from the pier, rate approx. 10 tons per hour. Cost 1 lira per ton plus berthing dues.
FUEL: Marine grades not available.
DEVELOPMENTS: New installations and berths under construction.
WATCHMEN: Customs guard compulsory for vessels at the pier.
HATCHES: May be operated by crew or stevedores according to Charter Party.
CUSTOMS ALLOWANCES: Crew allowed retain only quantities for personal consumption.

IDENTIFICATION CARDS: Required for crew members going ashore.
CONSULS: Italy, tel. 1008.
REPAIRS: Minor repairs can be effected.
REPATRIATION: Can be arranged if visa requirements are satisfactory.
AIRPORT: Situated 2 km. from Canakkale, internal services only.
TIME: GMT plus 2 hours all year round.
HOLIDAYS: Cargo work can be arranged on all holidays by agreement.
POLICE/FIRE/AMBULANCE: Police tel. 1181; Fire 00; Ambulance 1098.
SHORE LEAVE: Allowed at all times.
AUTHORITY: Canakkale Liman Baskanligi, Tel. 1121.

EREGLI: 40.58 N. 27.58 E.

DOCUMENTS:
5 Crew Lists.
5 Passenger Lists.
3 Provisions Lists, including Bonded Stores.
3 Cargo Manifests.
3 sets Bills of Lading.
PILOTAGE: Pilot to be ordered by Agent 24 hours before vessels arrival on basis of Master's ETA. International pilot signals used by pilot boat and by vessels requiring a Pilot. Whistle signal "G" can be used day and night. Pilot boards outside main breakwater. In bad weather pilot boat is located inside breakwater.
ANCHORAGE: Vessel waiting Pilot may anchor about 1 mile West of breakwater red light.
MAX. SIZE: Length 560 ft., beam 60 ft., draft 28 ft.
HEALTH: Pratique given after port doctor's visit on vessel's arrival. Crew vaccination certificates should be presented if required. Sanitary certificate required for any live animals on board.
RADIO: Istanbul Radio, TAH.
TUGS: Available. Normally join vessel outside the breakwater. Ships lines always used.
BERTHING: Four buoy moorings inside Eastern breakwater. Depth alongside quay berths, 9 metres.
STEVEDORES: At least 24 hours notice required to order gangs.
MEDICAL: All details of any medical assistance required to be given to Agent with one hours notice. Hospital facilities available. Vaccinations can be arranged.
FRESH WATER: Can be delivered at 40 tons per hour. Cost per ton approx. 30 cents.
FUEL: Not available.
HATCHES: Opened and closed by either stevedores or crew according to Charter Party.
CUSTOMS ALLOWANCES: 200 grams tobacco and two bottles wine/spirits allowed each man per week.
IDENTIFICATION CARDS: Needed for crew going ashore.
CONSULS: No local representatives.
REPAIRS: Only minor repairs can be effected.
REPATRIATION: No facilities exist.
TIME: GMT plus 2 hours all year round.
HOLIDAYS: Cargo work can be arranged on all holidays.
POLICE/FIRE/AMBULANCE: Police tel. 28; Fire tel. 00; Ambulance tel. 500.
TELEPHONES: Cannot be connected on board.
SHORE LEAVE: Crew permitted to go ashore at all times.
AUTHORITY: Karadeniz Eregli Liman Baskanligi, Eregli-Karadeniz. Tel. 7.

GOLLUK: 37.14 N. 27.38 E.

DOCUMENTS: The following documents have to be prepared by Masters before arrival:
4 copies of Crew Lists.
2 copies of Store Lists.
1 copy Health Document.
4 copies of Passenger Lists.
3 copies of Customs Documents.
3 copies of Manifests for cargo destined to port.
1 copy of Manifest for all transit cargo aboard.
N.B. Ship's particulars Form is to be filled by Masters upon arrival and remitted to the Port Authorities.
RESTRICTIONS: Golluk is a well-protected natural harbour, not affected by winds from any direction. Deep water approaches to pier.
PILOTAGE: Pilot unavailable.
HEALTH: Vessels to show their Sanitary Certificate if available aboard and also their Registry. Presentation also of Vaccination Certificate of all the crew, if required by sanitary officials. Pratique is necessary on arrival even if vessel has called at another port in the same country. Sanitary Certificate is required for live animals aboard.
RADIO: Izmir radio station, call letters TAN2. Istanbul radio station, call letters TAH.
TUGS: Not available.
BERTHING: One pier 170 metres long used for handling emery ore in bulk. Depths alongside 39 ft. shelving to 20 ft. at ninety metres from seaward end.
CUSTOMS ALLOWANCES: 50 cigarettes for each member of crew going ashore. Aboard the vessel each member of the crew is permitted to have one carton out of Bond. One litre wine/spirits for each member of the crew in opened bottle is permitted out of Bond. However, this allowance is to be kept aboard the vessel.
TIME: Local time GMT plus 2 hours. No alterations during the year.
HOLIDAYS: New Year's Day (from December 31st 1200 hrs. to January 1st 2400 hours); National Sovereignty Day (from April 22nd 1200 hrs. to April 23rd 2400 hours); Spring Day (1st May); Constitution Day (27th May); Sports Day (19th May); Victory Day (30th August); National Holiday (28th October 1200 hrs. to 30th October 2400 hrs.); Sheker Bayram (3 days movable); Kurban Bayram (4 days, movable).

ISKENDERUN: 36.35 N. 36.10 E.

DOCUMENTS:
4 Crew Lists.
4 Passenger Lists.
2 Stores Lists.
Personal Effects List.
3 Manifests of Cargo for Iskenderun.
1 Manifest of Cargo in Transit.
Health Declaration.
Ship's Particulars Form, to be completed on arrival.
PILOTAGE: Compulsory. Ordered by Agent on basis of Master's ETA. International Code signals used to call Pilot who boards at harbour entrance. Two pilot boats available.
ANCHORAGE: Vessels over 30,000 dwt. work cargo at anchorage using ship's gear to lighters and pontoons. Deep water available.
MAX. SIZE: At anchorage, no limitations. Alongside pier, length 166 metres, draft up to 30 ft.
HEALTH: Pratique obtained on arrival. Master required to show vessel's Health Declaration and Certificate of Registry. Crew vaccination certificates to be produced if required. Sanitary certificate required if live animals on board.
RADIO: Istanbul Radio, call sign TAH. Izmir Radio, call sign TAN2.
TUGS: Four tugs available of 300, 700, 970, and 1,200 h.p. respectively.
BERTHING: Jetty 509 metres long can accommodate two large vessels and several small vessels simultaneously.
Berth No. 1 at jetty head, 48 metres length, 35 ft. depth.
Berth No. 2, South side, 166 metres length, 28–32 ft. depth.
Berths 3 and 4, suitable only for tugs and small vessels.
Berth No. 5, North side, 166 metres length, 29–34 ft. depth.
Due to shelving depths vessels of 20,000 to 30,000 dwt. berth partly alongside and lighten cargo then shift once or twice further in.
The T.M.O. have a silo of 20,000 tons capacity which can deliver up to 300 tons per hour. Loading capacity of ore, 200 tons per hour, Unloading capacity for coal, 150 tons per hour.
Inner Port, used only by pontoons, lighters and tugs.
STEVEDORES: Two consecutive shifts of 8 hours each day. At anchor, approximately 100 tons can be handled each shift, for general cargo. Baled cargo, 125 tons per shift. Bagged cargo, 150 tons per shift.
TANKERS: Mobil Oil and Petrol Ofisi operate tanker buoy moorings outside the harbour area. No slop reception facilities.
FRESH WATER: Supplied only by barge, two available each of 250 tons capacity.
FUEL: Not available.
DEVELOPMENTS: A new port complex is under construction in prolongation of the inner port area. Quays to be completed in 1972.
WATCHMEN: Services of watchmen recommended. Three shifts of 8 hours each. Extra tariff for Sundays and holidays.
HATCHES: May be opened/closed by ship's crew. May be performed by stevedores at tariff rates.
CUSTOMS ALLOWANCES: 50 cigarettes for each man going ashore. On board the vessel each man may hold 200 cigarettes and one open bottle wine/spirits out of bond.
TIME: GMT plus 2 hours all year round.
HOLIDAYS: New Year's Day (commencing 1200 Dec. 31st); National Sovereignty Day (April 23rd, half day April 22nd); Spring Day (May 1st); Constitution Day (May 27th); Sports Day (May 19th); Victory Day (August 30th); October 28th (half day); October 29th and 30th; Sheker Bayram (3 days, movable); Kurban Bayram (4 days, movable).
AUTHORITY: Harbour Master, Iskenderun.

ISTANBUL: 41.01 N. 28.58 E.

DOCUMENTS:
List of Ship's Personnel.
List of Passengers.
Original Manifests of Cargo.
Ship's Certificates (seaworthiness, capacity, etc.).
Customs and Health Documents.
PILOTAGE: Vessels coming to a port for loading or unloading: For these vessels, Pilots are asked, usually a day before the arrival, by agent, giving ETA of same.
Vessels in transit passage call the Pilot by usual whistle signal. Pilot stations are situated at the entrance to the Bosphorus in Black Sea as well as in Marmara.
Pilots and pilot boats are always ready for service day and night. Location of anchorage for vessels awaiting Pilots are just outside the Bosphorus in the North as well as in the South.
ANCHORAGES: Safe anchorage for any vessel of any size in the Bosphorus, location determined by the Port Authority.
MAX. SIZE: Quays for vessels up to 28 ft. draft.
HEALTH: Pratique obtained in Canakkale for vessels coming from Mediterranean to Istanbul. Same obtained in Buyukdere for vessels entering the Bosphorus from Black Sea.

RADIO: Vessel desiring to send ETA cables to Agent or Receiver in Istanbul, may do so by sending usual wireless cables through the Turkish PTT.

TUGS: Tugs are always available, day and night, for services to vessels, and are normally arranged by the Agent. Tugs belong to the Port Administration in Istanbul.

BERTHING: Berthing is arranged in the afternoon of the previous day of ship's ETA by a commission in the Port Authority's Office.

The Port of ISTANBUL as a whole consists of two distinct parts:

1. The GALATA and SALIPAZARI quays and warehouses, situated on the European Coast of the Bosphorus,
2. The HAYDARPASA quays and warehouses, situated on the Asiatic Coast of the Bosphorus.

The Harbour Installations of HAYDARPASA belong to the Turkish State Railways, and those of GALATA and SALIPAZARI are administrated by DENIZCILIK BANKASI T.A.O. (Maritime Bank Inc.)

BRIDGES: No bridges for ships coming to the port of Istanbul for loading or unloading. Only for ships going to the shipyards in the Golden Horn for repair, opening time of two bridges between 5 a.m. and 6 p.m. in winter months, and between 4 a.m. and 5 p.m. in summer months.

STEVEDORES: Gangs for loading or unloading arranged normally one day before the arrival of ship to the port, by the Agent with the Istambul Port Administration.

RADAR/VHF: No radar installation in the port of Istanbul. VHF installed at pilot station.

MEDICAL: Agent takes care of any sick persons of ships, usually advance notice of such case given, hospital facilities available. For contagious cases, special certificate needed.

DENSITY: No tide in the port, average density of salt water.

FUEL: Every kind of fuel available, supplied by oil companies such as Petrol Ofisi, B.P., Mobil, etc.

FRESH WATER: Fresh water available, but in limited quantity, supplied by the Istanbul Port Administration, approximate price, 1 U.S. dollar per cubic metre. Supply of fresh water carried out by lighters, maximum load 500 tons.

DEVELOPMENT: To be considered in the 3rd 5 year plan, beginning in 1972.

GANGWAY/DECK WATCHMEN: Services not necessary, watchmen not available.

OPENING/CLOSING HATCHES: Work normally carried out by crew.

SHIP'S CERTIFICATES: Normal ship certificates needed, to be on board (Seaworthiness, Tonnage, Classification, etc.).

CUSTOMS ALLOWANCES: 4 packets (80 cigarettes) allowed for each member of the crew per day, to be held out of Bond. Wine and/or spirits; one bottle, open, allowed per each crew member.

IDENTIFICATION CARDS: Officers and crew leaving and entering ship must have identification card for control by police and custom officer.

CONSULS: Almost all countries in the world represented by consulate or consulate general in Istanbul. Telephones of the most important ones are:

W. Germany	44.49.97	Spain	49.24.31
U.S.A.	44.48.80		48.31.32
Argentina	48.05.41	Israel	48.23.30
Belgium	49.34.93		47.23.71
Brazil	49.13.19	Switzerland	47.40.33
Bulgaria	48.72.82	Sweden	49.28.42
Denmark	44.23.03	Italy	49.14.92
Finland	49.12.29	Iceland	48.18.56
France	44.67.26	Japan	49.13.67
Holland	49.32.36	Lebanon	48.55.99
Britain	44.75.40	Norway	68.80.01/160
Iran	27.86.20	Poland	47.26.12
Iraq	49.11.73	Romania	44.35.55
Greece	49.10.42	U.S.S.R.	44.16.93
		Yugoslavia	48.35.34

REPAIRS: All types of deck and engine repairs are possible and can be easily carried out by 4 shipyards, 3 situated in the Golden Horn, and one in Istinye, in Mid Bosphorus.

DRY DOCKS: 3 graving docks in the Golden Horn, and 3 floating docks in Istinya, available. Up to 15,000 tons lifting capacity, 180 metres long and 29 metres wide. 2 days advance notice necessary for ships over 10,000 tons displacement in order to put together 2 floating docks.

AIRPORT: About 12 kilometres from the city boundary, is the Yesilköy international airport. At least one flight, every day connecting any country in Europe and Far East.

TIME: Local time in Istanbul is 2 hours ahead of GMT. No alteration made to clock during the year.

HOLIDAYS: Week-end holidays, as from Saturday at 1 p.m. and Sunday. Saturday morning, from 8 a.m. to 1 p.m., normal working day. January 1st, 23rd April, 1st May, 19 May, 27 May, 30 August, 28th October afternoon, 29th and 30th October official holidays, plus 7 days (dates changing) per year religious holiday. Cargo handling can be arranged during these days, arrangement to be carried out beforehand with rates surcharged by 100%.

POLICE/AMBULANCE/FIRE: Police, tel. 27.45.00; Ambulance, tel. 44.49.98; Fire, tel. 44.46.44.

TELEPHONES: One telephone can be put in ship, normally to important passenger ships, arrangements carried out by Agent.

SERVICES: Tank cleaning (gas-free service), deratisation, compass adjusting carried out by experts of shipyards or Turkish Maritime Lines.

SHORE LEAVE: Crew members are allowed ashore at all times.

AUTHORITY: Marmara Bulgesi Liman ve Denizisleri Mudurlugu. Tel. 44.21.97; Director 44.23.91; Harbour Master 44.23.74.

IZMIR: 38.25 N. 27.09 E.

DOCUMENTS: The following documents have to be prepared by Masters before arrival of vessels at Izmir:

4 copies Crew Lists.
2 copies Stores Lists.
1 copy Health Document
4 copies Passenger Lists.

Custom's Documents.

3 copies of Manifests for Cargo destined to Izmir.
1 copy of Manifests for all transit cargo aboard.

N.B.: Ship's Particulars Form is to be filled by Masters upon arrival at Izmir and remitted to the Port Authorities.

PILOTAGE: Vessels are permitted to arrive and sail from Izmir by day and night. After entering the Gulf of Izmir, Masters who are not familiar with the waters, require a pilot at Pelican Spit. The pilotage from Pelican Spit to Izmir is not compulsory and Masters must notify their Agents at least 12 hours in advance giving their ETA at Pelican Spit and ask for a Pilot.

In the outer Harbour, outside the breakwater, there is ample space for vessels to anchor. Cargo operations cannot be performed at anchor unless the vessels have red label cargoes aboard for Izmir or in transit.

ENTRY RESTRICTIONS: Docking of ships at the old port is not permitted during night, but ships can sail any time during night. At the new port, docking is permitted during night (weather permitting) also ships can sail any time during night. There are no tides at Izmir.

MAX. SIZE: Vessels of any size with a maximum of 33 ft. draft can operate at Izmir. There is a pipe-line for oil-carriers in the Gulf of Izmir where tankers with a maximum draft of 33 ft. can operate.

HEALTH: Vessels to show their Sanitary Certificate – if available aboard – also their Registry. Presentation also of Vaccination Certificate of all the crew, if required by sanitary officials. Pratique is necessary on arrival even if the vessel has called at another port in the same country. Sanitary Certificate is required for live animals aboard. If quarantine (fumigation) of the vessel is necessary, very considerable time is lost for vessel to proceed to Fumigation Station at Klazomene, located at about 20 miles from Izmir (in the Gulf of Izmir) where fumigation can be effected and bad cases hospitalised. Very costly and loss of time caused.

RADIO: Izmir Radio Station: call letters TAN2. Istanbul Radio Station: call lctters TAH.

TUGS: Tugs are compulsory for vessels of more than 2,000 GRT. At Harbour's Master's estimation, two tugs will be used for vessels over 4,000 GRT in case of bad weather. Dues will be collected for each tug.

BERTHING: *Old Port:* Location Lat. 38° 25′ N. Long. 27° 10′ E. Harbour entrance to port 130 ft. wide, depth 40 ft., harbour length 1,200 metres, harbour width 700 metres. (Pilot boards ¼ mile off entrance).

Precaution to be taken against North-east and South winds. Mooring stern to quay. Operations effected by means of lighters. Altogether 8 vessels can berth in Inner Harbour with a draft of 24 to 30 ft.

Alsancak – New Port: Located at a distance of about 2 miles from the old port. Depth alongside berths 22 to 33 ft. Pilot's boarding vessels outside breakwater of old port. Presently 9 cargo vessels of various sizes (mainly medium and small sizes) otherwise 5 to 6 vessels of big size can operate at the new port. There is also a berth for one big size passenger vessel or 2 small size vessels.

STEVEDORES: Straight time 08.00/12.00, 13.00/17.00. Overtime 18.00/02.00, 13.00/17.00 (Saturdays). Sundays and holidays as well as Saturdays from 13.00: overtime changes 50% increase on S.T. charges.

For overtime discharging operations at the new port handling charges (overtime) from ship's tackle to the Custom's warehouse, are for account of the ship.

9 men per gang aboard (6 labourers, 2 winchmen, 1 hatch tender) 3 lightermen or men on the Dock.

Extra men used to reinforce regular gangs and in hatches congested with cargo to be discharged thus securing a quick despatch.

MEDICAL: Advance notice optional. There is a local English-speaking doctor for service on board vessels.

Hospitals: U.S. Military Hospital, French Hospital, Government Hospital (Memleket). Doctors available to board ships or patient to proceed to their clinics.

U.S. Military Hospital for emergency cases but not accepting regular patients.

TANKERS: Izmir is a discharging port for tankers. Socony Mobil Oil receives petroleum products in bulk through a pipeline at a distance of about 1 mile from their shore installations. Depth at the end of the pipeline is 33 ft. The pipeline is of 12 in. and the pumping is effected through a flexible of 10 in. at an average of about 450/500 tons per hour.

British Petroleum, receives petroleum products at a Jetty where the tankers berth stern to with a draft of maximum 23 ft. Pumping is effected by the vessel from her stern with a flexible of 6 in.

Petrol Ofisi receives petroleum products at their jetty. Vessels berthed stern to with a draft of 17 ft. Same procedure for pumping as for British Petroleum. The above three installations are located in the Gulf of Izmir opposite to the new port of Alsancak.

FRESH WATER: Fresh water is available for drinking. The water is given both from dock or by barge. Water is supplied by Port

Monopoly. Delivery at the dock about 20 tons per hour. By barge about 40 tons per hour.
FUEL: One quality available: 600 secs. R.W. Advance notice: one day.
DEVELOPMENTS: New port of Alsancak to be extended during the next five years by the construction of a breakwater, docks, warehouses totalling a berthing capacity of additional 5 to 6 cargo vessels.
GANGWAY/DECK WATCHMEN: Services of watchmen recommended. Three shifts of 8 hours per day cost T.L. 92,50 total for week-days. For Sundays and holidays the cost is T.L. 105.
OPENING/CLOSING HATCHES: This work can be carried out by crew. If carried out by stevedores the cost is as follows: for opening/closing u.t.d.: T.L. 30 per service, for opening/closing l.t.d. and l.h.: T.L. 40 per service.
CERTIFICATES:
Deratisation Certificate.
Registry.
Vaccination Certificates (if required).
Health Certificate.
CUSTOMS ALLOWANCES: 50 cigarettes for each member of the crew going ashore. Aboard the vessel each member of the crew is permitted to have one carton out of Bond. Wine and/or spirits: One litre for each member of the crew in an open bottle is permitted out of Bond. However, this allowance is to be kept aboard the vessel.
IDENTIFICATION CARDS: Needed to be on board but seldom used.
CONSULS:

U.K. General Consulate	tel. 32501
West Germany Consulate	,, 34916
U.S. Consulate General	,, 32137
Italian Consulate	,, 33882
Greek Consulate	,, 32622
Belgian Consulate (Hononary)	,, 24110
Danish Consulate (Honorary)	,, 24018
Norwegian Consulate (Honorary)	,, 32066
French Consulate General	,, 23116
Luxemburg Consulate (Hononary)	,, 35737
Swedish Consulate (Hononary)	,, 24878
Netherlands Consulate (Honorary)	,, 32064
Finland Consulate (Hononary)	,, 24930
Spanish Consulate (Honorary)	,, 33689

REPAIRS: Ship's repair shops available: Denizcilik Bankasi (Turkish State-owned), Lui Tius (private). Deck and engine repairs are possible.
DRY DOCKS: No dry docks available.
REPATRIATION: All facilities available for crew changes and arranging necessary repatriations.
AIRPORT: Airport from dock – distance 30 kilometres. Airport is served by Turkish Airlines with 5 flights per day (local flights in connection with Istanbul International flights). Also one daily flight from Izmir to Athens (Greece) and back by Turkish Airlines.
TIME: Local time 2 hours ahead of GMT. No alterations made to clocks during the year.
HOLIDAYS: New Year's Day (from December 31st 12.00 hrs. to January 1st, 24.00 hours); National Sovereignty Day (from 22nd April, 12.00 hours to April 23rd, 24.00 hours); Spring Day (May 1st); Constitution Day (May 27th); Sports Day (May 19th); Victory Day (August 30th); National Holiday (October 28th, 12.00 hours to October 30th, 24.00 hours); Sheker Bayram (3 days) movable; Kurban Bayram (4 days) movable.
On these days offices are closed. Work in port is allowed by paying 50% overtime to the S.T. wages. The overtime for the National Holiday (Oct. 29th) is paid 100% on the total regular overtime, which makes 300%. On the first days for Sheker and Kurban Bayram work aboard is doubtful.
POLICE/AMBULANCE/FIRE: Police, tel. 26464; Ambulance, tel. 22319; Fire, tel. 22222.
TELEPHONES: It is possible to place telephones aboard vessels at the new port of Alsancak. Cost T.L. 250.– for three days. Additional T.L. 50 for each subsequent day (this tariff is subject to change).
SHORE LEAVE: Crew members are allowed to go ashore.
PORT REGULATIONS: Berths at the new port of Alsancak are obtained on basis of the time and date of arrival of each vessel. If the port is congested, vessels wait for their turn at anchor.
DELAYS: During the active export season, some delays occur varying one or two days.
AUTHORITY: Izmir Harbour Master, Ataturk Caddesi 178, Izmir, Turkey. Tel. 23693.

MERSIN: 36.47 N. 34.38 E.

ATAS REFINERY TERMINAL
DOCUMENTS:
4 Crew Lists.
2 Stores Lists.
Personal Effects List.
3 Cargo Manifests.
Health Declaration.
Ship's Particulars Form, completed on arrival.
PILOTAGE: Pilot boards 3 miles off berth. Vessel should not approach channel unless Pilot on board.
RESTRICTIONS: Depth in harbour channel, 41 ft. and in approaches to channel, 46 ft. Turning basin 1,148 ft. diameter, depth 42 ft. 8 in. Depth alongside berths 48 ft. 6 in.
MAX. SIZE: Length 350 metres, draft 39 ft. Tankers up to 40 ft. draft have berthed.
HEALTH: Clearance is effected on arrival. Vaccination certificates to be presented if required. If suspected disease on board radio Agents full details before arrival.
RADIO: Istanbul Radio, call sign TAH. Izmir Radio, call sign TAN2.
TUGS: Three tugs available up to 1,200 h.p.
BERTHING: Tankers in ballast up to 15,000 dwt. may berth/unberth at any time day or night. Other vessels manoeuvre in daylight hours only.
One finger pier, berths for two tankers. 10 in. hose connections to 26 in. shore line. No facilities for slop disposal ashore.
FRESH WATER: Available from barge, 100 tons each load. Cost L3.50 per ton plus 50% overtime.
FUEL: Available from Mobil, Shell, and B.P. subject to previous arrangement.
CUSTOMS ALLOWANCES: One carton cigarettes and one open bottle wine or spirits permitted each crew member to be held out of bond.
TIME: GMT plus 2 hours all year round.
HOLIDAYS: Do not effect cargo operations.
AUTHORITY: ATAS Refinery, Mersin.

Union of Soviet Socialist Republics

ARCHANGEL: 64.32 N. 40.31 E.

Port open for navigation from May to October.
DOCUMENTS:
Six copies Crew List.
Declaration for Custom Office, Sanitary Office, Port Authorities and Agent.
Money List and Notice of Readiness in triplicate.
All forms usually delivered on board by Sea Pilot.
Ship's Papers: Articles, Seamen's Books and International Certificates of vaccination against smallpox.
PILOTAGE: Compulsory. Notices of ETA in accordance Soviet Wood Charter Party. Pilot boat located in area 64° 57′ N., 40° 05′ E. VHF Channel 16. Pilot boat is tug-boat with word "Pilot" on wheelhouse. Vessels awaiting Pilot may anchor at safe distance to North from pilot boat location. In event bad weather pilot boat goes to shelter, being available by VHF radio.
ANCHORAGES: Anchorages in port area usually indicated by Pilot, depending upon draft, etc.
MAX. SIZE: Vessels longer than 150 m. not recommended enter port. Draft not to exceed 26 ft.
HEALTH: All vessels coming from foreign countries inspected by Sanitary Office. If no diseases vessel obtains free pratique. If vessel entering after calling at another U.S.S.R. port, pratique automatic.
RADIO: All information from sea may be routed through Murmansk Radio (UMN) and Archangel Radio (UGE), A1 500 kc/s, A3 2182 kc/s.
TUGS: If necessary ordered two hours before arrival and normally join vessel near berth. Usually use ship's lines.
BERTHING: To certain extent depends upon tides. 37 berths available with depths alongside up to 8·25 m.
BRIDGES: Vessels proceeding to load cargo at sawmills 2 and 3 have to pass under bridge which is opened twice a day.
STEVEDORES: No particular ETA advices to stevedores/shippers required except those mentioned in Soviet Wood C/P. Loading rates, etc., also stipulated by Charter Party.
MEDICAL: If any medical attention or prompt assistance required, Master has to contact Agent. No advance notice required. Clinic and hospital available.
DENSITY: Fresh water practically throughout port.
FRESH WATER: Usually delivered by lighters (minimum charge for 15 tons). A few berths equipped with shore water lines.
FUEL: Some grades available.
FIRE PRECAUTIONS: While lying alongside timber berth vessel to take maximum fire precautions.
DEVELOPMENTS: For the immediate future no draft increase expected. Some berths under reconstruction and cranes being installed to load timber.
GANGWAY/DECK WATCHMEN: Not available from shore. Usual watch kept by ship's crew.
OPENING/CLOSING HATCHES: Normally carried out by ship's crew.
SHIP'S CERTIFICATES:
Seaworthiness.
Measurement.
Loading Line.
Cargo Equipment.
Safety Equipment Certificates.
Deratisation Certificate.
CUSTOMS ALLOWANCES: Tobacco/wine: No quantity limits, but not allowed to be brought ashore.
IDENTIFICATION CARDS: Only Seamen's Books required.
CONSULS: No Consuls in Archangel.
REPAIRS: All types of repairs possible.
DRY DOCKS: Largest dry dock 140 m. max. length; length at coping level 126 m.; suitable for ships not exceeding 5,000 tons and 18 m. beam. There are other smaller docks.

REPATRIATION: Repatriation and crew changes require visa formalities.
AIRPORT: Airport near town. Served by regular airlines.
TIME: GMT plus 3 hours.
HOLIDAYS: General holidays: all Sundays and Saturdays: January 1st (New Year's Day); March 8th (World Women's Day); May 1st, 2nd (World Labour Day); May 9th (Victory Day); November 7th, 8th (Great October Socialist Revolution Day); December 5th (U.S.S.R. Constitution Day). Cargo work on these days at shippers' discretion.
POLICE/AMBULANCE/FIRE: Police 02; Ambulance 03; Frie 01.
TELEPHONES: Can be arranged on board at price of Rbls. 1–00 a day (approx.).
SERVICES: Compass adjusting, radar and radio repairs, etc.
SHORE LEAVE: Each crew member properly signed in Ship's Articles and having valid Seamen's Book allowed ashore.
DELAYS: On account of rain when loading timber.
AUTHORITY: Harbour Master, Nab. Lenina, 69, tel. 3–76–92. Deputy Harbour Master, tel. 2–16–55.

AGENT: Shipping Agency "Inflot", Archangel. Tel. 39874, 38573, 94040.

BATUMI: 41.39 N. 41.38 E.

DOCUMENTS:
6 Manifests of Cargo.
6 Bills of Lading.
6 Cargo Plans.
6 Crew Lists.
5 Passenger Lists.
2 Money Lists.
Information for Custom House.
Information for Marine Sanitary Quarantine Office.
Information for Port Authorities.
Information for State Quarantine Office for protection of agricultural plants.
Information for Inflot Agency.

PILOTAGE: Batumi situated in South of Black Sea Caucasian coast, at head of Batumijsky Bay. Navigation is year round. Navigational range marks to note when approaching port are: Batumijsky beacon, Burun-Tabia light, Batumijsky light buoy with siren and Batumijsky leading light marks. When proceeding Batumi, Master should give 48 hours notice prior arrival, advising Port Controller and "Inflot" Agency: time of arrival, description and quantity of cargo brought in, location, ship's draft and length, as well as declare services required. Four hours prior to approaching port, Master shall advise more precise time of arrival. Inflot will arrange Pilot.
ANCHORAGES: A mole protects port from seaward; safe anchorage provided except during periods of winds blowing from S.W., W. and N.W. when "Tyagun" is formed at port (strong variable current with surge). At time of "Tyagun" ships recommended stop loading/discharging operations and to head out of berth using anchor or mooring buoy, or to put to sea. S.W. wind is particularly troublesome.

Outer roads, some 5 cable's lengths wide and with depths up to 20 m., stretch for about 1½ miles N.E. from Batumijsky light buoy along shoal's border. Roads' bottom is mud and sand.

Inner roads situated between Western shore Batumijsky Bay and shoal stretching from Bay's Southern and Eastern shores. Depths over 11·5 m. at roads. Roads open to N. winds, but with other winds blowing strongly, anchorage not safe on roads; ship must take precautions not to lose her anchors. In case of stormy weather, in autumn and in winter particularly, ships without cargo must enter port with sufficient ballast on board.
MAX. SIZE: For oil carriers: Berth No. 1, 175 m. LOA 31·6 ft. draft; Berth No. 2, 165 m. LOA 30·5 ft. draft; Berth No. 3 165 m. LOA 30·5 ft. draft; Berth No. 4, 150 m. LOA 29·5 ft. draft; Berth No. 5, 212 m. LOA 29·5 ft. draft. For Cargo ships: Two berths where vessels may discharge. Maximum draft 32·5 ft.
MEDICAL: Medical attendance in local seamen's hospital. Masters to advise by radio prior arrival of medical attendance required on board.
RADIO:

Call letters	*Frequencies*	*Type*	*Transm.*	*Time*
UFA	484 and 500	A1 A2	CP.	H24
	17.190	A1		HX
	15.680	A3		H24

DENSITY: 1018·5.
FRESH WATER: Supplied ex-shore to ship directly. Maximum pressure 20 tons per hour. Also supplied ex water barge. Maximum quantity delivered by barge is 650 tons. Pressure about 60–80 tons per hour.
FUEL: Ships can be supplied with bunkers: heavy fuel oil, light fuel oil, diesel oil.
FIRE PRECAUTIONS: No special precautions. There is one fire-fighting boat.
OPENING/CLOSING HATCHES: According to Charter Party and contract.
CUSTOMS ALLOWANCES: Tobacco. No restrictions. Wine and/or spirits. No restrictions.
IDENTIFICATION CARDS: Not required.
CONSULS: Turkey.
REPAIRS: Only light hull repairs, machinery and gear.
AIRPORT: Batumi connected by airlines with different towns in Soviet Union. Airport situated about 5 km. from port.
TIME: GMT plus 4 hours.
HOLIDAYS: New Year's Day; 8th March (Women's Day); 1st May; 7th–8th November; 5th December; but port works those days.
SHORE LEAVE: Crew members allowed ashore till midnight.
AGENTS: Shipping Agency "Inflot".

IGARKA: 67.24 N. 86.30 E.

DOCUMENTS: Master to give notice of arrival to "Inflot" 48, 24 and 4 hours before arrival. The following documents are required on arrival:
2 copies Arrival Declaration.
2 copies Notice of Readiness.
6 Crew Lists.
6 Passenger Lists.
2 Currency Lists.
2 copies of Customs Declaration.
Seamen's Passports.
Deratisation Certificate.
Crew Navigation Cards.
Master's Report (Form presented by Agents).

PILOTAGE: Compulsory for Yenisei River and entering port. Pilot vessel *Meridian* is located in the following positions: 71° 45′ N., 83° 0′ 0″ E., and 71° 37′ N., 83° 30′ E. Pilot radio station OEFV, operates on 500 kc/s at the following times (Moscow time): from 00.00–03.00, 07.00–13.00, 15.00–17.00, 19.00–21.00 and 23.00–24.00. Master to give notice 48 hours before arrival at the pilot station and confirm ETA 5 hours before arrival. Within 15 miles of the pilot station, communication is made through "Akatsia" radio, OKV on 132 Mc/s or VHF Channel 16.

On approaching pilot boat, vessel should reduce speed to dead slow, or stop engines if requested. In the event of bad weather, Pilot is embarked or disembarked at a place as directed by the pilot boat.

Distance of pilotage from the pilot station to Igarka is 360 miles, and 2 Pilots together are usually required.

If pilot not available, vessel should anchor in vicinity of pilot station. Berthing Pilots and Pilots for departing vessels are arranged by "Inflot".
ANCHORAGE: Information on best location of anchorage, if required, will be given by the pilot boat.
RESTRICTIONS: Entry into port and berthing is carried out 24 hours per day. No tidal restrictions.
MAX. SIZE: Length 160 metres, draft is limited by river depths, maximum 24 ft.
HEALTH: Not later than 4 hours before arrival, Master to radio "Inflot" advising health condition on board. International code quarantine signals to be shown on arrival at port limits. No one, except Pilot and Port Authorities, may board or leave the ship until free pratique is given after port health inspection.
RADIO: Communications with Agent through Igarka radio, sign UFR, operating 24 hours on 500 kc/s and 470 kc/s. Ship's radio station must not be operated when vessel is at anchor.
TUGS: Normally join vessel with Harbour Pilot on approaching port. Vessels at anchor order tugs through "Inflot". Ship's tow lines used.
BERTHING: Usually effected with tug assistance. Vessel moors using both anchors forward and mooring stern to the quay. Three or four ships may berth simultaneously by these means.
MEDICAL: Medical assistance is free, hospital facilities available – all arrangements made by "Inflot".
DENSITY: Fresh water.
FRESH WATER: May be taken from the river.
FUEL: Available.
WATCHMEN: Ship's crew to provide watchmen services.
HATCHES: Mechanical hatches operated by crew, otherwise handled by stevedores.
IDENTIFICATION CARDS: Required for crewmen going ashore.
CUSTOMS ALLOWANCES: Only reasonable quantities for personal consumption may be taken ashore.
REPATRIATION: No facilities.
AIRPORT: Situated 1·5 km. away, one daily flight to Krasnogarsk.
TIME: GMT plus 7 hours.
HOLIDAYS: No official holidays are observed during the navigation season.
POLICE/AMBULANCE/FIRE: Police, tel. 0–02; Ambulance, tel. 0–04; Fire, tel. 0–01.
TELEPHONES: Telephones cannot be connected on board vessel.
SHORE LEAVE: Permitted during 06.00–24.00 subject to police control.
GENERAL: It is forbidden for crew to swim in the harbour.
AUTHORITY: Port Office, 47 Gorky Street, Igarka. Tel. 4–10. Cables: Morport, Igarka.

AGENT: "Inflot". Cables: "Inflot" Igarka.

ILYICHEVSK: 46.19 N. 30.40 E.

DOCUMENTS: (*a*) Passenger Ship Safety Certificate, Safety Construction Certificate, Safety Equipment Certificate, Safety Radiotelegraphy Certificate, Safety Radiotelephony Certificate, Deratization Certificate, Exemption Certificates, Ship's Articles, Crew's Certificates of Vaccination, Individual Identification Documents (Passports or Seamen's Books), Certificate of a Previous Call at any Soviet Port within one Calendar Year (if available). Documents shown (*a*) are for collection and subsequent return through agent or otherwise.

(*b*) 2 Money Lists, 6 Crew Lists, 1 Store List, 2 Passenger Lists. Documents shown (*b*) not required if vessel directly from another Soviet Port.

(*c*) 5 Bills of Lading, 5 Cargo Manifests, 2 Stowage Plans, 2 Hatch Notes, 2 Lists of Heavy Lifts. Documents shown (*c*) requested only if cargo consigned for this port.

Outgoing foreign vessel considered cleared when, (i) seaworthy and complying with all terms, conditions and requirements of "International Convention of Safety of Life at Sea" 1960. (ii) All tolls and bills have been paid. (iii) Harbour Master's permission for sailing obtained. Master's application for permission for sailing considered when "Master's Sailing Declaration" Form filled-in and forwarded to Harbour Master through agent or otherwise and Custom House formalities accomplished and no objections or claims to vessel arisen.

PILOTAGE: Master shall give agent preliminary information not less than 48 hours prior arrival stating: Vessel's name and E.T.A., type and quantity cargo on board (or required), draft, length and beam, number and weight of each heavy lift and where stowed (if any), number of passengers, service required. In case of delay, Master shall advise agent accordingly. Approaching port communication can be established by radio-telephone on international frequencies. Vessels which have entered inner roads are prohibited to broadcast except in emergency. Call sign of port Radio Station UEH–2. Inwards and outwards pilotage of all foreign vessels is compulsory. Pilot and Boarding Officials embark or disembark in outer roads near Pilot Buoy. Position of embarkation or disembarkation may be changed as agreed upon with Master when weather conditions unfavourable. Embarkation and disembarkation of Pilot and Boarding Officials shall be effected in compliance with Regulation 17 Chapter V of "International Convention for Safety of Life at Sea" 1960. Position of Pilot buoy 46° 18′ N.; 30° 45′ E.

ANCHORAGES: When vessel not boarded by Pilot immediately on arrival it shall anchor in anchorage area specially designated in outer roads south of Pilot buoy and await boarding of officials or Pilot. The leading entrance line extending from Harbour gates to Pilot buoy and further seawards, marks northern limit of anchorage area. No vessel shall anchor north of or on this line.

RESTRICTIONS: Vessels entering Channel shall make way for vessels leaving. Passage in and out governed by shore Signal Station located on Port Radar Building. If no signals exhibited on signal mast, both in and out simultaneous navigation is permitted. Speed of vessel shall not exceed 5 knots except for emergency cases to improve manoeuvrability. Vessels prohibited anchor in Channel except in emergency when necessary prevent immediate danger of drifting aground, or engine or rudder damage, or other justifiable reasons. Such cases shall be immediately reported to Harbour Master.

MAX. SIZE: Vessels admitted with draft up to 9.7 metres. No tide.

HEALTH: Foreign vessels granted free pratique when berthed alongside and all arrival formalities accomplished by the boarding officials, irrespective whether day or night. If berthing delayed, under certain circumstances vessel may be granted free pratique at roads where anchored. Event suspected disease Master shall inform Agent by radio. When arriving from another Soviet Black Sea port, free pratique automatic.

RADIO: Channel 16 (156, 80 m.c/s.) for radio-telephone used for calling only, with subsequent switch to any other Channel. All information addressed to ship's Agent, Cable address "Inflot Ilyichevsk", Telex No. 232448. Port Radio UEH.2.

TUGS: Normally join vessel when approaching mooring berth. Ship's lines used.

BERTHING: When mooring, attention should be paid to shore cranes running very close to edge of pier.

STEVEDORES: No particular ETA advices required.

RADAR: Port Radar Station gives all possible technical information to any vessel navigating within Station's broadcast zone, if requested. Navigation in channel controlled by Port Radar Station. Communication between Station and vessels established by radio-telephone on international frequencies.

MEDICAL: Medical assistance rendered immediately when requested. Hospital facilities available. Particular inoculations required prescribed by International Sanitary Regulations.

DENSITY: Average density 1.010.

FRESH WATER: Available. Delivered from berth or appliances. Prices respectively 0.34 Rbls. and 1.13 Rbls.

FUEL: Following grades available: (*a*) Fuel Oil Redwood viscosity at 50°C 1250–1500. (*b*) Marine Fuel Oil Redwood, viscosity at 50°C 187–360. Diesel Oil Redwood, viscosity at 20°C 32–47. Orders for bunkers preferably 3 days prior arrival in port.

DEVELOPMENTS: Presently port only partially constructed. Work of further development being carried out.

GANGWAY DECK WATCHMEN: Watch carried out by crew.

OPENING-CLOSING HATCHES: By crew.

CUSTOMS ALLOWANCES: No restrictions. Free use on board.

CARGO GEAR: No additional requirements. Cargo work usually carried out by means of shore cranes.

IDENTIFICATION CARDS: Required.

CONSULS: None.

REPAIRS: Good facilities.

DRYDOCKS: Docking arrangements settled with Black Sea Steamship Co, of Odessa, Lastochkina 1 Street.

AIRPORT: The distance from Odessa Airport about 30 km.

TIME: GMT+3 hours.

HOLIDAYS: Official Holidays are Sundays and following Calendar dates: January 1st, March 8th, May 1st, 2nd, 9th, November 7th, 8th, December 5th.

POLICE-AMBULANCE-FIRE: All mentioned services easily obtained through agent.

TELEPHONES: Can be placed on board at price of 1 Rbl. per day.

GENERAL: Shipowners recommended deposit funds for disbursements prior to arrival. All bank operations carried out by Vneshtorgbank of Moscow.

SERVICES: Shipchandler's supplies, Technical equipment supplies, Laundry, Car Hire.

SHORE-LEAVE: Permitted.

DELAYS: Vessels berthed at specialised berths depending upon cargo. Delays if berths occupied. Normally no delays in bunkering.

AUTHORITY: Odessa-18, Management of the Ilyichevsk Merchant Sea Port, USSR.

AGENT: Messrs. Inflot, Ilyichevsk, USSR. Cables: "Inflot".

IZMAIL: (including Reni): 45.20 N. 28.51 E.

DOCUMENTS:
6 copies of Crew Lists.
6 copies of Passenger Lists.
2 Currency Lists.
6 Stores Lists.
Cargo Manifest and stowage plans.
Health Declaration.
Deratisation Certificate.

At first Russian port of call vessels tonnage certificate and certificates required by International Conventions will be called for examination.

PILOTAGE: Compulsory. Pilot should be ordered through "Inflot" before leaving the port of Sulina giving vessels ETA at Izmail. Alterations in ETA whilst vessel is navigating the Sulinsky channel should be advised to "Inflot". Also refer to Sulina, Romania.

RESTRICTIONS: Izmail port is situated on the left bank of the Kilia channel, channel depths are 10–20 metres. Reni port is situated on the left bank of the Danube, channel depths are 10–20 metres. Ice-breakers assistance is available during periods when the Danube is frozen.

HEALTH: International code quarantine signals are to be shown on arrival and free pratique is given by the quarantine doctor who will board the vessel to examine Master's Health Declaration.

RADIO: Radio station UJO operating 24 hours on all main frequencies.

TUGS: Vessels normally berth and unberth without tug assistance. A tug can be made available if particularly requested.

FRESH WATER: Available in unlimited quantity.

FUEL: All grades of fuel oil available.

WATCHMEN: Gangway watchmen compulsory, carried out by ship's crew.

HATCHES: Normally opened and closed by ship's crew. Stevedores can perform this work at special request.

CUSTOMS ALLOWANCES: No restrictions on crew consumption tobacco and alcohol on board. It is prohibited to take these items ashore.

IDENTIFICATION CARDS: Required for crewmen going ashore.

REPAIRS: Hull and machine repairs can be effected.

REPATRIATION: Can be arranged.

AIRPORT: Regular connections with internal services.

TIME: GMT plus 3 hours all the year round.

HOLIDAYS: New Year's Day (1st January), National Women's Day (8th March); Workers' Day (1st and 2nd May); Victory Day (9th May); Anniversary of October Revolution (7th and 8th November); Soviet Constitution Day (5th December).

POLICE/FIRE/AMBULANCE: Izmail – Police, tel. 316; Fire, tel. 524; Ambulance, tel. 600. Reni – Police, tel. 205; Fire, tel. 210; Ambulance, tel. 203.

SHORE LEAVE: Allowed up to midnight.

AUTHORITY: Portovaya Ul., 1, Izmail, Ukrainian SSR. U.S.S.R. Tel. 9–01–37, 9–01–06. Cables: Morport Izmail.

AGENT: Portovaya Ul., 14. Tel. 9–01–81. Cables: "Inflot", Izmail.

KHERSON: 46.37 N. 32.37 E.

DOCUMENTS: See "Odessa".

PILOTAGE: Navigational range marks, leading marks of Stanislov, Adjigolsky beacons, Verbchansky and Maliy Kasperovsky leading light buoys, and spar buoys. Master advises Port Controller and Inflot Agency ETA minimum of 6 hours prior notice.

ANCHORAGES: Good safe anchorages.

RESTRICTIONS: Maximum draft in channel 7 m. 60 cm. In hard winter ice breaker necessary.

HEALTH: No automatic pratique.

RADIO: Kherson Radio – call letters UHZ frequency 487,500, or US1 frequency 7890, 2099, 156, 80, 156, 45.

BERTHING: Nine berths, depths up to 8 m. 40 cm.

MEDICAL: Hospital facilities available.

FRESH WATER: Available.

FUEL: Fuel oil, diesel oil of certain viscosities, also coal.

OPENING/CLOSING HATCHES: By shore workmen at Rbls. 5 per hatch (approx.).

AUTHORITY: Ul Ushakova, 4 Kherson, Ukrainian S.S.R., U.S.S.R. Tel. 2–32–48. Telegraphic address, Morflot Kherson.

AGENTS: Main Maritime Agency "Inflot". Telex. 1185. Tel. 933781.

KLAIPEDA: 55.43 N. 21.07 E.

DOCUMENTS:
6 Crew Lists.
2 Provision Lists.
2 Passenger Lists.
1 Captain's Declaration (forms obtainable from Customs).
Set of Cargo Documents.
List of Dangerous Cargoes with instruction for their discharging.

PILOTAGE: Report 24 hours, then 4 hours prior arrival by radio giving ETA, name vessel, fresh water draft. Pilot compulsory inward/outward and shifting. Pilot meets vessel at buoy No. 1 unless wind force above 5 Beaufort or fog. In such cases pilot station instructs Master by radio-telephone and fixes meeting with Pilot.

ENTRY RESTRICTIONS: Day and night entrance. Maximum permissible draft 8 m. Anchorage at inner roads limited to vessels under 100 m. length.

MAX. SIZE: Length and breadth unlimited. Maximum permissible draft for all vessels entering the port, 8 m.; and for tankers loading at installations outside main port area, 9 m.

BERTHING: No specific requirements. Vessels allocated berth according kind of cargo to be loaded/discharged and their turn.

RADIO: "Klaipeda-Radio" port radio station. Call letters UMN-2. Cable Agents giving ETA, draft, cash required.

TUGS: Ordered by Pilot if necessary.

STEVEDORES: Report 48 hours, then 12 hours prior arrival giving ETA, and 72 hours then 12 hours prior arrival advising perishable goods, characteristics of vessel, gross capacity, number and measurement of hatches, tween-decks, shelter-decks, description and quantity of cargo, stowage plan, heavy lifts, pieces of above 3 tons each especially indicated. Day and night loading/discharging operation, Sundays and holidays included.

MEDICAL: Master to advise by radio prior arrival if medical attendance required onboard.

TANKERS: Three berths. Maximum draft 9 m. Shore facilities for discharge of ballast.

FRESH WATER: Most berths supply by shore installations, otherwise barge. Quantities under 15 tons from barge charged as 15 tons.

FUEL: Deliveries only by bunker barge.

WATCHMEN: Compulsory for gangway checking. Guard net and life buoy required.

OPENING/CLOSING HATCHES: Normally by crew. Possible by shore workers.

CONSULS: No Consuls at Klaipeda.

REPATRIATION: No facilities for crew changes. Arranging any necessary repatriation at Captain's request effected by Immigration Authorities.

AIRPORT: At Palanga (25 km. from Klaipeda), served by regular lines: Palanga–Moscow, Palanga–Leningrad, Palanga–Riga. Airport at Klaipeda – some regular flights per day: Klaipeda–Vilnius, Klaipeda–Kaunas, Klaipeda–Kaliningrad.

POLICE/AMBULANCE/FIRE: Tel. Police, 02; Ambulance, 03; Fire, 01.

GENERAL: In case of stormy weather or dense fog vessels are lying at Outer Roads until entering permitted by Harbour Master. In such cases vessels lying alongside berth to be shifted to Inner Road.

CERTIFICATES: All ship certificates required on every call.

CUSTOMS ALLOWANCES: Cigarettes and wine/spirits on board limited by personal requirements; take ashore maximum 2 packets cigarettes, no wine/spirits.

REPAIRS: Urgent repairs possible. Pre-advise 2 days. Dry dock 6,500 t. Ordered only on special agreement with Lithauen Steamship Company.

TIME: Moscow time, GMT plus 3 hours.

TELEPHONES: May be arranged on board. Cost Rb. 1,00 per day (approx.).

SHORE LEAVE: Crew members allowed ashore with shore-pass obtainable from Immigration Authorities.

AGENTS: "Inflot" Agency. Address: Klaipeda, ul. Platchioy 18. Tel. 6-42-70, 6-32-36. Cables: Inflot, Klaipeda. Telex: 179.

LENINGRAD: 59.54 N. 30.15 E.

DOCUMENTS:
6 copies Crew List.
4 copies Passenger List.
2 copies Money List for crew including amount currency everyone has.
Master's Declaration which includes information for Customs and Health Authorities to be delivered on board with Pilot.
Captain's Declaration to be filled on Agent coming on board.
For passenger ships:
2 copies Passenger List shall be forwarded to Agent 10 days before arrival Leningrad.

PILOTAGE: Compulsory, ship shall inform Agent before approaching Leningrad entrance buoy, 60° 02′ N. 29° 26′ E. 48 and 24 hours prior arrival. VHF with pilot boat, Channel 16, call signal "pilot Leninets"; if bad weather pilot boat leads ships to Kronstadt road where Pilot comes aboard.

RESTRICTIONS: No restrictions night entry, no tide in Leningrad.

MAX. SIZE: Draft restriction 9·8 metres.

HEALTH: Master of vessel coming from foreign port shall report every sick passenger or crewman; Health Authorities board together with Customs and Immigration and if find all in order grant free pratique. Each vessel shall produce Deratization Certificate and Sanitary Patent.

RADIO: Cable Agent "Inflot" ETA, draft and other data, information required via Leningrad Radio Station.

TUGS: Normally join incoming vessels at Inner Road. Ships lines usually used.

STEVEDORES: Ordered by Agent.

RADAR: Pilot in contact with radar service.

MEDICAL: Masters to advise Agent prior arrival if medical attendance required aboard.

DENSITY: Fresh water in port area.

FRESH WATER: Most berths supplied by shore installations, otherwise barges.

FUEL: All grades available.

FIRE PRECAUTIONS: No smoking allowed in port area, except in places specially allocated.

WATCHMEN: Not compulsory.

OPENING/CLOSING HATCHES: According to charter party.

CERTIFICATES:
Passenger Ship Safety.
Safety Equipment.
Safety Radiotelephony.
Safety Radiotelegraphy.
Exemption Certificate.

CUSTOMS ALLOWANCES: No restrictions on board.

IDENTIFICATION CARDS: Needed, will be given on arrival.

REPAIRS: All repairs possible.

DRY DOCKS: Available.

TIME: GMT plus 3 hours, no alterations during year.

POLICE/FIRE/AMBULANCE: Police 9692; First-Aid from Port 503; from Town 03; Port Fire 8509, 8536, 8973; Town Fire 01.

AUTHORITY: Leningrad Merchant Port 9994, 9761; Leningrad Timber Port 9775.

AGENT: "Main Maritime Agency Inflot", Post – "Inflot", Leningrad L-35 U.S.S.R. Tel. 164812, 169921. Telex 505.

MESANE, (Mezen): 65.52 N. 44.17 E.

Open for navigation about six months per year with ice breaker assistance.

DOCUMENTS:
Forms of required Crew Lists and Declarations usually delivered by Pilot.
Six copies Crew-list.
Declarations for Customs House, Sanitary Office, Port Authorities and Agent.
Money List and Notice of Readiness in duplicate.
Ship's Certificates.
Ship's Articles.
Seaman's Books.
International Certificates of vaccination against smallpox.

PILOTAGE: Compulsory. Vessels met by pilot boat in area of pilot buoy (66° 12′ N., 44° 04′ E.) about 22 miles from port. No direct connection between ships and pilot station. Alternative area in event of bad weather Outer Roads of Mesane, entering direction 183°. These Roads used for boarding Pilot only on Pilot's option. Information to be in accordance with Soviet Wood Charter Party. Pilot boat equipped radio telephone (2182 kc/s, call name "Petchoretz Dva"), word "Pilot" painted on wheel house. Pilot boat to be given a good lee.

ANCHORAGE: Depths at anchorages 5–7 metres.

RESTRICTIONS: Vessels may enter port only in daytime on high water. Masters have to pay full attention to Pilot's advice as river has varying bends.

MAX. SIZE: Draft declared by Port Authorities after being checked in beginning of season; about 13–14 ft. Maximum length about 70 metres.

HEALTH: As for "Archangel".

RADIO: Besides Murmansk and Archangel, messages may be routed through Mesane Radio (UZT, A1 500 kc/s, VHF Channel 16).

GENERAL: For further details refer to "Archangel".

AGENT: See "Archangel".

MURMANSK: 69.00 N. 33.03 E.

DOCUMENTS:
2 Cargo Manifests.
3 Crew Lists for Customs.
6 Passenger Lists.
3 Crew Lists for KPP (to be given to Pilot).
2 Currency Lists.
List of Crew Vaccination Certificates.

PILOTAGE: Compulsory. Pilot station is situated at Tuva-Goobay in Kilsky Bay, position 69° 11′ 09″ N., 33° 34′ 08″ E. ETA to be given to Agents 48, 24 and 12 hours before arrival. Pilot launch is distinguished by word "Pilot" in black letters on both sides. Pilots can be contacted on VHF Channel 16.

ANCHORAGE: At the pilot station depths are too great to permit anchorage, but there is sufficient sea room for vessel to await Pilot with engines stopped.

MAX. SIZE: Vessels up to 32 ft. maximum draft for berthing.

HEALTH: International quarantine signals to be used on arrival No later than 6 hours before arrival at the inner area Master should radio Agents giving full details of state of health on board, and requesting pratique which will be given on arrival.

RADIO: Murmansk Radio operating 24 hours on 2182 khz. Coastal radio station UMN operating 24 hours on 500 and 472 khz. Coastal radio station UMV operating 24 hours on 13080 khz.

VHF: Port VHF maintains contact between Pilots and ship within harbour limits, and between ship and shore. Calling on Channel 16 working channel will be according to instructions from shore.
TUGS: Normally join vessel in the inner area of the port. Tug's lines are used.
BERTHING: Main berths, depth alongside 32 ft. at low water. Average height of tide about 3·9 metres. Vessels berth port or starboard side alongside at Master's and Pilot's discretion.
STEVEDORES: Arranged by Agent on basis of Masters ETA Loading and unloading is carried on throughout 24 hours a day including holidays.
MEDICAL: Hospital and medical facilities available. Vaccination can be arranged. If doctor required on board Master should inform Agents by radio or VHF.
DENSITY: At the berth varies between 1006 and 1025.
FRESH WATER: Available from most berths, otherwise supplied by barge. To avoid delay recommended to order before arrival.
FUEL: All grades available. Delivered by barge. Advance notice required.
DEVELOPMENTS: Reconstruction is being carried out in order to speed up loading of iron-ore and other cargoes.
WATCHMEN: Not obligatory.
HATCHES: Opening and closing of hatches is usually performed by ship's crew.
CERTIFICATES: At first Russian port of call certificates of tonnage and those required by International Convention will be required for examination.
CUSTOMS ALLOWANCES: No restrictions on crew's consumption of tobacco and alcohol on board. It is forbidden to take these items ashore.
CONSULS: There is no local representation.
REPAIRS: Temporary repairs to hull, deck and machinery can be effected.
DRY DOCKS: Large dock; length 173 metres, width 45 metres. Small dock; length 141 metres, width 30 metres.
TELEPHONES: Ambulance, tel. 003, 395 and 442; Fire service, tel. 252 and 524.
AUTHORITY: Murmansk Sea Trade Port, 19 Port Settlement, Murmansk. Tel. 25177 and 25627. Telex: 128. Cables: Mortorgport, Murmansk.

AGENT: "Inflot". Tel. 5197. Cables: "Inflot", Murmansk.

NAKHODKA: 42.48 N. 132.54 E.

DOCUMENTS:
Master's Declaration.
6 Crew Lists.
2 Ship's Currency Lists.
2 Crew Currency Lists.
2 Cargo Manifests.
6 Provisions Lists.
List of Photographic Equipment.
In addition the Master is required to produce on arrival Health Declaration, De-rat. Certificate or Exemption and Crew Vaccination Certificates.
PILOTAGE: Radio "Inflot" 48 and 24 hours before arrival, advising ETA, ship's dimensions, cargo details, number of passengers and any other requirements. 4 hours before arrival an accurate confirmation of ETA is required to order Pilot. Vessels approaching port should first make for position 42° 27.2′ N., 132° 56.3′ E. Approach to this area is indicated by radio signals "Gannov" and "Povorotny". On arrival in this position Master should again report to the Harbour Master via "Inflot".
From this position vessel should follow course No. 1 along the 2 mile wide fairway. As soon as the light at the entrance of America Bay is visible vessel should steer towards that light as far as quarantine anchorage "A" where the Pilot boards. Tankers proceeding to the oil terminal should approach port along parallel 42° 47′ N. and enter anchorage area "D" on course 270°. Further movement to berths from anchorage areas may only be carried out with a Pilot on board. Pilots are ordered by radio via "Inflot". Pilot boards from a white motor boat with the word "Pilot" in black letters painted on the wheelhouse. International Code Pilot Signals are used. The Pilot boat is normally located near the entrance to the port. In winter the pilot launch may be replaced by a powerful tug.
ANCHORAGE: Depths in anchorage area "A" are from 13–20 metres. Anchorage area "D" has depths of from 18–28 metres.
RESTRICTIONS: Vessel may not enter port without first obtaining permission of port control. Anchorage of oil tankers is only allowed in area "D".
MAX. SIZE: Maximum permissible draft in the main port is 9·6 metres.
HEALTH: Advise "Inflot" by radio in advance if there is any case of quarantine illness on board the ship. Smallpox vaccination is compulsory for all crew members. If vessel is arriving from a cholera area, then cholera inoculations are also required.
RADIO: Nakhodka Radio, call sign UKI, operating 24 hours on frequencies 500, 532 and 8475 khz.
TUGS: Tug and mooring launch assistance available. Tugs join the vessel in America Bay as directed by Master or Pilot. Ship's tow lines are used.
BERTHING: May be effected at any time of day or night. In daytime vessels mooring position will be marked by a flag and at night by a red lantern. These signals mark the point where the ship's bow should be at the mooring.
STEVEDORES: Arranged through "Inflot".
MEDICAL: Medical service is free. All requirements should be ordered in advance through "Inflot".
FRESH WATER: Can be supplied at the berth or by barge.
FUEL: Available subject to advance notice. If fuel required by barge at the anchorage a written request to the Agent is required at least 24 hours in advance.
TANKERS: Slop reception facilities are available.
DEVELOPMENTS: Intended construct new port at Urangel, 8 miles from Nakhodka, having: Coal pier, annual capacity 10 million tons. Coal conveyor, annual capacity 5 million tons. Wood chip conveyor system, annual capacity 800,000 tons. Container system.
HATCHES: May be opened and closed by stevedores at Masters request.
CUSTOMS ALLOWANCES: No restrictions on tobacco and alcohol on board ship. Only tobacco required for personal consumption may be taken ashore.
CONSULS: North Korea, tel. 5310. Japan, tel. 7519.
REPAIRS: Deck machinery and diesel repairs can be effected.
REPATRIATION: Can be arranged provided passport and documentation is in order.
AIRPORT: Nearest international airport situated 120 kms away.
TIME: GMT plus 10 hours all the year round.
SHORE LEAVE: Permitted subject to police control.
AUTHORITY: Port Office, ul Portovaya 22, Nakhodka, Primorsky Krai U.S.S.R. Telephone: 62–98. Cables: Torgport, Nakhodka.

AGENT: "Inflot", Leninskaya, ul 2. Telephones: 54–05, 56–13 Cables "Inflot", Nakhodka.

NARIAN-MAR: 67.39 N. 55.01 E.

Open to navigation about three to four months in the year.
DOCUMENTS:
Forms for required Crew Lists and Declarations usually delivered by Pilot.
6 copies Crew Lists.
Declarations for Custom Office, Sanitary Office, Port Authorities and Agent.
Money List and Notice of Readiness in duplicate.
Ship's Certificates.
Ship's Articles.
Seamen's Books.
International Certificates of Vaccination.
PILOTAGE: Compulsory. Besides information stipulated in Soviet Wood Charter Party, vessels approaching pilot buoy may contact Port Authorities or Pilot in first fifteen minutes of any odd hour from 0700 till 2300 (Moscow time), frequency 2182 kc/s. Signals for Pilot to be given in accordance with International Code. Pilot boat wooden, standard type, white painted, with word "Pilot" in black letters on wheel-house. Vessels met by pilot boat in area of 69° 30′ N. and 54° 33′ E. Pilots do not board in rough weather. Recommended anchorage in same area.
ANCHORAGE: Depths at anchorage 18–21 ft. Also Inner Roads where anchorage will be indicated by Pilot.
MAX. SIZE: Draft declared by Port Authorities after being checked in the beginning of the season, and is about 15 ft.
HEALTH: Vessels inspected by sanitary officer. If no diseases, vessel obtains free pratique. Pratique automatic when vessel arrives from another Russian port.
RADIO: Archangel and Narian-Mar Radio (UOY, A, 500 kc/s.).
BERTHING: Vessel alongside is not always afloat but safe aground.
STEVEDORES: As per Soviet Wood Charter Party.
MEDICAL: No advance notice required. Clinic and hospital available.
DENSITY: Fresh water irrespective of tide.
FRESH WATER: Delivered by tanker.
FUEL: Not available.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Normally carried out by crew.
SHIP CERTIFICATES:
Seaworthiness.
Measurement.
Load line.
Cargo Equipment.
Safety Equipment.
Deratisation Certificates.
CUSTOMS ALLOWANCES: Tobacco/Wine. No quantity limits.
IDENTIFICATION CARDS: Only Seamen's Books.
CONSULS: No Consuls.
REPAIRS: Small repairs only.
DRY DOCKS: None.
REPATRIATION: Repatriation and crew changes require visa formalities.
AIRPORT: Airport served by regular lines and situated near town.
TIME: GMT plus three hours. No seasonal alterations.
HOLIDAYS: See "Archangel".
POLICE/AMBULANCE/FIRE: Police 02; Ambulance 03; Fire 01.
TELEPHONES: Can be arranged on board at the price of Rbls. 1–00 a day (approx.).
SHORE LEAVE: Each crew member properly signed in ship's Articles and having valid Seaman's Book is allowed ashore.
DELAYS: Caused by rains, when vessel loading cargo of sawn goods.
AUTHORITY: Chief Harbour Master, tel. 2–01; Harbour Master, tel. 5–54 or 2–43.

AGENT: See "Archangel".

NOVOROSSIJSK: 44.43 N. 37.48 E.

DOCUMENTS:
Health Certificate.
Deratisation Certificate.
Vaccination Certificate.
6 Crew Lists.
Money Lists.
2 Provisions Lists.
Light Dues Certificate. issued by Soviet port (if any).
6 Passenger Lists.
List of Articles.
Measurement Certificate.
International Class Certificate.
Loading Certificate.
Safety Equipment Certificate.
International Radio Certificate.

PILOTAGE: Compulsory: latest 4 hours prior arrival cable Inflot giving ETA, name vessel, gross tonnage, exact draft, type of engine. Flag, sound and Morse signal G. Pilot meets vessel at 44° 37′ N.; 37° 52′ E. Movement of vessel within inner harbour – only under Pilot guidance.

ANCHORAGES: 44° 37′ 7″ N.; 37° 52′ E.; depth up to 22 m.; Outer Roads anchorage unsafe during N.E. winds (gales). Master must keep engine ready or proceed for anchorage to S. Ozereika Roads under these sea conditions. Vessels obliged to receive daily weather message at 15.00 LT on 420 kc/s.

RESTRICTIONS: No restrictions on night entry.

MAX. SIZE: Draft 11·2 m. for dry cargo vessels and 14·2 m. for tankers; length/breadth no restrictions.

HEALTH: Free pratique automatic for vessels coming direct from U.S.S.R. port. From other countries, usual procedure of sanitary inspection applies.

RADIO: Within Outer Roads through Novorossijsk shore r/s, call sign "Novorossijsk-Radio" from 08.00 to 22.00 LT, Sundays and holidays excepted; watch on 2182 and 3180 kc/s, answers and transmits on 450 kc/s.

TUGS: As decided by Pilot. Vessels' lines usually used.

BERTHING: When proceeding in inner harbour vessels must keep both anchors ready to let go; ships to be moored by safe ropes which to be kept tight at all times. Also be ready to use anchor chain over bollard according to Pilot's recommendation. Strictly prohibited to work with propellers lying alongside berth. All mooring ropes must be fitted with rat-guard plates.

STEVEDORES: All necessary services including stevedoring work available under Port Authority guidance. Port cargo-handling regions where ships berth managed by Port Authority and used for stevedoring, tallymen service, storage, etc. On the matters connected with services available, foreign vessels have to apply to Port Authority through Maritime Agency "Inflot".

MEDICAL: In case of accident (emergency), medical attendance rendered at any time. Hospital facilities available. Also inoculation, vaccination, etc.

TANKERS: Bearing in mind N.E. gales, oil carriers lying alongside oil pier must have boat-ropes lowered to water and illuminate them at night. All scupper holes on main deck must be closed tightly. Master responsible for overflow of oil in the vicinity of harbour and has to bear harbour cleaning costs. No repair work can be done on tankers lying alongside oil pier. No ballast water may be pumped out, no garbage or refuse thrown overboard. Ballast water to be pumped into shore slop tank.

DENSITY: About 1,010–1,014.

FRESH WATER: Available from shore; minimum quantity invoiced at 15 tons.

FUEL: Most grades available.

FIRE PRECAUTIONS: All operations involving open fire and sparks are prohibited on oil pier. Two fire-extinguishers, thick felt and sand must be ready beside hose connection.

WATCHMEN: Gangway watch compulsory and carried out by crew.

OPENING/CLOSING HATCHES: Normally by crew, otherwise according Charter Party.

CUSTOMS ALLOWANCES: No quantity limits but nothing allowed to be taken ashore.

IDENTIFICATION CARDS: Crew members get shore passes.

CONSULS: No Consulates in port or its vicinities.

REPAIRS: For radio, radar and navigational equipment only.

DRY DOCKS: None.

REPATRIATION: No facilities exist for effecting crew changes. A crew member may be repatriated due to family reasons or sickness but repatriation requires visa formalities.

AIRPORT: Nearest airport (Krasnodar) served by regular inner lines is situated at 150 km. from port.

TIME: GMT plus 3 hours; no alterations during year.

HOLIDAYS: New Year's Day, 8th March (Worlds Women's Day); May 1st, 2nd (Labour Day); May 9th (Victory Day); November 7th, 8th (Great October Socialist Revolution Day); December 5th (U.S.S.R. Constitution Day). Cargo work can be arranged on those days.

POLICE/AMBULANCE/FIRE: Police, 02; Ambulance, 03; Fire, 01.

TELEPHONES: Can be arranged to be fitted on board.

SHORE LEAVE: Crew members are allowed ashore.

AUTHORITY: Postal Address: Portovaja 14, Novorossijsk, Krasnodarsky Krai, U.S.S.R. Cable: Morport Novorossijsk. Tel. 23–08, 28–58, 99–5–94. Telex: 829.

AGENT: Main Shipping Agency "Inflot", 13 Portovaja Str., Tel. 99–2–49, 99–2–85, 99–2–60. Cables: "Inflot" Novorossijsk. Telex: 827.

ODESSA: 46.29 N. 30.47 E.

DOCUMENTS:
6 Crew Lists.
6 Passengers' Manifests.
2 Provision Lists.
2 Lists of Currency (crew).
2 Lists of Currency (passengers), with the total amount of each currency.
Custom's declaration form filled in on arrival, as well as Master's declaration form.
Cargo Manifest, 4 copies, plus 3 Bills of Lading required by authorities.
Extract from ship's Documents regarding ship's Certificates.
Passengers and crew members should have smallpox Vaccination Certificates which to be collected, and presented to doctor on ship's arrival.

Crew List and Passenger Manifests should contain surname, name, position, date of birth, place birth, nationality, passport no., place of residence. Passenger Manifests are to reach first port of call 10–12 days before vessel's arrival.

PILOTAGE: Arranged through Inflot, but vessel to give 24 hours and 6 hours notice through Odessa radio. Pilot boat recognised by international pilot flag. Vessel requiring Pilot shows international flag "G". Pilot boards vessel in region 1 mile from Vorontzov lighthouse. In bad weather vessel enters Inner Roads according to instructions given by radio. Fenders should be on side where Pilot boards.

ANCHORAGES: The Outer Roads, between the port and Severny Odessky Cape, depths up to 14 m. Open to winds from N.E. to S.S.E. Good holding ground.

RESTRICTIONS: Vessels enter only with Pilot and should have lights according to Pilot's instructions. Vessels berthed depending on kind of cargo carrying or loading.

HEALTH: Free pratique given on berthing. In case of suspected disease Master must inform Inflot by cable. Free pratique cannot be granted automatically.

RADIO: Odessa radio operates on LW–MW, calling signal UDE 447 and 432 k/cs. Vessel should stand by on 454 or 480 kc/s and 65·10 kc/s on short wave.

TUGS: Tugs meet vessel in place indicated by Master through Pilot.

BERTHING: Thirty eight berths available with depths alongside up to 12·0 m.

RADAR: Vessel's radar not to be used in Outer Roads.

MEDICAL: Advance notice for medical attendance required. Notice should be given to Inflot. Hospital facilities available in case of emergency.

TANKERS: No reducing pieces necessary.

DENSITY: Average density 1.0012 varying with season.

FRESH WATER: Fresh water may be supplied ex shore or ex water barge. Minimum quantity ex barge 15 tons.

FUEL: Bunkers can be supplied, and to be ordered 72 hours before arrival.

GANGWAY/DECK WATCHMEN: Not necessary.

OPENING/CLOSING HATCHES: By stevedores at Rbls. 8 per hatch.

CUSTOMS ALLOWANCES: Tobacco. No limits on board vessel, but when going ashore not more than 1 or 2 packs. Wine and/or spirits not to be taken ashore.

CARGO GEAR: All cargo gear must have certificates for maximum weight capacity.

IDENTIFICATION CARDS: Necessary.

CONSULS:
Bulgarian Consulate tel. 2–45–72
Indian Consulate tel. 2–37–10
Cuban Consulate tel. 5–14–69

REPAIRS: All types of deck and engine repairs can be carried out.

DRY DOCKS: Available.

REPATRIATION: Can be arranged.

AIRPORT: Distance to airport 10 miles. Direct airlines with several socialist countries and with the rest of the world through Moscow. Planes fly to Moscow 3 times a day.

TIME: Local time GMT plus 3 hours.

HOLIDAYS: Work can be arranged on below mentioned holidays through Sovfracht, Moscow, at special rates. Holidays: 1st January, 8th March, 1st and 2nd May, 9th May, 7th and 8th November, 5th December.

POLICE/AMBULANCE/FIRE: Police (Militia), 02 from town; 902 from port.

TELEPHONES: Telephones may be installed on board at 1 rouble per day.

SERVICES: Tank-cleaning equipment available.

SHORE LEAVE: Crew members allowed to stay ashore till midnight. Master without limitation.

DELAYS: Vessels berthed in turn.

AUTHORITY: The Port of Odessa, Pl. Vackulenchuka 1, contacted through Inflot.

AGENT: Main Maritime Agency "Inflot". Telex 1185. Tel. 933781.

ONEGA: 63.54 N. 38.06 E.

Open for navigation about six months a year with ice breaker assistance

DOCUMENTS:
Forms of required Crew Lists and Declarations are usually delivered by Pilot.

Four copies of Crew List.
Declarations for Custom Office, Sanitary Office, Port Authorities and Agent.
Money List and Notice of readiness in duplicate.
Ship's Certificates.
Ship's Articles.
Seamen's Books.
International Certificates of Vaccination.

PILOTAGE: Compulsory. Pilot station can be called on 500 kc/s (call signal UQQ, watch hours 0400–0600, 0800–1000, 1200–1400, 1800–2000 GMT) and on 2182 kc/s. Information to be given in accordance with Soviet Wood Charter Party. Pilot boat wooden standard type, white painted with word "Pilot" in black letters on wheel-house. Signals to be made in accordance with International Code. Pilot taken on board near Letnij Orlov East light buoy (64° 55′ N., 36° 25′ E.). In case of moderate sea vessel to proceed one or two cable's lengths to South, keeping distance of one mile off shore. In respect of safe boarding Pilots require vessel to make a lee for pilot boat. Vessel awaiting Pilot may anchor to the South of the East light buoy at distance of one mile off shore.

ANCHORAGE: When sea is moderate or rough and winds are from N.W. quarter, recommended anchorage is in area of Solovetzky island under point Petchak, where vessel may approach shore as close as one mile and anchor at depths of 33 ft. Vessels lying on Karesky Roads recommended anchorage in event of storm from N.W. quarter is at Purnema area where a light anchorage buoy installed (64° 20′ N., 37° 27′ E.), depths are 6–10 m.

RESTRICTIONS: Vessels having draft not more than 3 metres may enter port at any time, but with draft more than 3 m. only one hour before high water.

MAX. SIZE: Length 120 m., no breadth limits. Draft usually declared by Harbour Master after being checked in beginning of season, is between 17 and 21 ft. (21 ft. is declared after dredging).

HEALTH: Alongside or on the Roads all vessels coming from abroad inspected by Sanitary Office representative. If no diseases, vessel obtains free pratique. If vessel enters directly after calling at another Russian port, pratique automatic.

RADIO: Besides Murmansk and Archangel, Onega Radio (UZS), 500 kc/s; VHF of pilot office at port of Onega (Channel 16).

TUGS: If necessary, ordered by Pilot or Master and join vessel near berth. Usually ship's lines used.

STEVEDORES: No particular ETA advices to stevedores/shippers. Loading of timber usually carried out by ship's winches at average rate of 24 stds. per hatch per working day.

MEDICAL: Doctor and hospital facilities available.

FRESH WATER: Available. Usually delivered by tankers.

FUEL: Availability not guaranteed.

GANGWAY/DECK WATCHMEN: Usually by ship's crew.

OPENING/CLOSING HATCHES: Usually by ship's crew.

CUSTOMS ALLOWANCES: No restriction on quantity, but nothing to be taken ashore.

IDENTIFICATION CARDS: Only Seamens Books required.

REPAIRS: Small repairs only.

REPATRIATION: Subject to visa formalities.

AIRPORT: Nearest at Archangel.

TIME: GMT plus 3 hours.

HOLIDAYS: See "Archangel".

SHORE LEAVE: Allowed up to midnight.

AGENTS: See "Archangel".

POTI: 42.09 N. 41.39 E.

DOCUMENTS:
5 Cargo Manifests.
5 Bills of Lading.
5 Cargo Plans.
5 Crew Lists.
5 Passenger Lists.
2 Money Lists.
Information for Customs House, Port Authorities, Port Health, Agents (forms completed on arrival).

PILOTAGE: Radio 48 hours prior arrival to Port Controller and Inflot Agency advising ETA, description and quantity of cargo, location and weight of heavy lifts, if any, number of passengers, ship's length and draft, as well as any services required. Confirmation of ETA required 4 hours prior arrival. Inflot will arrange Pilot basis above information.

ANCHORAGE: In outer port which protected by Novy Severny, Yuzhny, and Zapadny Moles, and by Zapadny Breakwater. Safe anchorage for deep drafted vessels, except in periods when "Tyagun", a strong variable current with surge, occurs, with winds from N.W., W., and S.W.

RESTRICTIONS: Strong winds from W., S.W. and E. can make it difficult to enter port. At least 25 cm. keel clearance required to enter or leave port.

MAX. SIZE: Depending on berth depth.

HEALTH: Free pratique automatic for vessels from another U.S.S.R. port. Other vessels are boarded on arrival.

RADIO: Poti Radio operates 24 hours daily on following frequencies: Call sign UVB 421 and 500 kc/s. Call sign UFC 8546, 4413·8, and 156·80 kc/s.

BERTHING: The port of Poti comprises three harbours: the Yuzhnaya (Southern), Severnaya (Northern) and Vnutrenniaya (inner) harbours. Fifteen berths in port, with depths up to 8·35 m. alongside.

MEDICAL: Qualified medical service is available free of charge, including dispensary and hospital treatment.

STEVEDORES: Arranged by Inflot.

DENSITY: About 1015, variable with season.

FRESH WATER: Fresh water supplied ex shore to ship directly or ex water barge in boundaries of port. Minimum quantity delivered by barge is 15 tons.

FUEL: All types of fuel available for bunkering. Quantities over 500 tons supplied only subject 4 to 5 days advance notice.

CUSTOMS ALLOWANCES: No restriction on quantities but nothing to be taken ashore.

CONSULS: See "Odessa".

REPAIRS: Floating cranes up to 100 tons capacity available.

AIRPORT: Nearest at Odessa.

TIME: GMT plus 3 hours.

HOLIDAYS: 1st January (New Years Day); 8th March (International Women's Day); 1st, 2nd May (Workers' International Solidarity Day); 9th May (Victory Day); 7th 8th November (Anniversary of October Revolution); 5th December (U.S.S.R. Constitution Day).

POLICE/FIRE/AMBULANCE: Police service, tel. 0–2; Ambulance, tel. 0–3; Fire Service, tel. 0–1.

SHORE LEAVE: Crew members allowed ashore up to midnight.

AUTHORITY: Address: ul. Lenina, 50 Poti, Georgian S.S.R. Tel. 9 32 02, 9 32 05. Cables, Morport Poti.

AGENTS: Main Maritime Agents, Inflot, ul. Lenina, 50, Poti. Tel. 9 32 27. Cables, "Inflot" Poti.

RIGA: 56.57 N. 24.05 E.

Open for navigation all year round with icebreaker assistance.

DOCUMENTS:
Crew List.
Passenger List.
List of Dangerous Cargo with specifications.
Ship's Register.
Bills of Lading.
Cargo Manifest.

PILOTAGE: Inflot will arrange Pilot on receipt of ETA at Daugavgriva Buoy, which to be given 48, 24 and 4 hours prior arrival. Also advise with ETA details of cargo, last port of call, passengers if any, ship's draft and length.

ANCHORAGE: In Riga Roads, depths of 15 to 20 m., good holding ground. Anchorage is not protected against winds veering from S.W. through N. to N.E. Anchorage not recommended in strong Northerly winds.

RESTRICTIONS: Entry through entrance channel past river bar.

MAX. SIZE: Maximum draft allowable is between 7·5 m. to 8·25 m.

HEALTH: Pratique obtainable after vessels mooring when Health Officials visit vessel with Immigration and Customs Officers. Health Inspector to be informed of any medical assistance required.

RADIO: Riga port radio station operates 24 hours daily on following frequencies: Call sign UKB 489 and 500 kc/s; Call sign UDH 156·80 and 161·90 kc/s; 2182, 4415·8, and 8783·1 kc/s.

BERTHING: Sixteen berths in port accommodate general cargo, bulk carriers, tankers and passenger vessels. Depth alongside quays up to 9·75 m.

MEDICAL: All medical assistance available.

STEVEDORES: Arranged by Inflot who should be given necessary information in advance.

DENSITY: About 1002.

FRESH WATER: Available at quays.

FUEL: Oil bunkers and coal available.

GANGWAY/DECK WATCHMEN: Recommended. These duties normally performed by crew.

OPEN/CLOSE HATCHES: Normally by ship's crew.

CUSTOMS ALLOWANCES: No restriction on quantities, but nothing may be taken ashore.

IDENTIFICATION CARDS: Seaman's Book required.

CONSULS: None.

REPAIRS: Repairs possible for hull, machinery, radio and navigational equipment. Floating crane available, capacity 100 tons.

REPATRIATION: Only subject to visa restrictions.

TIME: GMT plus 3 hours all year round.

HOLIDAYS: 1st January, 8th March, 1st and 2nd May, 9th May, 7th and 8th November, 5th December.

POLICE/FIRE/AMBULANCE: Advise Inflot.

SHORE LEAVE: Crew allowed ashore.

AUTHORITY: Address: ul. V. Latsisa 6, Riga 33. Tel. 33 92 24, 33 92 54. Cables: Morport Riga.

AGENT: Main Maritime Agents Inflot, ul. V. Latsisa 6. Telex 157. Tel. 33 97 00, 33 97 03. Cables, "Inflot Riga".

TALLINN: 59.27 N. 24.45 E.

DOCUMENTS:
2 cargo Manifests.
3 Crew Lists for Customs.
6 Passenger Lists.
3 Crew Lists for KPP (to be given to Pilot).
2 Currency Lists.
List of Crew Vaccination Certificates.

PILOTAGE: Advise Agent of vessel's ETA 48 and 24 hours before arrival. If the time of passage to the port is less than 48 hours, ETA should be given no later than one hour after departure from previous port.

Radio Agent 4 hours before arrival requesting a Pilot. Pilotage is compulsory, 24 hour service. Pilot boards at Western Tallinamadal bank, approximate position 59° 42.5′ N., 24° 38.0′ E.

International code signals may be used to call Pilot who will come out in a motor-boat as ordered by Agents on basis of Masters ETA. Pilot boat can be contacted on VHF Channel 16.

N.B. Vessels should proceed to Tallinsky Bay through the Northern Passage. The Straits of Sooripy are temporarily closed to navigation.

ANCHORAGE: Vessel awaiting Pilot may anchor in pilot boarding zone. The main anchorage for Tallinsky bay is situated to the East of Tallinsky light and limited by a line connecting the following positions: 59° 28.5′ N., 24° 47.1′ E. 50° 28.7′ N., 24° 48.8′ E. 59° 28.5′ N., 24° 49.1′ E. 59° 27.8′ N., 24° 47.7′ E.

Anchorage is not protected from the seaward side, depths from 12·5 to 26 metres. Anchorage is forbidden in other parts of Tallinsky Bay.

RESTRICTIONS: Entrance to the harbour inside the breakwaters is through the North or the South entrance. Maximum permitted draft for both entrances is 23 ft. At South entrance depths vary according to current and tide. Pilot will advise regarding depth available. At the Northern entrance a submarine cable is laid, and vessels passing through are required to have both anchors secured. Entry and departure can be effected by day and night. Movement of ships through both entrances is controlled by a signal exhibited at the head of the north pier.

MAX. SIZE: Vessels up to 23 ft. draft can enter harbour. Tankers with cargo to discharge are limited to maximum length 100 metres Vessels arriving for bunkering or supplies are not required to enter harbour.

HEALTH: International quarantine signals to be used on arrival. No later than 6 hours before arrival at the inner area Master should radio Agents giving full details of state of health on board, and requesting pratique which will be given on arrival.

RADIO: Tallinn Radio, call sign UNC, operating 24 hours, Radiotelephone frequencies 2182 khz and 500 khz calling "Tallinradio", VHF Channel 16, calling "Tallinport". Coastal station UNS, radiotelegraph on 500 khz.

TUGS: Tugs assistance available for berthing subject to Pilots advice. Tugs can be ordered through Agents. Ship's lines normally used. When tugs are ordered in advance the cost will be charged to the vessel whether tugs are used or not.

BERTHING: Vessel will not be allowed to berth unless main engines and steering mechanism are in good working order. All vessels in port are required to fly their national flags between 0800 and sunset. On holidays and special occasions vessels may be requested to dress their ships if requested by Port Authorities.

STEVEDORES: Arranged by Agent on basis of Master's ETA Loading and unloading is carried on throughout 24 hours a day including holidays.

TANKERS: Tankers moor at berth No. 19, length 207 metres, depth alongside 9 metres. No slop facilities available. Tankers are normally required by the charter party to reserve a slop tank on board Discharge of tank washings is prohibited within 100 miles of the coast.

FRESH WATER: Supplied by pipe-lines at all berths.

FUEL: Only diesel fuel available, to be ordered in advance through Agents.

FIRE PRECAUTIONS: Masters of tankers are presented with a copy of Safety Regulations by the Agent on arrival.

WATCHMEN: Compulsory to maintain a gangway watch by ship's crew.

HATCHES: Normally opened and closed by ship's crew. In bad weather hatch covers are put on by stevedores.

CERTIFICATES: At first Russian port of call, certificates of tonnage and those required by international convention will be required for examination.

CUSTOMS ALLOWANCES: No restrictions on crew's consumption of tobacco and alcohol on board. It is forbidden to take these items ashore.

CONSULS: No local representation.

REPAIRS: Only minor repairs may be effected at machine shop ashore.

TIME: GMT plus 3 hours all the year round.

HOLIDAYS: All holidays are worked by stevedores.

TELEPHONES: Connection on board vessels can be made free of charge at berths number 7, 8, 9, 10, 13, 14, 15 and 16.

AUTHORITY: Tallin Sea Port, 25, Cadana Street, Tallinn. Cables: Morport Tallinn.

AGENT: "Inflot," 7, ul. Uus-Sadama. Telephone: 48825, 48512 Telex: 107. Cables: "Inflot", Tallinn.

TUAPSE: 44.06 N. 39.04 E.

DOCUMENTS:

6 Crew Listss.
2 Lists of money and valuables, with total of each currency stated.
2 Provision List.

PILOTAGE: Vessels wait for Pilot at anchorage. Compulsory in and out. Master to advise Port Controller and Inflot Agency ETA (confirmed 4 hours before arrival; 2 hours before, apply for entry permit), description of cargo, location and weight of heavy lifts, number of passengers, ships draft, length and services required.

ANCHORAGES: Available in depths up to 23 m. Vessel arriving at anchorage should inform time anchored, time required for debalasting ashore, overall length, deepest draft as per seasonal marks, and await berthing orders. Despite jetties and breakwater, anchorage not always secure since S.W. winds bring confused swell or variable current with surge called "Tyagun", during which vessels sometimes swept from moorings. Advisable put to sea during strong S.W. winds and "Tyagun".

HEALTH: Sanitary officer boards on arrival or when berthed. No automatic pratique.

RADIO: Tuapse Radio/UVW or any European R/Station.

TUGS: Compulsory. Ship's lines.

BERTHING: Berthing at any time. 14 berths with depths up to 10·8 metres.

RADAR/VHF: VHF only. Channel 16. Communication with Inflot on VHF available. Business radio messages from vessels at anchorage also permitted. International radio watch should be kept by vessels at anchorage for business purposes.

MEDICAL: All patients to visit polyclinic on weekdays only, to be reported by Masters to sanitary doctor on arrival.

DENSITY: 1010/1015.

FRESH WATER: Available from any berth.

FUEL: Available at oil berths. Also available ex-lighters. Masters giving 48 or at least 24 hours notice.

FIRE PRECAUTIONS: Smoking strictly prohibited on all decks of any vessels moored to oil piers. Naked lights and flashlights strictly prohibited. No work that can produce a spark is allowed

During bad weather essential shore leave should be granted only to limited part of staff and crew to ensure that sufficient crew on board at all times to shift vessel at short notice in case of emergency.

Plug holes. Flame arresters must be placed in all plug holes during loading; and all scuppers must be plugged.

When receiving bunkers remember that in all cases orders to stop pumping oil upon completion of bunkering should be given from ship with 5 or 10 minutes standby notice to pier workmen.

GANGWAY/DECK WATCHMEN: Not required.

CUSTOMS ALLOWANCE: No restrictions.

IDENTIFICATION CARDS: Not required.

CONSULS: None.

REPAIRS: Emergency only. Main engine should not be immobilised when alongside berth without special permission by Harbour Master through Agent. Minor ship repair facilities offered by ship repair yard.

REPATRIATION: Possible in emergency.

AIRPORT: 5 hours by train.

TIME: GMT plus 3.

HOLIDAYS: 1st January, 8th March, 1st, 2nd May, 9th May, 7th, 8th November, 5th December.

TELEPHONES: Only available for tankers. Rouble per day.

GENERAL: Ballast: No ballast water, clean or dirty, to be pumped overside in Roads and in harbour. Deballasting into shore storage compulsory and cost and time for ship's account.

Photographing: Photography within harbour or installations, railway bridges, etc., except regular views in town, prohibited.

Ratguards: All mooring lines should be provided with ratguards immediately upon mooring, otherwise fine is imposed without notice.

Smoke: The emission of dense smoke from vessel's funnel in harbour is prohibited and subject to fine without notice, as well as sparking from funnel.

Boats: Vessels not allowed to use their boats, while at anchorage, and swimming prohibited. Gangways should be lowered only for officials.

Intoxicated seamen not allowed on oil piers and medical attendance to them is rendered by Sobering Station for special charge up to Rb. 15–20.

No articles should be taken from and to ship without Custom's permission. No import or export of Soviet currency is allowed.

Painting of shell plating is allowed in daytime and only from quay.

No garbage or refuse should be thrown overboard, and all outlets facing quay to be closed or protected by shields.

SERVICES: Compass adjusting.

SHORE LEAVE: Crew allowed ashore to midnight. Master no restrictions.

AUTHORITY: Ul. Maxima Gorkogo 2, Tuapse, Krasnodarskykrai, U.S.S.R. Tel. 0–79, 2–15. Telegraphic address Morport Tuapse.

AGENT: Main Maritime Agency "Inflot". Telex: 827. Tel. 99249, 99285.

VENTSPILS: 57.24 N. 21.31 E.

DOCUMENTS:

6 Crew Lists (with nos. of Seaman's Book incl.).
4 Passenger Lists (if any).
2 Photo Cameras' Lists (with marks and nos. of cameras).
2 Money (currency) Lists.
International Certificates of Vaccination.
Ship's Articles.
Manifest and Bills of Lading (covering inward cargo), 6 sets.

PILOTAGE: Vessels approaching port apply for Pilot through Maritime Agency "Inflot" (Telegr. Inflot Ventspils, Telex 86122, Tel. 6213, 51369 or by R/T on 2182 k/cs., or on Channel 16 short range VHF), reporting 48 hours and 24 hours and 4 hours ETA. Pilotage compulsory for all merchant vessels. Pilot boat has word "Pilot" painted in large letters on each side and carries a pilot flag or signal at masthead. Sound signal for Pilot is "G". Pilot boat has radio telephone, Channel 16 short range VHF. Pilot taken on board in area of anchorage. In bad weather Pilot can board inside of breakwater by prior arrangement with Harbour Master through Inflot.

ANCHORAGES: Tanker anchorage (Northward of Buoy No. 1) bounded by following points: 57° 28′ 08″ N. 21° 27′ 15″ E., 57° 29′ 04″ N. 21° 28′ 82″ E., 57° 27′ 09″ N. 21° 30′ 08″ E., 57° 27′ 00″ N. 27° 28′ 07″ E. Other ships anchorage (Southward of Buoy No. 1) is bounded by the following points: 57° 25′ 03″ N. 21° 26′ 08″ E., 57° 28′ 00″ N. 21° 26′ 04″ E., 57° 26′ 01″ N. 21° 29′ 00″ E., 57° 26′ 07″ N. 21° 25′ 08″ E. Depth 45 ft.

RESTRICTIONS: Vessels exceeding 140 metres length and 25 ft. draft enter harbour with Pilot on board only in daytime.
MAX. SIZE: Length 220 metres and draft 36 ft. for Tankers, and 180 metres length and 29 ft. draft for other ships. Breadth not limited.
HEALTH: Pratique obtainable after mooring. Sanitary Inspector visits vessel after mooring together with Immigration and Custom House Officers. If medical care required the Sanitary Inspector has to be informed.
RADIO: Coast radio station: Ventspils Radio, call sign UNI, watch round o'clock. Continuous radio watch on 2182 k/cs. by R/T and on Channel 16 short range VHF.
TUGS: Tugs normally join vessel inside breakwater using ship's lines only.
STEVEDORES: Master's and/or shipowner's information of cargo details, stowage – especially for ships with inward general cargoes – is required in proper time. Information has to be addressed to Inflot Ventspils.
MEDICAL: Hospital facilities available. Advance notice desirable, however depends on kind of sickness. Particular innoculations, vaccination/fever certificates etc. not required.
TANKERS: All grades oil loaded by shore loading hoses in diameter of 200, 250, 280, 300 and 350 mm. Total 4 berths all fitted with deballasting installation for slops. Maximum draft from 30 up to 36 ft.
DENSITY: In port about 1,002.
FRESH WATER: Fresh water available, delivered from shore or by barge. Minimum for 15 tons vessels are charged if supplied by barge.
FUEL: All grades available subject to prior inquiry.
GANGWAY/DECK WATCHMEN: Service of watchmen recommended; however, Captain's option.
OPENING/CLOSING HATCHES: Opening and closing of hatches normally is carried out by crew; however, at the Master's request may be carried out by shore men.
SHIP CERTIFICATES: Required to be on board:
Intern. Tonnage.
Intern. Class.
Load-line.
Safety Equipment.
Intern. Radio.
Certificates of Deratisation.
CUSTOMS ALLOWANCES: There is no restriction for crew use and bond locker is not sealed.
IDENTIFICATION CARDS: Seaman's Book required.
CONSULS: No Consulates.
REPAIRS: Small deck and engine repairs can be carried out.
DRY DOCKS: None.
REPATRIATION: Repatriation of crew left behind a vessel in hospital is arranged by other tramp-ships with Captain's consent. No facilities exist for effecting crew changes.
TIME: GMT plus 3 hours. No alterations during year.
HOLIDAYS: 1st January (New Year's Day); 8th March (International Women's Day); 1st and 2nd May (May Day Holidays); 9th May (Victory Day); 7th and 8th November (The Great October Socialist Revolution Day); 5th December (The U.S.S.R. Constitution Day). Cargo work never stopped on Holidays.
POLICE/AMBULANCE/FIRE: If required have to be ordered through Maritime Agency "Inflot".
TELEPHONES: No arrangements exist for placing telephones on board.
SERVICES AVAILABLE: Tankers' deballasting installation for slops; service for radar and VHF repairs; compass adjusting; workshop for ordinary deck and engine repairs; ship chandler service; bunker supply.
SHORE LEAVE: Crew members allowed ashore.
AUTHORITY: Ventspils Maritime Commercial Port, Dzintary 22, Venstpils, U.S.S.R. Telegr. Morflot Ventspils. Tel. 51222, 51430, 51212.
AGENT: "Inflot" Ventspils. Telex 86122. Tel. 6213.

VYBORG: 60.43 N. 28.44 E.

DOCUMENTS:
6 Crew Lists.
2 Currency Lists.
6 Stores Lists.
Maritime Declaration of Health.
De-rat. Certificate.
Vaccination Certificates.
Masters Declaration (form provided by Pilot).
PILOTAGE: Pilot is ordered through "Inflot". Notice of arrival to be given 48 hours in advance and confirmed four hours before arrival. Pilot station "Vikrevoz" can be contacted on VHF Channel 16. Pilot boards in position 60° 34′ 1″ North, 28° 23′ 8″ East. International code signals used to call Pilot. In case of bad weather pilot station will instruct Master by Radio.
ANCHORAGE: A suitable location will be indicated by the pilot station if required.
MAX. SIZE: Length 124 metres, draft 6·5 metres. Work is in progress in deepening and widening the fairway.
HEALTH: International code quarantine signals to be shown on arrival. Vessels placed in quarantine will be instructed where to anchor by the pilot station.
RADIO: Vyborg Radio, call sign UNN, operating 24 hours on 500 kc/s.
TUGS: Available, ordered through "Inflot".
BERTHING: Can only be effected with Pilot on board.
MEDICAL: "Inflot" to be advised in advance if any medical attention required.
DENSITY: Salinity 5%.
FRESH WATER: Available.
FUEL: Not available.
WATCHMEN: Not required.
HATCHES: Usually opened and closed by crew. Can be operated by stevedores on request.
CUSTOMS ALLOWANCES: No control on board the vessel. It is forbidden to take alcohol off the ship.
REPAIRS: Minor repairs can be effected.
TIME: GMT plus one hour.
HOLIDAYS: Cargo operations can be carried out on all holidays.
TELEPHONE: Connection to vessels is not possible.
SHORE LEAVE: Permitted subject to police control.
AUTHORITY: Harbour Masters Office. Telephone 12–50, 12–44, or 12–34. Cables: Morport Vyborg.
AGENT: "Inflot", Vyborg. Telex: 84521. Telephones: 37–33, 12–85, 12–86. Cables: "Inflot", Vyborg.

ZHDANOV: 47.06 N. 37.35 E.

DOCUMENTS:
7 Crew Lists.
1 Provisions List.
2 Passenger Lists.
2 Money Lists.
3 Cargo Manifests.
3 Bladings.
Vaccination Certificates for every crew member.
PILOTAGE: Inform Kerch Harbour Master ETA 24 hours and 6 hours, off Kerch Strait. On arrival Kerch Pilot Buoy No. 21 (Lat. 45° 13′ 62″ N. Long. 36° 27′ 75″ E.), drop anchor and await Pilot; also keep continuous radio watch. 48 hours prior arrival advise Port Controller and "Inflot" Agency, ETA description and quantity of cargo, location and weights of heavy lifts (if any), number of passengers, draft and length, and declare services required, 24 hours at latest but giving more precise information 4 hours prior to arrival at mouth Zhdanov canal. Entering and sailing day and night.
ANCHORAGE: With protection from seaward by moles, the port is a safe anchorage. Outer Zhdanov Roads depth up to 8·2 m. Limits of Roads on Eastern side are meridian of Kosa Liapina (headland), on Northern side – the five metre isobath. At anchor in Roads Master should bear in mind that Roads are open to winds veering from N.E. via S. to S.W. and in autumn the water level is subject to falls and rises on account of winds. The bottom holds anchors well. Inner Roads are within port's aquatorium and protected by dike erections.
MAX. SIZE: Draft 7·7 m., length/breadth no restrictions.
HEALTH: After presenting Vaccination Certificates free pratique obtained. After proceeding from one port of U.S.S.R. to another free pratique obtained automatically.
RADIO: Within Azov and Black seas, "Zhdanov Radio".
TUGS: Available. Use ship's lines.
RADAR: Port radar station available VHF Channel 16.
MEDICAL: Masters to advise by radio prior arrival of medical attendance required on board. Hospital facilities available. Vaccination Certificates to be presented.
DENSITY: About 1005.
FRESH WATER: Delivered at berth.
FUEL: Fuel oil, diesel oil and marine oil available.
OPENING/CLOSING HATCHES: Crew allowed open and close, stevedores placing beams.
CERTIFICATES: Registered Tonnage Certificates required.
CUSTOMS ALLOWANCES: No quantity restrictions. Nothing to be taken ashore.
IDENTIFICATION CARDS: Not required.
CONSULS: None.
REPAIRS: All kinds of repairs available.
DRY DOCKS: 2,500 and 5,000 tons.
REPATRIATION: All facilities for repatriation subject to visa formalities.
AIRPORT: 15 km. from port with regular airlines.
TIME: Local time GMT plus three hours.
HOLIDAYS: 1st January; 1st, 2nd, 9th May; 7th, 8th November; 5th December.
AMBULANCE/FIRE: Ambulance 025; Fire 01.
TELEPHONES: Can be placed on board.
AUTHORITY: Manager of Sea Trading Port Zhdanov, tel. 3–95–2–34.
AGENTS: Zhdanov Main Maritime Agency "Inflot" head office in port Zhdanov, branches in port Berdjansk and Kerch. Post address: Portovaya 99, Zhdanov, U.S.S.R. Tel. 3–95–271, 3–95–415. Cables: Inflot.

United Arab Republic (Egypt)

ALEXANDRIA: 31.09 N. 29.53 E.

DOCUMENTS:
4 copies of Crew List.
Complete set of Manifests covering all cargo on board showing names of shippers and consignees.
4 copies List of passengers in transit.
Landing cards for passengers landing finally in U.A.R. and for those landing in U.A.R. in transit.

4 copies List of passengers finally landing in U.A.R. (if any) together with their addresses in U.A.R.
Deck log books showing date of last call at a U.A.R. port, completed up to the time of arrival.

For Quarantine: Quarantine Questionnaire in duplicate (Form No. 15 Q.A.) showing all ports of call, as well as dates of sailings for the last 30 days, nature of cargo on board, destination, as well as sickness among crew or passengers, if any, specially when it is presumed that the sick will be hospitalised. These forms can be filled on arrival if not available on board before arrival.
One Crew List and one Passenger List.
Deratisation Certificate should be handy for inspection.
Clearance from Last Port.

For Immigration Officer:
Arrival Immigration form, duly completed.
One Passenger List.
List of Passengers finally landing, in duplicate.
Crew List.

Valid passport with entry visa is required for landing in U.A.R. for passengers landing. Emergency visa can be granted on arrival if so required.

For Customs Use:
Bonded Store List, in duplicate.
Crew List and passengers' List in duplicate, showing rate of consumption of each.

PILOTAGE: Compulsory. Pilot boards off harbour entrance. International code signals used.

RESTRICTIONS: Entrance channels 36 ft. depth, being dredged to 50 ft. Arriving vessels should keep 50 miles offshore between sunset and sunrise.

MAX. SIZE: Up to 35 ft. draft.

RADIO: Alexandria Radio, call sign SUH, operating 24 hours daily on 444, 500 and 8578 kHz and between 0600 to 1800 GMT on 12,974 kHz.

HEALTH: On entering, vessels must hoist the International Quarantine Signal for compulsory quarantine. Any sickness must be reported to the doctor. The Quarantine Doctor meets ships whilst entering the port and ships are boarded in turn.

In the event of a vessel arriving from a port that has been internationally declared infectious and the incubation period has not yet expired at the time of the ship's arrival at a U.A.R. port, the vessel is put under compulsory Quarantine, moored at an isolated berth and no shore contact is allowed. Nevertheless the ship can still carry out her normal operations on condition that all shore personnel are holding valid vaccination and/or inoculation certificates issued by the Quarantine Administration. The ship's personnel should also carry International Vaccination and/or Inoculation Certificates. Final landing passengers, not carrying such certificates, will be landed under Quarantine supervision and will be kept isolated at the lazarette until incubation period is over.

Pratique may be granted prior to ship's arrival provided the following conditions are adhered to:

(1) The vessel must be a regular liner known to the Quarantine Authorities and have a doctor on board.
(2) Details shown on the Quarantine Statement should be wirelessed to the Quarantine Authorities 24 hours prior to ship's arrival.
(3) Captains of vessels must declare before their arrival any accidents, which might have taken place on board prior to the arrival in port.
(4) The ship must not have called at any infected port.

TUGS: Five tugs available up to 600 h.p.

BERTHING: Alongside quays in depths up to 35 ft.

TANKERS: New Petroleum Basin: in West part of outer harbour, Berths 3 and 4, depth alongside 38 ft., max. length 700 ft., draft 35 ft. Berths 3 and 4: in East part of outer harbour. Stern to moorings.

FRESH WATER: Available by barge.

FUEL: Available by barge.

MEDICAL: All facilities available. International vaccination certificates required.

TIME: Winter: from 1st October to 30th April, local time 2 hours ahead GMT. Summer: from 1st May to 30th September, local time 3 hours ahead GMT.

HOLIDAYS: The following are the public holidays in U.A.R.:

1st and 2nd Day of Ramadan Bairam	changeable dates
Courban Bairam Eve	changeable dates
1st and end day of Courban Bairam	as based on Moslem Calendar
Mohamedan New Year's day	as based on Moslem Calendar
Prophet's Birthday (Mewlid El-Nabi)	as based on Moslem Calendar

Eastern Monday (Sham El Nassim) (changeable); Evacuation Day (18th June); Revolution Day (23rd July); Victory Day (23rd December).

AUTHORITY: Alexandria Port Authority.

MARSA AL HAMRA (El Alamein): 30.59 N. 28.52 E.

WEPCO Terminal

The Mono Mooring Buoy is in an open and unsheltered roadstead. The mooring buoy is located at latitude 30° 58.7′ North, longitude 28° 52.2′ East. It is 53 miles on a bearing of 255° from Ras-el-Tin lighthouse, Alexandria, and three miles off shore in approximately 66 ft. of water.

DOCUMENTS:
4 copies Crew List.
Deck log books showing date of last call at a U.A.R. port, completed up to the time of arrival.

Quarantine Questionnaire in duplicate (Form No. 15 Q.A.) showing all ports of call, as well as dates of sailings for the last 30 days, nature of cargo on board, destination, as well as sickness among crew or passengers, if any, specially when it is presumed that the sick will be hospitalised. These forms can be filled on arrival if not available on board before arrival.
Deratisation Certificate should be handy for inspection.
Clearance from Last Port.
Bonded Store List, in duplicate.
Crew List and Passengers' List in duplicate, showing rate of consumption of each.

PILOTAGE: The S.-S.W.-W. quadrant from the buoy is prohibited anchorage area, Gebisa Reef is at latitude 30° 58′ 30″ North, longitude 28° 49′ 10″ East, at 2·7 miles on a bearing of 260° from the buoy.

The mooring buoy carries a light, flashing six times per minute, and visible all round to a distance of 4½–5 miles in clear tropical weather.

Surface current sets East at 10 miles offshore at the rate of one knot. Maximum rise and fall of tide in the mooring area is 2 ft.

Vessel arriving should approach to within 2 miles North of the buoy, where they will be met by the Harbour Master or Pilot who will advise the ship's Master on approaches to the mooring buoy, mooring and unmooring.

RESTRICTIONS: Normally vessels are moored during daylight hours only, but permission can be obtained to sail at night. Arriving vessels should keep 50 miles off shore between sunset and sunrise.

HEALTH: Hoist International Code Quarantine signals when entering. Any sickness must be reported to local authorities.

RADIO: The commercial radio station at Alexandria will handle WEPCO radio traffic. Alexandria Coast Radio Station (call sign SUH) operates 24 hours a day on 444,500 and 8,578 kHz, and between 06.00 hours and 18.00 hours GMT on 12,974 kHz.

Ships nearing El Hamra Terminal may contact the terminal by FM/VHF radio on 156.70 MHz or 2182 kHz.

While at the mooring, ship-to-shore communication is by portable VHF radio-telephone units, under the direct charge of the Mooring Master.

TUGS: Not available and not required.

BERTHING: Two good lines must be ready on the forecastle to be sent to the buoy plus a further two lines for use as messengers. Ship's lifting gear must be ready near the port manifold for lifting and connecting two 12-in. hoses, with proper reducers if the manifold does not fit 12 in. hose with 150 ASA standard flanges. The total weight per hose assembly is approximately five tons. Maximum loading rate is 3,700 t.p.h.

A pilot ladder must be safely rigged for immediate use and long enough to reach the Mooring Master's launch. At night adequate lighting must be rigged overside to enable the Mooring Master to approach and board the ship safely, and searchlights should be rigged on both sides of the bridge to assist in running lines to the buoy.

BALLAST: No dirty ballast may be pumped overboard, and it is the ship's Master's responsibility to ensure that no oil – whether crude, diesel bunker or bilge – is pumped or spilled into the waters of and surrounding the Terminal. Ballast can be pumped ashore through one or both of the floating hoses direct to disposal facilities on shore.

CUSTOMS ALLOWANCES: Present regulations at El Alamein allow each seaman to retain in his possession a maximum of 50 cigarettes or one ounce of tobacco or five cigars. All other smoking items must be collected and listed before arrival. The list will be checked by Customs before sealing the locker, and any discrepancies will be subject to fines. There must be no items aboard of Israeli origin.

FRESH WATER: Not available.

FUEL: Not available.

MEDICAL: Nearest hospital facilities are at Alexandria, at least 90 minutes drive from the terminal.

TIME: From 1st October to 30th April, local time 2 hours ahead of GMT. From 1st May to 30th September, local time 3 hours ahead of GMT.

AUTHORITY: Western Desert Petroleum Company.

RAS GHARIB: 28.21 N. 33.06 E.

A natural port at the Western side of Suez Gulf sheltered by the Cape and a chain of reefs.

DOCUMENTS:
4 copies Crew List.
Deck log books showing date of last call at a U.A.R. port, completed up to the time of arrival.
Deratisation Certificate should be handy for inspection.
Clearance from Last Port.
Bonded Store List, in duplicate.
Crew List and Passengers' List in duplicate, showing rate of consumption of each.

Quarantine Questionnaire in duplicate (Form No. 15 Q.A.) showing all ports of call, as well as dates of sailings for the last 30 days, nature of cargo on board, destination, as well as sickness among crew or passengers, if any, specially when it is presumed that the sick will be hospitalised. These forms can be filled on arrival if not available on board before arrival.

PILOTAGE: Vessels should approach the anchorage from Southeastward and wait Southward of the prohibited anchorage until boarded by the Harbour Master who will pilot them either to moorings or to an anchorage clear of the prohibited area of the pipelines.

Two pairs of leading beacons stand about 4 and 5½ cables, beside three others that stand about 12 cables Southward of Ras Gharib light-structure. About 2 cables further Southward are two leading beacons. All the above beacons are difficult to identify until close inshore.

ANCHORAGE: Ras Gharib anchorage, South-westward of the cape, affords some shelter, but a moderate swell round the cape is experienced on most days. Vessels can obtain anchorage in depths of about 5 fathoms.

During most of the year there are Northerly winds, force 3–5, but in December and January there are occasionally calms. On very rare occasions, there are Southerly gales of short duration which make the anchorage untenable.

The Northerly wind causes some swell in the anchorage, but it is not normally severe enough to interfere with the working of lighters or boats of moderate size. It is, however, unpleasant for small boats, except alongside the piers, which are well protected.

Except in the vicinity of the piers, there is usually some swell on the beaches. There is practically no rainfall and sand storms occur only very occasionally and they do not interfere with work in the anchorage.

Anchorage is prohibited, owing to the existence of pipe lines, within an area indicated by pecked lines on the chart.

HEALTH: On entering, vessels must hoist the International Quarantine Signal for compulsory quarantine. Any sickness must be reported to the doctor specially when it is presumed that the sick will be hospitalised.

TANKERS: Tanker mooring buoys are situated in 30 ft. depth of water.

CUSTOMS ALLOWANCES: Present regulations allow each seaman to retain in his possession a maximum of 50 cigarettes or one ounce of tobacco or five cigars. All other smoking items must be collected and listed before arrival. The list will be checked by Customs before sealing the locker, and any discrepancies will be subject to fines. There must be no items aboard of Israeli origin.

TIME: *Winter:* from 1st October to 30th April, local time 2 hours ahead GMT. *Summer:* from 1st May to 30th September, local time 3 hours ahead GMT.

AGENT: Canal Shipping Agencies Co.

RAS SHUKHEIR: 28.08 N. 33.17 E.

ADVICE OF ARRIVAL: It is important that ships establish radio contact with "GUPCO" (Gulf of Suez Petroleum Co.) when three days distant from Terminal and maintain this contact until just previous to arrival at the Terminal. All ships should send a 72-hour ETA message to "Panintoil Cairo" giving the best estimate of ship's arrival time at the Terminal. This ETA message should also include a definite statement of the details of any equipment required from shore for connecting submarine hoses to ship's manifold. Further ETA messages should be sent to "Panintoil Cairo" when the vessel is 24 hours and 12 hours distant from Ras Shukheir and at any other time any appreciable change occurs in the original ETA or those subsequent thereto. The 12 hour ETA should include a positive statement regarding ship's readiness to load on arrival and the number of hours that will be required to discharge ballast after ship is berthed in mooring.

DOCUMENTS:

4 copies Crew List.
Deck log books showing date of last call at a U.A.R. port, completed up to the time of arrival.
Deratisation Certificate should be handy for inspection.
Clearance from Last Port.
Bonded Store List, in duplicate.
Crew List and Passengers' List in duplicate, showing rate of consumption of each.

Quarantine Questionnaire in duplicate (Form No. 15 Q.A.) showing all ports of call, as well as dates of sailings for the last 30 days, nature of cargo on board, destination, as well as sickness among crew or passengers, if any, specially when it is presumed that the sick will be hospitalised. These forms can be filled on arrival if not available on board before arrival.

PILOTAGE: Ras Shukheir lighthouse is located in Lat. 28° 08′ 15″ North, and long. 33° 16′ 20″ East. It is a white flashing light, flashing every 3 seconds and visible for 10 miles.

Gebal Gharib, situated about 18 miles South-westward, 5,742 ft. high. It makes nearly a perfect equilateral triangle with Ras Shukheir and Ras Gharib Lighthouses. Ras Gharib Lighthouse is an excellent landmark whether by day or night for vessels approaching from North, but caution should be exercised since this Light is obscured from 308 degrees to the Westward. The sea-berth buoys are unlighted.

The company's Mooring Master will meet all incoming tankers about two miles from Ras Shukheir Terminal on a bearing of 290/300 degrees from Ras Shukheir Lighthouse and will advise ship's personnel in mooring and unmooring, raising and lowering of hoses.

Vessels are requested to have a pilot ladder safely and securely rigged, ready for immediate use, and long enough to reach the Mooring Master's launch. If at night, adequate lighting must be rigged overside for the Mooring Master to approach the side and climb the ladder safely.

ANCHORAGE: There are a number of oil well installations, structures and submarine pipelines located in the Gulf of Suez opposite to Ras Shukheir Terminal and approaching vessels are warned of these obstacles in manoeuvring and anchoring. Vessels should approach from the Eastward and if necessary anchor Southeast of the sea berth. *Never anchor north of the sea berth.*

RESTRICTIONS: The Ras Shukheir Terminal operates 24 hours per day, seven days a week. Ships are loaded and unmoored at any hour, weather and other circumstances permitting. Vessels are moored during daylight hours only, however, an exception may be made at the discretion of the Terminal.

RADIO: The Alexandria or Port Said coast radio station will handle GUPCO radio traffic. Ships may contact GUPCO through their cable address "Panintoil Cairo". The message will be received on their Cairo Radio Telegraph Office local Teleprinter circuit. Tape perforated and relayed to the Ras Shukheir Terminal.

Cables from Ras Shukheir Terminal to the ships would be handled in the same manner. The Alexandria or Port Said coast radio station transmit traffic lists at regular intervals listing the call signs of all ships for which they have traffic on hand. Thus any ship hearing its call sign in the traffic list of the coast station would call the coast station immediately after the traffic list.

FM/VHF RADIO TELEPHONE: When ships are near Ras Shukheir Terminal, they may use their FM/VHF radios to contact the Terminal using 160.70 mc/s or 160.80 mc/s.

SUBMARINE HOSE LOADING BERTH: Tanker is loaded by means of submarine pipelines to which are attached two hoses for oil loading and one hose for discharging ballast water. A 36 in. line transports the oil and a 16 in. line, the ballast water. The loading berth is located approximately 940 metres (3080 ft.) offshore in a water depth of approximately 60 feet (10 fathoms). The loading and ballast lines are laid in the same trench and run in a direction N. 55° 00′ E. The mooring buoys are numbered 1, 2, 3, 4 and 5 starting with 1 North of the mooring and running consecutively in a clockwise direction.

LOADING READINESS AND ARRIVAL TIME: The company will make every effort to load vessels upon arrival or as promptly as berth is available, weather permitting. Notice of Readiness will not be accepted as at time of arrival unless the vessel is in all respects ready to load. Arrival time will be considered as the time the Mooring Master boards the vessel or the time that vessel anchors, whichever occurs first.

CUSTOMS ALLOWANCES: Present regulations allow each seaman to retain in his possession a maximum of 50 cigarettes or one ounce of tobacco or five cigars. All other smoking items must be collected and listed before arrival. The list will be checked by Customs before sealing the locker, and any discrepancies will be subject to fines. There must be no items aboard of Israeli origin.

TIME: Winter: from 1st October to 30th April, local time 2 hours ahead GMT. Summer: from 1st May to 30th September, local time 3 hours ahead GMT.

AGENT: Canal Shipping Agencies Co.

SAFAGA: 26.46 N. 34.00 E.

DOCUMENTS: The following documents are required on arrival

Quarantine Questionnaire in duplicate (Form No. 15 Q.A.) showing all ports of call, as well as dates of sailings for the last 30 days nature of cargo on board, destination, as well as sickness among crew or passengers, if any, specially when it is presumed that the sick will be hospitalised. These forms can be filled on arrival if not available on board before arrival.

One Crew List and one Passenger List.
Deratisation Certificate should be handy for inspection.
Clearance from Last Port.
Complete set of Manifests covering all cargo on board showing names of shippers and consignees.
4 copies List of Passengers in Transit.
4 copies Crew List.
Deck log books showing date of last call at a U.A.R. port, completed up to the time of arrival at Port Said or Suez.

PILOTAGE: Masters should endeavour to arrive at the N. end of the island by sunrise, at Safaga Port by early morning; the light behind them will show up the reefs clearly. Wind, light in the morning, gains strength during the day, making tying up more difficult. A beacon (Morewood Beacon), visible a mile off, is erected on the southern spit of the island. After rounding the spit, masters keep five cables clear of visible reefs and enter the harbour keeping the two large beacons to the North of the pier in line. Anchorage is then indicated by a small red or white flag. The Manager or his representative, of the Safaga Phosphate Company will meet ships in launch with instructions on berthing.

MAX. SIZE: Safe draft in the fairway, over reefs and alongside pier: 27 ft. 6 in.

HEALTH: On entering, vessels must hoist the International Quarantine Signal for compulsory quarantine. Any sickness must be reported to the doctor especially when it is presumed that the sick will be hospitalised.

BERTHING: There are two mooring buoys marked B and C and two mooring posts marked A and D.

(1) The anchor position is marked by a small red or white flag. When mooring, manilla ropes only should be used, as wire ropes can be run out afterwards when ship is alongside.

(2) Due to rocky nature of sea bottom, it is very desirable that ship in coming into berth, does not override her anchor, as, if this happens, chain is apt to foul coral bottom and cause trouble later on.

(3) Endeavour to have all way off ship when anchor position is reached. Drop anchor as close to flag as convenient and go astern. If necessary check cable when two shackles have been paid out.

(4) Run rope to Buoy C, run rope to Buoy B, run rope to Post D, then run rope to Post A. Run Spring to S1, S2, S3, and pull alongside. Company's launches will run all ropes.

(5) If wind is blowing strongly off shore, a Spring to S3, may be run immediately a good rope to Buoy B is made fast.

(6) The best way, to reach the anchor position is to steer straight for same, keeping Buoy C on port side. This will keep vessel clear of Buoy C and when anchor is dropped, the stern should swing clear of this Buoy. If it does not, a rope can be run to S3 and the stern pulled in before falling back on pier.

(7) With anchor dropped as shown, six shackles should see No. 1 hatch at the pier, but if chain is slackened carelessly, it may foul bottom and be insufficient to reach pier.

If visibility is very good, a course can be made between the Hyndman and Cannon Reefs, and altered to bring the beacons referred to into line. Rock phosphate and ground phosphate are loaded at this port for shipment all over the world. The mines are situated some 30 km. away and are connected by company's own railway. Rock phosphate loaded (200 tons per hour) from elevator and phosphate in bags by ship's gear. No water or stores.

TIME: *Winter:* from 1st October to 30th April, local time 2 hours ahead GMT. *Summer:* from 1st May to 30th September, local time 3 hours ahead GMT.

HOLIDAYS: The following are the public holidays in U.A.R.:

1st and 2nd Day of Ramadan Bairam } changeable dates
Courban Bairam Eve }
1st and end day of Courban Bairam } as based on Moslem Calendar
Mohamedan New Year's day }
Prophet's Birthday (Mewlid El-Nabi) }

Eastern Monday (Sham El Nassim (changeable); Evacuation Day (18th June); Revolution Day (23rd July); Victory Day (23rd December). Friday is the Sabbath day.

AUTHORITY: Safaga Phosphate Co. S.A.E., PO Box 1421,1, 26th of July Street, Cairo. Cables: "Safasco Cairo."

SUEZ CANAL: (including Port Said and Suez)

Information will be published when facilities are available.

United Kingdom

ABERDEEN: 57.09 N. 02.03 W.

DOCUMENTS:
1 Maritime Declaration of Health.
1 Crew's Effects List.
2 Ship's Report by Master.
1 Home Office Form 1B6.
1 Stores List.
1 Certificate of Deck Cargo Tonnage.
1 Light Certificate.
1 Port Dues Certificate.
Ship's Certificate of Registry.
Mercantile Marine Office Certificate – for British ships only.
Load-line Certificate.
Safety Equipment Certificate.
Lloyds Certificate.
De-rat Certificate.
Ship's Register.
Light Bills.
Safety Radio Certificate.

In addition, Manifests and Bills of Lading are usually sent to Agent direct from loading port.

PILOTAGE: Aberdeen has a compulsory pilotage district and there are eight licensed Pilots. Boatage service, although not compulsory, is available. There are eight licensed boatmen.

RESTRICTIONS: Navigation channel. max. designed width 110 ft., max. designed depth at HWOST 34 ft. Traffic signals regulate the movement of vessels in the Navigation Channel.

Entrance to Victoria Dock, Depth at HWOST 26 ft., clear width at Entrance 62½ ft.

Entrance to Upper Dock, width of Entrance 67 ft.

MAX. SIZE: The port can accommodate a vessel of up to 525 ft. in length, 80 ft. in beam and drawing 30½ ft. of water, and at the various berths in tidal and non-tidal waters can handle expeditiously bulk and general cargoes.

HEALTH: Foreign arrivals to complete Maritime Declaration of Health. They are cleared immediately on arrival by either a port doctor or an officer of H.M. Customs depending on where the ship comes from and whether there is sickness on board.

Vessels arriving from ports within accepted area (N. European ports) and coastal arrivals need not present Declaration in all cases; when there is sickness on board the Port Health Authority must be informed preferably not more than 12 hours and not less than 3 hours before arrival.

RADIO: There is a VHF radio communications system which operates on Channels 6, 11, 12 and 16.

BERTHING: Tidal:

Tidal Harbour	length	3,461 ft.	Depth	26–34 ft.	HWOST
Albert Basin	,,	5,586 ft.	,,	25–29	,,
River Dee (Navigable)	,,	1,884 ft.	,,	25–28	,,
River Dee Dock	,,	1,398 ft.	,,	28–31	,,
Non-Tidal:					
Upper Dock	,,	1,950 ft.	,,	18–30	,,
Victoria Dock	,,	4,326 ft.	,,	22–28	,,

Deep-water Berths:

No. 1 Atlantic Wharf. This is 480 ft. long with 30 ft. water at low tide and 42¾ ft. at HWOST. Two-storey transit shed. Two 3-ton electric portal cranes. Excellent road and rail connection.

No. 2 Pacific Wharf. This is 525 ft. long with 32 ft. of water at low tide and 44¾ ft. at HWOST. Open quay.

FRESH WATER: This service is provided by the Corporation of Aberdeen and is available at all quays.

REPAIRS: Ship-repairing facilities and shipping supplies are offered by a number of private firms and individuals with premises beside the harbour.

DRY DOCKS:

	Overall length (ft.)	*Breadth at entrance (ft.)*	*Depth on blocks (ft.)*	*Lifting capacity*
No. 1	180	29	16	700 tons
No. 4	180	38	18	1,000 tons

There are also two privately owned slipways.

MEDICAL: Doctors and hospital facilities available. Agents should be advised in advance of any medical attention required.

CUSTOMS ALLOWANCES: At the discretion of Local Customs Inspector. Normal allowances are equivalent to ½ lb. of tobacco per man and equivalent to 1 bottle of wine per man. Allowances may be halved for home trade vessels. Vessels in port for more than three or four days may receive extra allowances.

CONSULS:

Belgium	G. D. G. Mackinnon, 23 Market Street
Denmark	Wm. Repper, 62 Marischal Street
Finland	D. G. R. Stroud, 62 Marischal Street
France	G. D. G. Mackinnon, 23 Market Street
Germany	A. H. S. Lewis, 186 Albert Quay
Iceland	Wm. Repper, 62 Marischal Street
Netherlands	J. R. Leith, 18 Regent Quay
Norway	D. G. R. Stroud, 62 Marischal Street
Portugal	Wm. Repper, 62 Marischal Street
Spain	D. G. R. Stroud, 62 Marischal Street
Sweden	Wm. Repper, 62 Marischal Street

TIME: BST is GMT plus one hour. From Oct. 1971, GMT during winter months.

HOLIDAYS: 1st and 2nd January; Spring Bank Holiday (variable date); Summer Bank Holiday (variable date); October Bank Holiday (variable date); Christmas Day (25th December).

POLICE/AMBULANCE/FIRE: Dial 999 from any telephone and ask for service required.

TELEPHONES: There are berths at which GPO telephone service can be made available to vessels. All operational posts are linked by telephone network.

AUTHORITY: Aberdeen Harbour Board, Harbour Office, 16 Regent Quay. Telephone: Aberdeen 52571.

ARDROSSAN: 55.38 N. 04.49 W.

DOCUMENTS: Normal documents required:
Customs Documents.
Health Documents.
Crew List.
Passenger List.
Ship's Papers, etc.

PILOTAGE: Telegraphic address – "Harbour" Ardrossan. VHF Channels 16 and 12. Pilot boat "Crinan" (30 ft. length). Signals for Pilot – flag, lamp or sound letter "G". Pilot taken on board approximately ¾ mile S.W. of Breakwater Light.

ANCHORAGE: 12 to 15 fathoms 1 mile S.W.

RESTRICTIONS: Two balls by day, or two red lights vertically by night, from a flagstaff at Montgomerie Pier, at elevations of 66 ft. and, 60 ft. indicate that vessels must not enter.

MAX. SIZE: Eglinton Dock approximately 420 ft. by 57 ft. by 23 ft./25 ft. (depending on tide). North Montgomerie Pier Tanker Berth – maximum length 575 ft., maximum draft, up to 70 ft. beam, 23 ft./26 ft.; over 70 ft. beam, 22 ft./25 ft.

HEALTH: All vessels requiring attention of Medical Officer shall show flag signal ZW by day,or between sunset and sunrise, either morse signal ZW by lamp, or a red light over a white light, not more than 6 ft. apart. Other vessels shall show flag signal "Q" by day, or between sunset and sunrise either morse signal Q by lamp or a red over a white light, not more than 6 ft. apart.

Certificate of Pratique will be issued by Customs Boarding Officer on receiving a satisfactory and fully completed Maritime Declaration of Health. No further formalities required at subsequent ports of call in the U.K.

RADIO: VHF Channels 12 and 16. Radio telephone per Portpatrick.

TUGS: As for Pilotage. (If second tug required orders to be given not later than 1600 hrs. and by 1600 hrs. on Friday for week-end work.) Tug's lines used – no additional charge.

BERTHING: No special requirements except with draft over 16 ft. when vessel may be delayed waiting for tide.

STEVEDORES: Orders to be given by 1130 hrs. previous day.

MEDICAL: No advance notice required unless medical attention is necessary immediately on vessel's arrival. No hospital facilities in Ardrossan, nearest hospital being at Irvine, 6 miles and Kilmarnock 16 miles.

TANKERS: Hoses 8 in. Berths (1) Up to 3,000 d.w. (2) Up to approximately 18,000 d.w. Maximum draft 22 ft./26 ft. depending on beam and tide.

DENSITY: Sea water 1025

FRESH WATER: Available continually at all berths.

FUEL: Marine oils available ex pipeline, or by road tanker.

FIRE PRECAUTIONS: Patrolman required for hazardous cargoes.
DEVELOPMENTS: Roll-on/roll-off berth for specialised traffic.
GANGWAY/DECK WATCHMEN: Recommended.
OPENING/CLOSING HATCHES: Opened and closed by crew.
CERTIFICATES: Following Certificates are requested: Load Line, safety radio, safety equipment, safety construction, derattisation, and Current Trinity House Light Bills.
CUSTOMS ALLOWANCE: Standard U.K. allowances.
IDENTIFICATION CARDS: Not required.
CONSULS: Norwegian Vice Consulate, Danish Vice Consulate: R. L. Alpine & Co. Ltd., Winton Buildings, Ardrossan. Tel. Ardrossan 3065.
REPAIRS: Limited repair facilities.
REPATRIATION: Customs Boarding Officer acts for Immigration Dept. and arrangements for repatriation can be arranged in conjunction with ship's Agent.
AIRPORTS: Prestwick 18 miles. Glasgow 25 miles.
TIME: BST, that is GMT plus one hour. From Oct. 1971, GMT in winter months.
HOLIDAYS: 1st and 2nd January; Easter Monday; Third Monday in July; First Monday in October; and Christmas Day. Cargo work may be available on certain holidays by special arrangement.
POLICE/AMBULANCE/FIRE: Police tel. Ardrossan 3013; Ambulance, Fire: Ask telephone operator.
SHORE LEAVE: No restriction.
PORT AUTHORITY: Ardrossan Harbour Company Limited, Harbour Office, Ardrossan. Tel. Ardrossan 3972/4. Telex 77654.

BARRY: 51.24 N. 03.16 W.

DOCUMENTS: See "Cardiff".
PILOTAGE: Telegraphic address of pilot station: Barry Pilots, Pier Head, Barry Docks. Amount of advance notice of ETA required: 24 hours. Final confirmation to be given by VHF or RT when within 2 hours of pilot station. VHF channel or frequency to be used when contacting pilot boat or pilot station: VHF Channel 16 thence working channels 6, 8, 10, 11 RT – 2182 k/c thence working frequency 2246 k/c.

Pilot boat: motor launch black hull with "Barry Pilot" in white on same. Brown superstructure. Light or sound signals to be made by vessels requiring a Pilot: flag G over numeral 6 flown by day, or 6 sounded on whistle or siren; flashed by lamp at night.

Exact area where pilot boat is located normally between Nash Point and Breaksea L.V. Smaller vessels may be boarded in Barry Roads.
ANCHORAGE: Barry Roads, 10 fathoms, safe anchorage. Large vessels should anchor West of Breaksea L.V. Small vessels ¾ of a mile S.E. of Barry Dock Entrance.
RESTRICTIONS: Entrance only before HW to 4 hours after HW.
MAX. SIZE: 575 ft. × 75 ft. × 31 ft. draft.
HEALTH: Pratique granted by Customs on arrival.
RADIO: Barry Docks Radio, Channel 22.
TUGS: Join vessel at Barry Road. Tug's or ship's lines utilized.
BRIDGES: Bridge swung to vessel's requirements.
STEVEDORES: An early ETA essential. Enables planning to be effected in conjunction with other work in port.
VHF: Channel 22, frequencies 157·10–161·70.
MEDICAL: Hospital facilities available. Advance notice desirable.
TANKERS: 6 tanker berths, maximum draft 31 ft.
DENSITY: Density 1020.
FRESH WATER: 15/20 tons per hour per hose.
FUEL: All grades ex stock.
GANGWAY/DECK WATCHMEN: The services of watchmen provided at discretion of Shipowner or Agent.
OPENING/CLOSING HATCHES: Work normally undertaken by ship's crew but the port will, if requested, provide a crane to assist in this work on completion of a "Hatch beam form". Riggers may be employed on this work at request of shipowner.
CUSTOMS ALLOWANCES: 1 oz. tobacco per day per man, ¼ pt. wine or spirits per day per man.
IDENTITY CARDS: Not needed by Port Authority.
CONSULS: None. Majority located at Cardiff 8 miles East of Barry.
REPAIRS: All types of repair undertaken by private ship repairers.
DRY DOCKS: One 940 ft. × 78½ ft.
REPATRIATION: All facilities available.
AIRPORT: Glamorgan (Rhoose) Airport, 4 miles, served by regular airlines.
TIME: British Standard Time, GMT plus one hour. From Oct. 1971, GMT in winter months.
HOLIDAYS: Bank Holidays. Arrangements made to work if essential.
POLICE/AMBULANCE/FIRE: Call operator by dialling 999.
TELEPHONES: At main berths.
PORT AUTHORITY: British Transport Docks Board, Dock Office, Barry. Tel. Barry 2311 (STD 04462). Telex 49421.

AGENT: Cory Brothers Shipping Ltd., Corys' Buildings, 57 Bute Street, Cardiff, CF1 1SZ. Cables: "Cory Cardiff." Telex: 49300. Tel: Cardiff 31141.

BELFAST: 54.36 N. 05.56 W.

DOCUMENTS:
1 Passenger and Crew List for Immigration.
1 Crew Declaration C142 (for HM Customs).
1 List of Ship's Stores (for HM Customs).
1 Maritime Declaration of Health.
1 Cargo Manifest.

PILOTAGE: Pilot station is situated on end of East pier at Carrickfergus. It is manned continuously. Vessels requiring a pilot should give as much advance notice as possible of ETA, but in any case not less than 1 hour. Pilots may be ordered through:
(i) Pilot Station Carrickfergus, tel. Carrickfergus 2329.
(ii) Port Operations Station, tel. Belfast 24411 Ext. 37 or 49, or Belfast 748577.
(iii) Belfast Harbour Office, tel. Belfast 24411 Ext. 1 or 43, 0900–1700 hrs. Monday–Friday. 0900–1200 hrs. Saturday.

There are two motor launches servicing pilots. "Eleanor Laura" is 51 ft. 6 in. long and "Mabel Helen" is 46 ft 8 in. long. Both vessels are painted black with word Pilot in white letters on each side.

Pilot launches may be contacted on VHF Channel 16 and working frequency Channel 6. Listening watch is kept from 40 to 50 minutes past each hour on 2182 kc/s. MF with working frequencies of 2246 and 2301 kc/s.

Usual international signals should be made for a Pilot. Pilots board from 1½ to 2 miles South-east of Carrickfergus. In poor visibility the pilot launch makes a sound signal of 4 short blasts. Vessels may be led into calm water before boarding.
ANCHORAGES: Safe anchorages, according to draught and size of vessel are available through Belfast Lough East of a line from Carrickfergus to Grey Point.
RESTRICTIONS: Entry is restricted according to state of tide and vessel's draught.
MAX. SIZE: Vessels' size is restricted only by depth of water available.
HEALTH: Use International Code quarantine signals. Master of a ship approaching a port in Northern Ireland from a foreign port other than an excepted port must ascertain state of health of all persons on board, and must fill in and sign Declaration of Health. It should be completed and ready to deliver to the Customs Officer, or authorized officer of the Port Health Authority, whichever first boards the ship.

If any suspected diseases on board, free pratique will not be granted by Her Majesty's Customs until the ship has been visited by the Port Medical Officer. Therefore in these cases notify PORTELTH BELFAST by radio in advance.
RADIO: The best station for messages, cables, etc., is Port Patrick, call signal GPK.
TUGS: Tugs are owned by Cory Ship Towage Ltd., Tel. No. Belfast 743278. They are fitted with VHF Channels 16, 12, 8 and 6. Tugs normally meet inward bound vessels in vicinity of number 20 beacon. Use of tugs' lines is optional. Charge for use of each tug line is £1.
STEVEDORES: Two schooling times per day for stevedoring gangs – 8.00 a.m. 1.00 p.m. Gangs for all week-end work are schooled at 1.00 p.m. on Fridays.
VHF: Belfast Port Operation and Information service is situated at North end of Albert Quay. A continuous watch is maintained on VHF R/T on Channel 16. Working Channel is 12. Call sign is Belfast Harbour Radio.
MEDICAL: All kinds of medical treatment are available. Agent should be given as much notice as possible for arrangements to be made. International vaccination certificates for smallpox are required.
TANKERS: Tankers have to observe (i) Belfast Harbour Commissioners By-Laws for loading, discharging, etc., of petroleum spirit. (ii) Chamber of Shipping Tanker Safety Code.

Capacity for 6,000 tons of tank washings to be processed at B.P Refinery.

Tanker berths: B.P. oil refinery 35 ft. No. 1 oil jetty 28 ft. No. 2 oil jetty 28 ft. 6 in.
DENSITY: Average density of water in Inner Harbour is about 1012, and Outer Harbour is about 1024.
FRESH WATER: Available at almost all berths. Delivery is by hose at a rate of appxoximately 35 tons per hour. Arrangements can be made through Belfast Water Commissioners (ship's water), tel. 23482.
FUEL: All grades of fuel oil are available. Forty-eight hours advance notice of requirements should be given.
FIRE PRECAUTIONS: Ships have to observe (i) Belfast Harbour Commissioners By-Laws for regulating the use of fires, lights and electrical apparatus. (ii) Chamber of Shipping Tanker Safety Code.

Special precautions for vessels carrying petroleum, explosives, calcium carbide and dangerous goods are set out in the appropriate by-laws. A copy of general port fire notice, delivered to all ships on arrival.
GANGWAY/DECK WATCHMEN: Normally, a member of ship's company acts as watchman. Shore watchmen may be obtained through Agent.
OPENING/CLOSING HATCHES: Conventional beams and hatches and slab hatches are opened and closed by stevedores. McGregor or patent steel hatches are worked by ship's personnel. Ship's personnel are required to work all types of hatches at grain silos.
CERTIFICATES:
Register.
Radio Certificate.
Load Line Certificate.
Safety Equipment Certificate.
Safety Construction Certificate.
Light Bills.
Passenger Certificate if applicable.
Chain Register.
De-rat station Certificate.
CUSTOMS ALLOWANCE: Tobacco: 8 oz. tobacco are permitted per man and issues are made at 8 day intervals. Wine and/or

Spirits: Wine, beer and spirit issues are made, in moderation, at 4 day intervals.
IDENTIFICATION CARDS: Seamen's identity cards required.
CONSULS:

Belgium	Belfast	21644	Netherlands	Belfast	43126
Denmark	,,	25865	Norway	,,	24909
Dominican Rep.	,,	24886	Peru	,,	76164
Finland	,,	76164	Portugal	,,	76164
France	,,	660325	Spain	,,	23071
Germany	,,	76164	Sweden	,,	29281
Greece	,,	76164	U.S.A.	,,	28239
Italy	,,	76164			

REPAIRS: All types of deck and engine repairs are possible.
DRY DOCKS: East Twin dry dock, length of floor 1,100 ft., breadth of floor 167 ft., breadth of entrance 165 ft., level of sill 26 ft. 6 in. below datum.
Harland and Wolff building dock, length of floor 1,825 ft., breadth of floor and entrance 305 ft., level of sill 16 ft. 10 in. below datum.
Five other dry docks available.
REPATRIATIONS: Crews may be changed and repatriations arranged. Immigration must be informed.
AIRPORT: Aldergrove airport is approximately 17 miles from Belfast. There are daily flights to all parts of United Kingdom.
TIME: British Standard Time is kept, that is GMT plus 1 hour. From Oct. 1971, GMT in winter months.
HOLIDAYS: Stevedore holidays are 17th March, Easter Monday and Easter Tuesday, 12th and 13th July and 25th and 26th December. Cargo can be worked on these days except 25th December, at double time rates.
POLICE/AMBULANCE/FIRE: All can be contacted by phoning 999 and ask for services required. Additionally: Fire Brigade Belfast 22222; Ambulance Belfast 31212; Harbour Police Belfast 23555; *or* through Belfast Harbour Radio on VHF/RT Channels 16 and 12.
TELEPHONE: Telephone can be placed on board at certain berths. GPO charge for connecting is £30.
SERVICES: All principal makes of radio, radar and gyro equipment can be serviced. Compass adjusting and D/F calibration can be carried out.
SHORE LEAVE: Normally no restrictions on shore leave.
AUTHORITY: Belfast Harbour Commissioners, Harbour Office, Corporation Square, Belfast, BT1 3AL. Tel. Belfast 34422. Telex 74204.
AGENT: Cory Brothers Shipping Limited, 7 Donegall Square West, Belfast, BT1 6JF. Cables: "Steclarke Belfast". Telex: 747217 A/B Steclarke. Tel: Belfast 25108.

BLYTH, Northumberland: 55.08 N. 01.30 W

DOCUMENTS:
Certificate of Registry.
Load Line Certificate.
Wireless Telegraphy and/or Safety Radio Certificate.
Safety Equipment.
Ship Construction.
Light Dues Payments.
Bills of Lading, Manifest and Stowage Plan usually sent in advance of vessel.
List of members of crew (of ship arriving in U.K.) who are aliens or were engaged outside U.K. (Home Office Form I.B.6A). Passenger form to be completed when reporting vessel's arrival from foreign ports.
PILOTAGE: Call by R/T when within 50 miles of port, and VHF when approx. one hour off port. Pilot boats black hull with words "Pilot" on Hull or Superstructure. Letters in white. Fly international Pilot Flag at masthead and at night show international light signals for pilot boat on station.
Vessel requiring Pilot sounds two short and three long blasts or exhibits international Code Flag "G". By night flashes international Code Signal "G" or "PT". Pilot boats operate and will board within radius of two miles of East Pier Lighthouse, or further weather permitting. Pilots board at Pier end area during adverse weather.
ANCHORAGES: No anchorages within harbour – in good weather vessels can anchor off port east of Fairway Buoy.
RESTRICTIONS: No night restrictions. Entry according to draft. Channel dredged to 27 ft. MLWST and approaches 30 ft. MLWST. Rise of tide 14 ft. springs, 7 ft. neaps.
MAX. SIZE: Max. length 625 ft., draft 28 ft., except at Alcan berth under construction (completion 1971) with 36 ft. alongside which allows draft of 32 ft.
HEALTH: International quarantine signals to be used. Pratique will be granted by Customs or Port Health officer if Maritime Health Declaration is clean. If suspected diseases on board radio "PORTELTH BLYTH" in advance advising details.
RADIO: Cullercoats Radio.
TUGS: Normally join vessel at harbour entrance. Extra charge for use of tugs lines.
STEVEDORES: Blyth Harbour Commission, Traffic Department. South Harbour, Blyth. Tel. Blyth 3611/2. ETA requested day before arrival.
VHF: Details of movements within port given on Channel 12 over VHF from port control office. Other information relayed on International Channel 16.
MEDICAL: Notice not necessary but advisable. Hospital facilities available. Inoculation, vaccinations and/or certificates not specifically required.
DENSITY: Sea water. Fresh water effect negligible.
FRESH WATER: Obtainable from shore hydrants. Rate of delivery approximately 20 tons per hour.
FUEL: BHC operate a bunkering Agency on behalf of Shell Mex & B.P. Ltd. 24 hours notice usually required. Grades gas oil and marine diesel.
DEVELOPMENTS: Deep-water terminal with 36 ft. alongside MLWST under construction for the discharge of bulk alumina-carrying vessels of 22,500 dwt by Alcan (U.K.) Ltd. Completion date 1971.
Deepening to 24 ft. MLWST and reconstruction of North Quay, South Harbour in progress. Completion date 1971.
GANGWAY/DECK WATCHMEN: Not usually employed as these duties are carried out by the crews.
OPENING/CLOSING HATCHES: Normally carried out by crew
CUSTOMS ALLOWANCES: Tobacco: 50/250 grammes. Wine/Spirit: Wine up to 0·75 litres. Spirits up to 0·375 litres.
IDENTIFICATION CARDS: Seaman's book or Passport desirable.
CONSULS: Denmark, Norway, Netherlands.
REPAIRS: All types of deck and engine repairs possible.
DRY DOCKS: Three dry docks available No. 3 L 467 ft. 10 in. × B 60 ft. 9 in., No. 4 L 338 ft. 9 in. × B 44 ft. 10 in. No. 5 L 311 ft. × B 46 ft
REPATRIATION: Can be arranged by H.M. Immigration Office, Blyth.
AIRPORT: 15 miles. Served by regular airlines.
TIME: BST is GMT plus one hour. From Oct. 1971, GMT in winter months.
HOLIDAYS: Christmas Day; New Year's Day; Good Friday; Easter Monday; Spring Bank Holiday and Late Summer Holiday. Cargo work can be arranged on these days by request.
POLICE/AMBULANCE/FIRE: Tel. 999.
TELEPHONES: Can be fixed aboard by arrangement.
PORT AUTHORITY: Blyth Harbour Commission, 79 Bridge Street, Blyth. Tel. Blyth 2066.

BRIDLINGTON: 54.05 N. 00.12 W.

DOCUMENTS:
Crew List.
Passengers List.
Ship's Register.
Customs Documents.
Manifests.
Bills of Lading.
Ship's papers.
PILOTAGE: Vessels approach within ¼ mile, flying G Flag. Local fishermen act as Pilots and board approximately 1 hour prior to berthing time.
ANCHORAGES: For small vessels of not more than 12 ft. draft, 1 mile South-east of harbour. Deeper-drafted vessels 3 miles East of Harbour. Good holding grounds except in heavy weather from East to South.
RESTRICTIONS: In accordance with state of tide and draft restrictions.
MAX. SIZE: Maximum permissible length 140 ft. Draft 11 ft. on spring tides.
HEALTH: Pratique required from all vessels other than from a British port. Q Flag to be flown.
RADIO: Humber Radio Station is the best for a vessel to route ETA, etc.
TUGS: None available.
MEDICAL: Agents require advance notice of required medical attention. Hospital facilities available. Relevant medical information, i.e. fever, etc., required.
DENSITY: Sea water.
FRESH WATER: Unlimited quantity available. Delivery from shore pipe-line at the rate of 10 ton per hour.
FUEL: All grades available. Delivery by road tankers.
OPENING/CLOSING HATCHES: Normally carried out by crew.
IDENTIFICATION CARDS: Not required.
CONSULS: No local Consuls. Nearest port of availability, Hull, Yorks.
REPAIRS: Limited engine and deck repairs.
REPATRIATION: No facilities exist for crew change.
AIRPORT: Yeadon, 45 miles, served by regular airlines.
HOLIDAYS: Normal Bank Holidays cargo can be worked on these days.
POLICE/AMBULANCE/FIRE: Police Bridlington 2222; Ambulance 2421; Fire 3585.
TELEPHONES: No arrangements exist for placing telephones aboard.
SHORE LEAVE: Crew members allowed ashore.
PORT AUTHORITY: Bridlington Harbour Master: Harbour Commissioners. Tel. 3022. Telex 537567.

BRISTOL: 51.27 N. 02.35 W.

DOCUMENTS:
1 Maritime Declaration of Health.
1 Crew's Effects List.
2 Ship's Report by Master.
1 Home Office form I.B.6.
1 Stores List.
1 Certificate of Deck Cargo tonnage.
1 Grain Certificate.
1 Light Certificate.

1 Port Dues Certificate.
1 Passenger List.
1 Landing Card for each passenger.
Ship's Certificate of Registry.
Mercantile Marine Office Certificate (British ships only).

In addition, Manifests and Bills of Lading are usually sent to Agent direct from loading port.

PILOTAGE: Telegraphic address, Brispilot Avonmouth. Notice required, not less than 12 hours (preferably more) before arrival Breaksea Light Vessel. VHF Channel, calling 16, working 6. A 58 ft. motor pilot boat, black hull, "Bristol Pilot" in large white letters amidships.

Position: Two pilotage stations. Western station at Breaksea extends from a line drawn 180° from Sully Island. Weather and other circumstances permitting the motor pilot boat operates from Barry Harbour to board vessels expected to dock at Bristol. Eastern station at Avonmouth or in King Road. A motor pilot boat operates from Avonmouth from 3 hours before until 3 hours after high water, for boarding and landing pilots Eastward of Walton Bay. This pilot boat also equipped with radio-telephone.

Pilot boats in Bristol Channel have adopted distinctive pilot signals, made audibly during foggy weather when the fog signal for a vessel is heard, and by morse lamp at night in clear weather. The distinctive signal for Bristol pilots is the International Morse Code Numeral 2, viz ·· – – – Vessels desiring to embark or disembark a pilot are invited to adopt a similar proceedure.

ANCHORAGES: Barry Road affords good anchorage in moderate weather for vessels awaiting a Pilot. Walton Bay affords good anchorage within 6 miles of Avonmouth.

RESTRICTIONS: Avonmouth Docks. No restrictions at night. Sill clearance of 4 ft. for all vessels with a maximum draft of 34 ft. 6 in. salt water. There are restrictions on draft during neap tides to possible 28 ft. Range of tide – 33 ft. to 48 ft.

City Docks. Lock gates operate from 3 hours before high water to 1 hour after, and this means vessels must have entered the River Avon by half an hour after high water. Time of entry depends upon size and draft of vessel and height of tide. No restriction to night navigation, but large vessels usually prefer to navigate the River Avon in daylight.

Portishead Docks. Sill clearance of 5 ft. for vessels up to 55 ft. beam. Sill clearance of 6 ft. for vessels up to 60 ft. beam.

MAX. SIZE: Avonmouth Docks. Maximum length 690 ft., beam 95 ft., draft 34 ft. 6 in. salt water.

City Docks. Vessels up to 332 ft. in length between perpendiculars, and 49 ft. beam, may navigate River Avon, weather and tide permitting, subject to Owner or Agent first obtaining permission of the Haven Master for vessels over 325 ft. between perpendiculars.

Portishead Docks. Maximum length 415 ft., beam 60 ft., draft 26 ft. (normal tides).

HEALTH: Foreign arrivals to complete Maritime Declaration of Health. They are cleared immediately on arrival by either the Port Doctor or an officer of HM Customs depending on where the ship comes from and whether there is sickness on board.

Vessels arriving from ports within accepted area and coastal arrivals need not present Declaration, but when there is sickness on board Port Health Authority must be informed.

RADIO: Niton Radio, Lands End Radio, Portishead Radio.

TUGS: Vessels docking on flood tide normally join at old oil jetty to Northward of the entrance lock. Vessels docking on ebb tide, tugs join between Firefly and Cockburn Buoys. Ship's line always used.

BRIDGES: Avonmouth Docks. Junction between Avonmouth Dock and Royal Edward available at all times if necessary by arrangement with Dock Master.

City Docks. Swing bridges operate to allow shipping movement except during morning and evening rush hours, namely 0815 to 0900 and 1700 to 1745.

STEVEDORES: At least 24 hours notice required in order that necessary labour may be allocated.

RADAR/VHF: No port radar service, but an extensive VHF coverage exists from West of Barry Roads, to all dock entrances.

MEDICAL: Absolutely necessary for Agent to have as much notice as possible of any medical attention required. All facilities available.

DENSITY: Avonmouth Docks: Average density 1,012 to 1,015. City Docks: The density of the water is fresh (1000); in the river fluctuates according to tides. Portishead Docks: The density is 1,015.

FRESH WATER: Avonmouth and Portishead Docks: available at all berths, 24 hours a day from hoses connected to standpipe. Delivery rate 25–30 tons per hour. City Docks: Available at most berths, 24 hours a day from hoses connected to standpipe. Delivery rate 25–30 tons per hour.

FUEL: Most grades available – 24 hours notice required.

FIRE PRECAUTIONS: According to local laws, available on request.

DEVELOPMENTS: Grain facilities at Avonmouth Docks are being considerably improved. Programme includes purchase of additional two elevators rated at 250 tons per hour, extension of trackwork to obtain greater mobility and replacement of certain parts of the granary intake system. The work is expected to be complete by September 1971 and in the meantime normal discharging will be interfered with as little as possible.

For container operations two schemes are at present under development at Avonmouth. Bristol Steam Navigation operating new container berth at N. Berth, and the Port Authority's development at "T" Berth which incorporates a 30-ton container/grabbing crane will be operational in 1971.

GANGWAY/DECK WATCHMEN: Not absolutely necessary – Available if required.

OPENING/CLOSING HATCHES: If crew open hatches on the first day then they must continue to do so whilst vessel is discharging/loading, otherwise dockers attend to this.

CERTIFICATES:
Load Line Certificate.
Safety Equipment Certificate.
Lloyd's Construction Certificate.
Derat Certificate.
Ship's Register.
Light Bills.
Safety Radio Certificate.

CUSTOMS ALLOWANCE: Tobacco: Home trade – equivalent of ¼ lb. tobacco. Foreign trade – equivalent of ½ lb. tobacco. Wine and/or Spirits: Officer – equivalent of 1 quart of wine per day. Crew – equivalent of 1 bottle of wine in 4 days.

IDENTIFICATION CARDS: Not necessary unless being repatriated.

CONSULS:

Belgian Consul	tel.	25211
Danish Consul	,,	23137
French Consular Agent	,,	293211
German Consul	,,	25473
Icelandic Consul	,,	38205
Italian Consular Agent	,,	292403
Netherlands Vice Consul	,,	294158
Norwegian Vice Consul	,,	23137
Spanish Vice Consul	,,	24101
Swedish Vice Consul	,,	23137

REPAIRS: All types of repairs are carried out.

DRY DOCKS:

	Total length	*Length over blocks*	*Width of Entrance*	*Depth of water on sill*
Avonmouth Docks	875 ft.	850 ft.	100 ft.	32 ft.
City Docks				
Albion	542 ft.	540 ft.	52 ft.	14·5 ft.

REPATRIATION: Repatriation can be effected to all parts of world.

AIRPORT: Local airport approximately 14 miles away. Mostly internal flights. London is three hours by train.

TIME: BST is GMT plus 1 hour. From Oct. 1971, GMT in winter months.

HOLIDAYS: Easter (varies); Spring Bank Holiday (last Monday in May); August Bank Holiday (varies, usually last Monday in August); Christmas Day (25th December); Boxing Day (26th December). Work can be arranged on these holidays, although unusual to work 25th/26th December.

POLICE/AMBULANCE/FIRE: Avonmouth Docks. A fire pillar system is installed giving direct contact to Authority's police for all emergency services. Can also be contacted by telephoning Avonmouth 2591.

City Docks. Emergency services obtained by telephoning 999.

Portishead Docks. Emergency services obtained through Authority's Police, tel. Portishead 2381.

TELEPHONES: Can be put on board at most berths costing £4 16 s. 0d. (£4·80).

PORT AUTHORITY: Port of Bristol Authority, Queen Square, Bristol, Tel. 25381.

AGENT: Cory Brothers Shipping Ltd., Junction Cut, Avonmouth Old Dock, Bristol, BS11 9DH. Cables: "Cory Bristol". Telex: 44129. Tel: Avonmouth 3477 and 4846.

BRIXHAM: 50.24 N. 03.30 W.

DOCUMENTS: See "London".

PILOTAGE: Trinity House Pilot, tel. Brixham 2214.

DEEP SEA AND COASTAL PILOTAGE: Pilots for Channel, North Sea, British Coast and Baltic. 48 hours before arrival radio "HUTCHINSON GRAVESEND" stating ETA off Brixham and port(s) of destination. On approaching Brixham contact Brixham Pilots on VHF Channel 16. Pilots board by motor-launch 1 mile N.E. of Berry Head. Pilots can also board at any British or Continental port as required.

ANCHORAGES: At Torbay in deep water.

MAX. SIZE: Inner harbour; length, 231 ft. At jetty; 400 to 500 ft.; draft 24 ft.

RADIO: Berryhead Coastguard, tel. Brixham 2156.

TUGS: None. In emergency may use fishing boats.

BERTHS: Jetty any time. Inner Harbour with arrangement with HM.

MEDICAL: MOH advises.

DENSITY: Salt water. 1025.

FRESH WATER: Available.

FUEL: Available at jetty.

REPAIRS: Engine welding, plumbing by local firms.

REPATRIATION: No facilities.

AIRPORT: Exeter, 35 miles away.

POLICE/AMBULANCE/FIRE: Brixham 2231 or 3065 or 999.

SERVICES: No tank cleaning. Compass adjusting with arrangement with Harbour Master.

SHORE LEAVE: Allowed.

PORT AUTHORITY: Harbour's Administrator, T.C.B. Council, Town Hall, Brixham, tel. Brixham 2828.

CARDIFF: 51.29 N. 03.10 W.

DOCUMENTS:
1 Crew List.
1 Health Form.
1 Port Immigration, i.e. Crew List, and where applicable, a passenger list.
Pratique issued by Customs.
1 List of Consumable Stores (tobacco, snuff, alcohol, etc.).
3 Bills of Lading (one original and two copies).

PILOTAGE: Channel pilotage and dock pilotage not compulsory except for vessels carrying passengers. Pilots embark from pilot cutters operating from Barry Harbour.

Pilot Cutters are marked on each side "Cardiff Pilots" and operate radio continuous watch on 2182 kc with working frequency of 2246 kc and 2301. Signal for pilot cutter – numeral 7 on whistle or siren. Telegraphic address Carpil Barry. Minimum of 24 hours notice required of ETA.

ANCHORAGE: Barry Roads: afford good anchorages in moderate weather in depths from 5 to 6 fathoms (9·1 to 11 metres) about ¼ mile South-west of the entrance to Barry Docks. Clay bottom.

RESTRICTIONS: Entry to docks restricted to a period of 4 hours before to 3 hours after high water, according to size and draft of vessel.

MAX. SIZE: Maximum length 620 ft., beam 88 ft., draft 33 ft. 6 in. Vessels slightly in excess of these dimensions may be accepted on certain tides after consultation with Dockmaster.

HEALTH: Maritime Declaration of Health to be made to Port Authority or Customs Officer, whoever boards ship first. In event of contagious fever on board, Port Health Authority must be advised by radio before arrival. No pratique necessary if vessel is entering port from another port in U.K.

RADIO: Ilfracombe Radio.

TUGS: Tugs normally join vessel ½ mile to seaward of OuterWrach Channel Buoy, and arrangements for attendance of tugs should be made through ship's Agent.

BERTHING: Arranged through Dockmaster, and berths within docks are flat quays. Rise and fall usually varies between 3 and 4 ft.

BRIDGES: Bridges throughout the port can be operated at any time.

STEVEDORES: Arrangements for employment of stevedores undertaken by ship's Agent.

VHF: A port operation VHF service maintained at dock entrance during tidal hours. Call sign "Cardiff Radio" calling on Channel 16 and operating on Channel 14.

MEDICAL: All facilities available. Agents should be advised in advance if medical services required.

TANKERS: Three tanker berths available. Special instructions are issued to Master on arrival at port.

Penarth: one berth, 500 ft. long.

DENSITY: Full salt water.

FRESH WATER: Available 24 hours daily from quayside, delivery 20 tons per hour maximum.

FUEL: Fuel of all grades available.

FIRE PRECAUTIONS: For tankers, strict fire precautions required in accordance with latest safety procedures.

Emergency Action – Fire: In the event of an outbreak of fire (no matter how small) immediately dial 999 on the ship-to-shore telephone. When the operator answers, say "Fire", and wait until you are connected to the Fire Station Control. Then repeat: "Fire at the Petroleum Berth, Roath Dock". In event of the ship-to-shore telephone being inaccessible or out of order, use GPO call box situated on dockside road to stern of the vessel.

GANGWAY/DECK WATCHMEN: Performed by ship's crew and necessary for tankers.

OPENING/CLOSING HATCHES: Carried out by ship's crew.

CUSTOMS ALLOWANCE: Tobacco, 1 oz. per day per man, maximum 8 days. Wine/Spirits, ¼ pint spirits per man per day every 4 days.

IDENTIFICATION CARDS: Not needed.

CONSULS: Ships should contact Agent.

REPAIRS: All types of repairs possible.

DRY DOCKS: Dimension of largest dry dock 635 ft. × 75 ft. Dimension of smallest dry dock 600 ft. × 71½ ft.

REPATRIATION: Facilities exist to exchange crews and repatriate to any part of world.

AIRPORT: Airport 8 miles from Cardiff, serving other airports to all parts of world.

TIME: Local time is British Standard Time, GMT plus 1 hour. From Oct. 1971, GMT in winter months.

HOLIDAYS: Good Friday; Easter Monday; Whit Monday (Spring Holiday); August (Summer Holiday) one day; Christmas Day; Boxing Day.

POLICE/AMBULANCE/FIRE: Dial 999 on public telephone service and ask for service required.

TELEPHONES: Ship/Shore telephone supplied at certain berths – service organized through ship's agent.

GENERAL: Cardiff is a port which has very big range of tides and important that accurate ETA's and maximum drafts supplied by ship's Master in order that Agent may place orders for tugs and Pilots in sufficient time to be in attendance when required

PORT AUTHORITY: British Transport Docks Board, Cardiff Docks. Tel. 42544, extension 8410. Telex, 49542.

AGENT: Lambert Brothers (Shipping) Ltd. The Exchange, Cardiff. Tel. 25201. Telex: 49348. Cables: "Lambert Cardiff".

DARTMOUTH: 50.21 N. 03.34 W.

DOCUMENTS: Normal documents for U.K. ports.

PILOTAGE: No direct radio contact with Pilots. To obtain services of a Pilot, Master must advise his Agent by cable, giving ETA and draft. Pilots can be available at short notice but Agents only operate normal office hours. In emergency Harbour Master may be contacted by telephone at any time. Anchorage when awaiting Pilot: 5 cables E.S.E. Castle Ledge buoy in 12 fathoms.

ANCHORAGE: Vessels can anchor in 5 fathoms, 7 cables 150(T) from Kingswear Lighthouse. Or in a position as above, for Pilot.

RESTRICTIONS: Vessels up to 27 ft. draft can enter at any time.

MAX. SIZE: Maximum length 600 ft., maximum draft 27 ft.

HEALTH: Pratique granted by Customs on arrival.

RADIO: Route cables, etc., through Niton or Lands End Radio Stations.

TUGS: Tugs are not normally available.

BERTHING: All berthing on midstream buoys.

MEDICAL: All medical services are available; if possible give notice of requirement.

DENSITY: Normally salt. 1025.

FRESH WATER: Available only for small vessels.

FUEL: Not available.

GANGWAY/DECK WATCHMEN: It is advisable to have watchmen.

REPAIRS: All repairs unless of a major or underwater type can be carried out.

REPATRIATION: Facilities exist.

AIRPORT: 35 miles from Exeter airport. Internal and short range Continental flights.

TELEPHONES: Not normally available, except for HM ships.

GENERAL: Dartmouth does not now operate as a commercial port except for small vessels up to about 800 tons deadweight en route to Totnes, although the harbour is suitable for ships of 10,000 tons deadweight, and mooring buoys are available for such vessels.

PORT AUTHORITY: Dartmouth Harbour Commission, Lloyds Bank Chambers, Dartmouth. Tel. Dartmouth 2337.

DOVER: 51.07 N. 01.18 E.

DOCUMENTS: Required on arrival:
Declaration of Health (one copy) for H.M. Waterguard.
Crew List H.O. Form I.B.6. for H.M. Immigration.
Crew Declaration Form C.142 for H.M. Waterguard.
Deratisation Certificate.

It is required to report and clear a vessel at Customs House if remaining in port more than 24 hours. or loading and discharging cargo or embarking and disembarking passengers, with following;
Passenger List.
Cargo Manifests.
Ship's documents.

PILOTAGE: Request for Pilot normally made through local Agent. However, vessels from Westward obtain their Pilot from pilot cutter stationed at Folkstone and those arriving from Eastward from outside Eastern entrance of Dover harbour.

Motor launches at Dover are fitted with VHF Channel 12 and Dover Port Control, which is situated on the end of Eastern arm, is also fitted with VHF Channel 12. Vessels can embark or disembark Pilots approximately 1 mile South-east of Dover harbour; this includes overcarried continental Pilots as well as North Sea Pilots.

DEEP SEA AND COASTAL PILOTAGE: Pilots for Channel, North Sea, British Coast and Baltic. 36 hours before arrival radio "HUTCHINSON GRAVESEND" stating ETA off Dover and port(s) of destination. On approaching Dover contact Port Control on VHF Channel 12 or hoist, flash or sound Numeral 1. Pilots board by motor-launch approx. 1 mile off Dover. Pilots can also board at any British or Continental port as required.

ANCHORAGES: Vessels may anchor in Dover Outer Harbour. Maximum length approximately 400 ft. and maximum draft 28 ft. LWOST.

RESTRICTIONS: No restrictions upon entry. Actual size of vessel able to enter Dover harbour 650 ft. long, draft 28 ft. LWOST.

HEALTH: Vessels arriving in Dover Outer Harbour are boarded by Water guard who grant pratique on arrival. Coastwise vessels from U.K. ports have automatic pratique.

RADIO: Vessels from East use North Foreland Radio call sign GNF and vessels from Westward use Niton Radio call sign GNI.

TUGS: Tugs normally join vessels inside Dover harbour, but meet vessels outside by arrangement. Tug's ropes normally used at a charge of £1. per rope.

BERTHING: All berths in Outer Harbour can be reached at all times. Those in dock can be reached 2 hours before until 1 hour after each high water. All berthing requirements are allocated by Port Control.

STEVEDORES: No particular ETA required as ship's Agent makes all necessary arrangements. *Packaged Goods.* Approximately 25 tons per gang per hour average discharging rate.

RADAR/VHF: Port Control is fitted with radar and VHF, and Masters can make initial contact with Port Control VHF Channels 12, 6, and 16.

MEDICAL: Medical assistance can be arranged by Agent to vessels passing Dover Harbour. Doctor will board a vessel in English Channel or on arrival at anchorage in Outer Harbour. Hospital facilities are available.

DENSITY: 1016.

FRESH WATER: Available to all vessels by pipe-line 20 tons per hour.

FUEL: Gas oil, marine diesel available from Shell Mex & B.P. Ltd., and Esso. 12 hours notice required.
GANGWAY/DECK WATCHMEN: Supplied on request.
OPENING/CLOSING HATCHES: By crew.
CETIFICATES: Certificates to be obtained for foreign clearance, Load Line, Safety, Radio and Passenger.
CONSULS:

Belgium	Dover	800	Netherlands	Dover	1201
Denmark	,,	1201	Norway	,,	1201
Finland	,,	1201	Portugal	,,	1201
France	Folkstone	52561	Spain	,,	1201
Germany	Dover	1201	Sweden	,,	207
Italy	Folkstone	53962			

REPAIRS: Minor temporary repairs can be effected.
REPATRIATION: All facilities exist.
AIRPORT: Most repatriations by air through London Airport.
TIME: Local time BST one hour in advance of GMT. From Oct. 1971, GMT in winter months.
HOLIDAYS: Official holidays: Good Friday; Easter Monday; Spring Holiday (end May); August Bank Holiday; Christmas Day; Boxing Day.
POLICE/AMBULANCE/FIRE: Dover 999.
TELEPHONES: Not available.
SERVICES: Repairs to radar equipment, compass adjusting, supply of charts and crew changes can be arranged outside Dover Harbour in the English Channel at all times.
SHORE LEAVE: Yes, allowed.
PORT AUTHORITY: Dover Harbour Board, Harbour House, Dover. Tel. 2381.

DUNDEE: 56.28 N. 02.57 W.

DOCUMENTS:
3 Crew Lists.
3 Passenger Lists.
1 Tobacco Manifest.
1 Health Declaration.
Cargo Manifests.
Bills of Lading.
Derat.
Lights Certificate.
PILOTAGE/VHF: Port Control Service, call sign "Dundee Harbour Radio", maintains a 24 hour listening watch on VHF Channel 16 (156·8 mc/s and also operates on Channels 12 and 11 156·6 mc/s and 156·5 mc/s).

Pilotage is compulsory in Dundee Pilotage District. Pilots board incoming vessels within a 3-mile radius seaward of Tay Fairway Buoy or as close to as weather permits. The pilot boat is only on sea station when shipping is expected and accurate ETAs are essential.

ETA should be given 6 hours before arrival either by radiotelephone link call to Dundee Port Control 24121 or by radiotelegram to "Port Control" Dundee. Amendments may be made up to 2 hours before the original ETA. When within VHF range (approximately 25 miles from Tay Fairway Buoy) ETAs may be confirmed by contacting "Dundee Port Control" on Channel 16 and transferring to Channel 12 to pass messages.

Pilot boats, when on station, keep a listening watch on Channel 16 and transfer to Channel 6 (156·3 mc/s) to pass messages.
ANCHORAGES: Pilots are instructed where to anchor vessels. There are three deep-water anchorages to accommodate vessels up to 28 ft. draught. Two to accommodate vessels up to 22 ft. draught, and other minor anchorages.
RESTRICTIONS: Tide and draught 28 ft. at MHWS. Vessels enter 2 hours before HW. 24 ft. at MHWN. Vessels enter 2 hours before HW.
MAX. SIZE: Length 600/700 ft., beam 80/85 ft., draught 28 ft.
HEALTH: Health declaration on arrival – if clean, automatic pratique. Suspect disease as per international requirements. Pratique automatic if already called at another port.
RADIO: Any UK coast station. Nearest stations – Stonehaven and Cullercoats.
TUGS: Tugs join vessel in vicinity of West Ferry. Tug lines optional, charge made if tugs line used.
BERTHING: Deep-drafted vessels must arrive fairway buoy at least two hours before HW to berth on same tide.
STEVEDORES: One ETA to Agent or port suffices for all services.
MEDICAL: If vessel arrives from a suspect port (e.g. India/Pakistan) doctor will board and request smallpox certificates. Advance notice required for ordinary medication for arrivals week-ends. Hospitals and casualty stations available.
TANKERS: Diameter of hoses – 8 in. Slop discharge facilities not available. Two tanker berths – 28 ft. draft. Discharge only.
DENSITY: 1005 oz. at MLWS. 1002 oz. at MHWS.
FRESH WATER: Available, 24 hour service. Delivery, Hose from quays. Rate, 40 tons per hour.
FUEL: Small quantities gas oil by road tanker. Large quantities any type by coastal tanker, subject 3 or 4 days notice.
FIRE PRECAUTIONS: Regulations are handed to Master on arrival.
GANGWAY/DECK WATCHMEN: Recommended for large vessels.
OPENING/CLOSING HATCHES: Stevedores will give weather cover only.
CERTIFICATES: As required by Board of Trade (Lifesaving, Radio, Registry, Medicines, Crew Agreement, Load Line) also derat.
CUSTOMS ALLOWANCE: Foreign-going, 25 cigs. or 1 oz. tobacco per day. 8 days allowance granted. Home trade, same as for foreign-going but only 4 days allowance granted. Spirits, ¼ pint per day for 4 days, further issue granted after 4 days for foreign-going only.
IDENTIFICATION CARDS: Not required.
CONSULS:

Belgium	23044	Netherlands	22267
Denmark	23044	Norway	23044
Finland	23111	Portugal	22131
France	26061	Sweden	25512
Italy	25174		

REPAIRS: Engine and deck repairs by Caledon Shipyard.
DRY DOCK: Dry dock available for vessels of up to 360 ft. length, 46 ft. beam, draft 13 ft. 6 in. springs.
REPATRIATIONS: Yes, facilities exist.
AIRPORT: Only U.K. flights available.
TIME: British Standard Time (GMT plus 1 hour). From Oct. 1971, GMT in winter months.
HOLIDAYS: 1st and 2nd January; 2nd Monday April; Last Monday July; 1st Monday October; Christmas Day. Cargo can be arranged for all days except Christmas Day.
POLICE/AMBULANCE/FIRE: Tel. 999.
TELEPHONES: Quay telephones at present being installed – costs not determined.
PORT AUTHORITY: Dundee Harbour Trust, Dock Street, Dundee. Tel. 24121.

FALMOUTH: 50.09 N. 05.04 W.

DOCUMENTS:
1 Maritime Declaration of Health.
1 Crew's Effects List.
2 Ship's Report by Master.
1 Home Office Form 1B6.
1 Stores List.
1 Certificate of Deck Cargo Tonnage.
1 Light Certificate.
1 Port Dues Certificate.
Ship's Certificate of Registry.
Mercantile Marine Office Certificate – for British ships Only.
Load-line Certificate.
Safety Equipment Certificate.
Lloyds Certificate.
De-rat Certificate.
Ship's Register.
Light Bills.
PILOTAGE: This is a compulsory pilotage district. The Pilot will board from a cutter which cruises 2 miles South of St. Anthony's Lighthouse. In poor visibility a ship requiring a Pilot uses the distinguishing signal of "G" to which Pilot Cutter will reply with "5". Pilots operate R/T on Channel 16.
HEALTH: Foreign arrivals to complete Maritime Declaration of Health. They are cleared immediately on arrival by either a port doctor or an officer of H.M. Customs depending on where the ship comes from and whether there is sickness on board.

Vessels arriving from ports within accepted area (N. European ports) and coastal arrivals need not present Declaration in all cases; when there is sickness on board the Port Health Authority must be informed preferably not more than 12 hours and not less than 3 hours before arrival.
BERTHS: There is a large and three smaller dry docks and in addition, Shell Mex and B.P. maintain a bulk storage plant.
TANKERS: Tankers berth at Eastern Breakwater provided draft not more than 16 ft. forward and 26 ft. aft. Max. length 815 ft. Coast Lines Berth: Max. draft 16 ft. There is a tank-cleaning installation available.
BUNKERS AND WATER: All classes of fuel oil and diesel oil are available and water is piped on the Shell Mex and B.P. Jetty. At the repair berths, or in Carrick Roads, bunkers and water must be delivered by barge. There are no facilities for delivering gas-oil by barge.
MEDICAL: Doctors and hospital facilities available. Agents should be advised in advance of any medical attention required.
CUSTOMS ALLOWANCES: At the discretion of Local Customs Inspector. Normal allowances are equivalent to ½ lb. tobacco per man and equivalent to 1 bottle of wine per man. Allowances may be halved for home trade vessels. Vessels in port for more than three or four days may receive extra allowances.
REPAIRS: All ship repairs can be carried out by local repair yards.
DRY DOCKS:

Queen Elizabeth Dock:	length	850 ft.	width	130 ft.
Falmouth Docks, No. 1:	,,	555 ft.	,,	75 ft.
Falmouth Docks, No. 3:	,,	750 ft.	,,	88 ft.
Falmouth Docks, No. 4:	,,	648 ft.	,,	86 ft.

TIME: British Standard Time is GMT plus 1 hour. After October 1971, GMT in winter months.
HOLIDAYS: Good Friday (varaible date); Easter Monday (variable date); Spring Bank Holiday (variable date); August Bank Holiday (variable date); Christmas Day (25th December); Boxing Day (26th December).
POLICE/AMBULANCE/FIRE: Dial 999 from any telephone and ask for service required.
AUTHORITY: Falmouth Harbour Commissioners.

FISHGUARD: 52.01 N. 04.58 W.

DOCUMENTS: as for "Cardiff".
PILOTAGE: Local Pilot available on request. Pilotage compulsory under Milford Haven Authority.
ANCHORAGES: Eastward of a line joining N. and E. breakwaters.
MAX. SIZE: Any length, any beam, 18 ft. draft alongside quay.
RADIO: Fishguard Radio, VHF Channel 16.
TUGS: None.
STEVEDORES: No stevedores – vessels loaded and discharged by British Railway dock porters.
RADAR/VHF: VHF Channel 16.
MEDICAL: Doctors available. Hospital facilities 16 miles away.
DENSITY: 1025.
FRESH WATER: Available alongside quay.
FUEL: Available with prior warning.
DEVELOPMENTS: Stern loading, car ferry port.
GANGWAY/DECK WATCHMEN: No watchmen available; not required.
OPENING/CLOSING HATCHES: Crew.
REPAIRS: Minor repairs by BR workshops and contractors.
AIRPORT: Cardiff is the nearest.
GENERAL: Coastguard and lifeboat facilities are available.
SHORE LEAVE: Allowed.
PORT AUTHORITY: Shipping and Port Manager. Tel. Fishguard 2881.

FOWEY: 50.20 N. 04.39 W.

DOCUMENTS:
Crew and Passenger Lists are helpful, but not essential.
Aliens List *is* essential.
List of Bonded Stores, including beer.
List of Personal Dutiable Articles owned by Crew.
Bill of Health, if available.
De-Ratisation Certificate.
Manifest of all cargo on board.
Copies of Bills of Lading.
Stowage plan, if available.
Normal Ship's Papers.

PILOTAGE: Vessel requiring Pilot gives ETA as far in advance as possible to Agent. Vessel displays normal signals off port. There is no VHF station in Fowey. Pilot boats are black. The Pilot boards off entrance. Vessels can anchor South of entrance if necessary.
RESTRICTIONS: Vessels can enter at any time, if their draft is less than 18 ft. Otherwise according to tide.
MAX. SIZE: 460 ft. in length. Loaded draft of 28 ft. Vessels of this draft have to be handled at or near high water.
HEALTH: Vessel is boarded on entering port by Port Health Officer, who gives his Pratique.
RADIO: Land's End Radio, Niton, or Portishead.
TUGS: Two diesel tugs are available and normally join vessels on entering entrance. Ship's lines usually used.
BERTHING: Vessels waiting for berths are normally moored, using their own anchor with their stern to a buoy. On the berth, vessels require long ropes.
STEVEDORES: Earliest ETA possible is required, especially when a vessel arrives over week-end.
MEDICAL: If medical Officer is required on arrival, advise Agent earliest opportunity. Hospital facilities are available.
DENSITY: River fully salt at all states of the tide.
FRESH WATER: Available at all jetties, delivered by hose and rate very variable.
FUEL: Diesel fuel only available. As much notice as possible is advisable.
DEVELOPMENTS: Port being developed at present, due to be completed in about two years, which will give a new berth of 500 ft. in length.
GANGWAY/DECK WATCHMEN: Not normally employed.
OPENING/CLOSING HATCHES: Carried out by crew.
CUSTOMS ALLOWANCE: 200 cigarettes, ½ lb. tobacco, if foreign-going. Wine and/or Spirits. ½ pt. if foreign-going.
IDENTIFICATION CARDS: Not needed.
CONSULS:
Belgium J. H. Samuel, Trafalgar Square, Fowey. Tel. 3414
Finland " " " "
France " " " "
Sweden " " " "
Denmark Ross Carter, Albert Quay, Fowey. Tel. 3274
Netherland D. R. Carter, Albert Quay, Fowey. Tel.3274
REPAIRS: Not possible. Minor repairs only.
REPATRIATION: Yes, facilities exist.
HOLIDAYS: Saturdays, Sundays, and all Public Holidays.
POLICE/AMBULANCE/FIRE: Telephone 999.
TELEPHONES: No arrangements made for connection on board.
SERVICES: Compass adjusting can be arranged.
SHORE LEAVE: Allowed.
DELAYS: As clay can only be loaded when it is not raining, delays are mainly due to weather.
PORT AUTHORITY: Fowey Harbour Commissioners, Albert Quay, Fowey, Cornwall. Tel. 2471.

GLASGOW and Clyde District: 55.51 N. 04.16 W.

DOCUMENTS: For Customs Clearance and to meet Immigration Authorities requirements, the following valid documents are required:
Ship's Crew List.
Port Health Declaration.
Register, Load-line Certificate.
Safety Equipment, Safety Construction and Safety Radio Certificates.
Derat Exemption or Fumigation Certificate.
British Tonnage Certificate.
Copy Manifests and Bills of Lading.
Grain Form (No. S/107) if bulk grain.
Completed Customs Form C.142.

PILOTAGE: Compulsory pilotage from and to Kempock Point (Gourock pilot station) tel. Gourock 31331. "Gourock Pilots Radio" Channel 14 – frequency 156.7 Mc/s.
Optional pilotage is available to and from Cumbrae Island.
Vessel to advise Agent 72, 48 and 24 hours before arrival with subsequent advice of any changes to ETA, stating where Pilot required to board, ETA and draft.
Normal ladder, etc., for Pilot boarding.
ANCHORAGES: As defined by Clyde Port Authority and in special circumstances (e.g. draft, condition of ship, hazardous cargo, etc.) under advice of Pilot.
Anchorages are available for vessels of all drafts in the Tail of the Bank area (off Greenock) and lower Firth of Clyde.
RESTRICTIONS: As defined by Clyde Port Authority and under Clyde Pilotage Authority requirements.
MAX. SIZE: As defined by Clyde Port Authority for berths in Glasgow and Greenock and subject to consideration of particular circumstances prevailing in each case.
HEALTH: The Master of a foreign-going vessel proceeding direct from a foreign port to the port of Glasgow must send wireless message to "PORTELTH GLASGOW". This message must be sent off not more than 12 hours and not less than 4 hours before the arrival of the ship and state:
(*a*) The name of ship.
(*b*) The time on the 24-hour clock it is expected to arrive at the Tail of the Bank, Greenock.
(*c*) The port of departure and last port of call.
(*d*) The number of crew, and passengers, if any.
(*e*) The state of health or any circumstances on board which are likely to lead to infection or the spread of infectious disease.
The Master must fill in and sign the Declaration of Health on pages 1 and 2. It should be completed and ready to deliver to the Officer of Her Majesty's Customs or Officer of the Port Health Authority, whichever shall first board the vessel.
If the answer to any of the health questions on page 1 is "Yes" free pratique will not be granted by Her Majesty's Customs until the ship has been visited by the Port Medical Officer.
The Master must therefore: 1. When the ship comes, whether by day or night, within the district, show or give the following signals:
(*a*) the international signal "ZW" flown at the masthead or where it can best be seen from the shore, and
(*b*) Between sunset and sunrise, either: (i) the signal "ZW" flashed in the Morse code by lamp, or (ii) a signal consisting of a red light over a white light, the lights being not more than 6 ft. apart, shown at the peak or where the signal can best be seen from the shore.
2. If the answer to all of the health questions on page 1 is "No" the Master must show or give the following signals when the ship comes, whether by day or night, within the district:
(*a*) the international flag signal "Q" flown at the masthead or where it can best be seen from the shore: and
(*b*) between sunset and sunrise, either (i) the signal "Q" flashed in the Morse code by lamp, or (ii) a signal consisting of a red light over a white light, the lights being not more than 6 ft. apart, shown at the peak or where the signal can best be seen from the shore.
3. Article 17 of the Public Health (Ship) (Scotland) Regulations 1966 states:
If, within four weeks after the Master of a ship has delivered a Maritime Declaration of Health pursuant to regulation 16 or a corresponding provision in force in England, Wales or Northern Ireland, the ship arrives in a district or calls at another district, as the case may be, the Master shall report to the Customs Officer or authorised officer, whoever first boards the ship, any case or suspected case of infectious disease which has occurred on board since the Declaration was delivered and which has not already been reported.
4. Article 18 of the Public Health (Ships) (Scotland) Regulations 1966 states:
On arrival of a ship from any foreign port or from any infected area which is not a foreign port, no person other than a Pilot, a customs officer, an immigration officer or an authorised officer shall, without the permission of the medical officer, board or leave the ship until it is free from control under these regulations and the Master shall take all steps necessary to secure compliance with this provision.
5. The maximum penalty for breach of the Public Health (Ships) (Scotland) Regulations 1966 is £100, and in the case of a continued offence, a further penalty not exceeding £50 for every day during which the offence continues.
RADIO: Any GPO radio station.
There is a Port Operations VHF FM system in operation utilising Channels 12, 14 and 16 in the International Maritime Band as under: West of Bowling, Channel 12; East of Bowling, Channel 14; calling up, Channel 16.
TUGS: As required by Master and under advice of the Pilot. Tug's lines only are used.
TANKERS: Agents will advise Master by radio to prepare appropriate manifold connections. No slop facilities at Old Kilpatrick,

Bowling, Faslane, Finnart. In Glasgow a small vessel is equipped for removal of sludge, tank washing, etc.
Oil installations:

Bowling (ESSO): Private berth. Maximum length of vessels swinging off Bowling Basin is 550 ft. under suitable conditions. Berthing and unberthing is permitted day and night, according to state of tide.

A port regulation prohibits ships which are not gas free and have on board or have carried cargo with a flash-point of below 73 degrees from navigating the river East of Bowling.

Old Kilpatrick: Admiralty oil installation. Canting facilities in the river off Rothesay Dock, maximum length of vessels permitted is 630 ft. during daylight and under suitable weather conditions. Admiralty, Old Kilpatrick, advise maximum length at the berth is 570 ft., draft 30 ft.

Berthing and unberthing is permitted day and night, according to state of tide. Fully loaded vessels are berthed port side to at high water and must be capable of discharging over the tide. Light or partly loaded vessels may swing on arrival and berth starboard side to.

No low flash-point cargo may be discharged and vessels having low flash-point on board are not permitted at this berth.

Vessels which have carried crude oil as previous cargo are not permitted to load at this berth unless all tanks have been cleansed. There are no facilities for receiving dirty ballast.

Finnart: B. P. Installation. As at December 1970: Maximum permissible size of vessel 300,000 tons deadweight – maximum draft 90 ft. salt water.

Faslane: Esso Petroleum. Maximum permissible size of vessel 40,000 tons deadweight.

STEVEDORES: Arranged by Agent in accordance with Master's advice of ETA.

RADAR/VHF: Radar service not available. Port Radio service.

MEDICAL: Full medical and hospital facilities available.

DENSITY: Port of Glasgow – fresh water.

FRESH WATER: Available at all berths by shore hose.

FUEL: All major oil companies represented in Glasgow. As much notice as possible required, all grades can be supplied.

FIRE PRECAUTIONS: As per Clyde Port Authority Regulations. Tanker berths – as per B.P., Esso and Admiralty Regulations.

GANGWAY/DECK WATCHMEN: At Master's discretion.

OPENING/CLOSING HATCHES: To be carried out by ship's crew.

CUSTOMS ALLOWANCES: On arrival from a foreign port with foreign cargo an allowance of 100 cigarettes per man for each four days in port, whilst discharging foreign cargo, and an allowance of a quarter of one pint of spirits is allowed for each man per day in port up to four days.

CARGO GEAR: Valid test certificates required for all cargo gear.

IDENTIFICATION CARDS: Not required.

CONSULS:

American	Tel. 031 556 8315	Belgian	Tel. 221 0381
Brazilian	,, 339 0566	Cuban	,, 221 4446
Danish	,, 339 7272	Dominican	,, 221 0623
Equador	,, 221 1638	Finnish	,, 221 4296
German	,, 221 4122	Greek	,, 248 7111
Italian	,, 332 3563	Liberian	,, 0475 56455
Netherlands	,, 221 0605	Norwegian	,, 332 9353
Panama	,, 332 8764	Portuguese	,, 221 9591
Spanish	,, 332 7101	Swedish	,, 221 9414
Uruguayan	,, 882 3502		

REPAIRS: All types of deck and engine repairs can be effected in the Clyde Area.

DRY DOCKS: Size of largest dry dock in Clyde area: Scott Lithgow dry dock, Greenock: 1,000 ft. long clear from gate to head of dock; 156 ft. cope to cope; 150 ft. clear width between altars; 145 ft. clear width at entrance; 45 ft. top of keel blocks to cope; 37 ft. draft on sill HWOST; 27 ft. draft on sill LWOST.

In addition, there are eight other dry docks in Glasgow/Greenock area.

REPATRIATION: Facilities for crew changes, and full repatriation services are available.

AIRPORT: Glasgow Airport (12 miles from city centre) and Prestwick Airport (30 miles from city centre) are served by most major domestic and international airlines.

TIME: BST (1 hour ahead of GMT) in operation. GMT will be resumed at 0200 hours 31st October 1971 for five months, thereafter reverting to BST for seven months, etc.

HOLIDAYS: Official dock holidays on which cargo work can not be arranged. Easter Monday; Whit Monday; Autumn Bank Holiday; 27th December.

POLICE/AMBULANCE/FIRE: These services can be called by telephone by dialling 999 or contacting Clyde Port Harbour by VHF.

TELEPHONES: Telephones can be placed on board at most docks, charges vary according to berth, type of service and whether prepay call-box type or linked to exchange.

SERVICES: Tank cleaning. Facilities are available for service to ship's radio, navigation aids, etc.

SHORE LEAVE: Crew allowed ashore at Master's discretion and subject to compliance with Immigration and any other interested Authorities' requirements.

AGENT: Lambert Brothers (Shipping) Ltd., 37 Renfield Street, Glasgow C.2. Tel. 041–221–4971. Telex 77396.

GRANGEMOUTH: 56.01 N. 03.43 W.

DOCUMENTS:
1 Crew List.
1 Passenger List.
1 List of all high duty goods in crew's possession.
1 Cargo Manifest.
All Valid Certificates.

PILOTAGE: Compulsory in river. Pilot boards at Inchkeith. Pilot boat on VHF, see Radio below.

ANCHORAGES: North of Grangemouth West Buoy, 2 fathoms. Charleston Roads 5 fathoms. East of Inchkeith, up to 8 fathoms.

ENTRY RESTRICTIONS: Vessels are allowed to enter and depart in the period three hours before high water to one hour after high water Monday to Saturday. This period is reduced to two hours, before high water to one hour after high water on Sundays. The height of the tide must always be taken into account when dealing with larger vessels.

MAX. SIZE: 570 ft. length. 75 ft. beam. Draft according to state of tide. Vessels other than tankers maximum draft 25 ft 6 in. Tankers, up to 32 ft. 6 in. maximum draft.

HEALTH: Foreign arrivals to complete Maritime Declaration of Health. They are cleared immediately on arrival by either a Port Doctor or an Officer of H.M. Customs depending on where the ship comes from and whether there is sickness on board.

Vessels arriving from ports within accepted area (N. European ports) and coastal arrivals need not present Declaration. In all cases, when there is sickness on board the Port Health Authority must be informed preferably not more than 12 hours and not less than 4 hours before arrival.

RADIO: Wick – Stonehaven – Cullercoats, coastal stations.

Port VHF (FM) Communications: Station: Dock Foreman's Office, Lock Entrance, Grangemouth. This centre will maintain a continuous watch. Call sign: Grangemouth Docks.

156·8 Mc/s. Channel 16 calling and safety. All vessels should maintain a listening watch on this channel and use it to establish contact with Grangemouth Docks. Once contact is established the Duty Operator will request vessels to shift to the Port Operations Channel.

156·7 Mc/s. Channel 14, Port Operations. A working channel restricted to messages relating to the movement and safety of ships, and in emergency, to the safety of persons.

156·6 Mc/s. Channel 10, Inter-ship. A working channel for tug-to-tug and tug-to-bridge communications.

156·3 Mc/s. Channel 6, Inter-ship. A working channel for communication with other vessels.

No message of a personal character or messages of any other nature than those pertaining to the general navigation and safety of ships and persons within the Port Area can be accepted.

TUGS: Can join vessel at Hen and Chicken Buoy or Lock Gates. Optional use of towage lines. Cost for tug's line £8 per hawser.

BERTHING: The water in Grangemouth Docks is maintained at the same level by impounding pumps. On passing through the lock entrance berthing is allocated according to the nature of the cargo and draft of vessel.

The depth of water available at the berths varies in each dock, the maximum depths being approximately: Grange Dock 26 ft.; Carron Dock 23 ft.; Old Dock 18 ft. 9 in.

STEVEDORES: No particular advice necessary to stevedores. Essential, however, advise Agent 24 hours prior arrival, who will advise Stevedores.

CUSTOMS ALLOWANCES: At the discretion of Local Customs Inspector. Normal allowances are equivalent of 5 lb. tobacco per man and equivalent of 1 bottle of wine per man. Allowances may be halved for home trade vessels. Vessels in port more than three or four days may receive extra allowances.

MEDICAL: No advance notice necessary. Hospital facilities available in immediate district.

TANKERS: B.P. Refinery (Grangemouth) Limited. Private jetties in Eastern Channel: Nos. 1 and 3,32 ft. 6 in.; Nos. 4 and 5,18 ft. draft B.P. No. 1 North Side Jetty, pipelines connected to Ross Chemical and Storage Co. are 1½ in. nitrogen line, 6 in. chemical line, 10 in. heavy fuel line, 2 in. fresh water supply, 8 in. motor spirit line, 8 in. gas oil line.

DENSITY: 1019 average.

FRESH WATER: Available in most berths. Watermen supervise delivery on request. Delivery rate varies depending on berth. Minimum charge of £1.

FUEL: All grades available from oil installations.

DEVELOPMENTS: New lock entrance 780×101 ft. with a depth of 38 ft. 6 in. at MHWST – 1973. Increased container parking areas – early 1971. Construction of new No. 2 Swing Bridge – July 1971.

GANGWAY/DECK WATCHMEN: Not necessary but can be done by ship's personnel.

OPENING/CLOSING HATCHES: Custom of port crew open and close hatches but stevedores will do so if required.

CERTIFICATES: For Customs Clearance valid Certificates in respect of radio, load-line, construction, safety equipment, deratisation, necessary.

CONSULS: Norwegian, Danish, Netherlands and Swedish consuls available locally.

REPAIRS: All types of repairs can be carried out afloat.

DRY DOCKS: Carron dry dock length 350 ft., breadth 50 ft., depth 22 ft. Middle dry dock length 335 ft., breadth 50 ft., depth 19 ft.

REPATRIATION: All facilities exist.

AIRPORT: One hour from Glasgow and Edinburgh airports where numerous connections for London thence world wide travel.

TIME: British Standard Time (1 hour ahead of GMT). From October 1971 GMT during winter months.
HOLIDAYS: 1st and 2nd January; 1st Monday May; 3rd Monday July; 2nd Monday September; Christmas Day.
POLICE/AMBULANCE/FIRE: In public telephone dial 999 and ask for appropriate service. With dock circuit telephone dial 34 for Police or dial 51 and ask for Fire/Ambulance.
TELEPHONES: Telephones available at A, B, C, E and F sheds for placing on board – charge £2 per day.
SERVICES: Compass adjusting, calibrating, etc., can be done in river. No equipment for tank cleaning but can accept tank washings ashore.
SHORE LEAVE: Allowed.

AGENT: Lambert Bros. (Shipping) Ltd., PO Box 6, Grangemouth. Tel. 2321/4. Telex 77256.

GRIMSBY: 53.34 N. 0.04 W.

DOCUMENTS:
1 Crew List form H.O. IB6.
1 List of Crew's private dutiable stores Form C.142.
1 Health declaration.
Also see "Hull".
PILOTAGE: Contact direct by Radio telephone on 2182 kc/s. or on VHF Channel 16 to "Spurn Pilot" at least 6 hrs before arrival (2 hrs required to order Pilot for vessel leaving port). Steam cutter with "Pilots" along the black hull. Either flash G, or fly G Flag. Cutter is usually in the vicinity of Spurn light-vessel but for vessels having a draft of 36 ft. and over Pilot boards at Humber light-vessel by special arrangements between Pilot and Master. In bad weather contact either the pilot cutter direct or Humber or Hull radio on VHF Channel 12 and they will advise location of cutter. The usual International standards are required for the ladders, etc., used on boarding. If vessels have to await Pilot the pilot cutter will advise where the vessel is to wait. Portable VHF units are available on request by the Master to the Pilots.
ANCHORAGES: Hawk and Sunk Roads, Hale, Spurn and Bull Anchorages. See "Hull". The Pilots will advise where to proceed to anchor and also provide Pilot.
MAX. SIZE: Maximum breadth 65 ft., maximum length of vessel that can be locked 268 ft. but vessels of greater length can enter docks on high water when all lock gates are open. 3 ft. clearance under the keel is required. Vessels having a draft of 19 ft. can normally enter the docks on any tide when the height of water is sufficient to allow 3 ft. clearance. Vessels with 21 ft. draft can be taken on Spring Tides. Vessels can enter usually approx. 3 hrs before and 2½ hrs after high water.
HEALTH: A pratique is issued by the Customs Officers on boarding for all vessels arriving from a port outside the U.K. but this is only done at the first U.K. port of call. If disease is suspected, the master must advise the Customs Officers on boarding and it is advisable that the Agent be informed prior to vessel's arrival.
RADIO: Humber Radio. 2182 kc/s, or VHF Channel 16.
TUGS: Normally join in Grimsby roads. Optional whether use ship's or tug's lines, the cost for using the tug's lines is between 3 and £6.
BERTHING: Vessels are restricted from passing through the Union Dock into the Alexandra Dock by a set of lock gates in the Union Dock which are closed when the height of water in the Royal Dock reaches 24 ft. and also a restriction on the beam of 42 ft. 6 in.
STEVEDORES: Vessels are allocated labour in order of arrival so it is only necessary to give the Agent the ETA preferably before noon on the previous day. Normal working hours 0800 to 1700. Overtime can be worked 1700 to 1900 Monday to Thursday. On Saturdays and Sundays as required.
MEDICAL: Hospitals and all other medical facilities are readily available. If immediate attention is required on arrival please advise agent by radio or telegram.
FRESH WATER: Available at all quays. Rate approx. 20 tons per hr.
FUEL: Normal gas and diesel oils available by both road and barge with at least 24 hrs. notice.
GANGWAY/DECK WATCHMEN: Not necessary, but the service is available if Master requires it.
OPENING/CLOSING HATCHES: Responsibility of the crew. The hatch beams can be removed and replaced by the shore cranes but there is an extra charge for this operation.
CUSTOMS ALLOWANCES: 200 cigarettes per 8 days. 1 bottle wine and 1 bottle spirits per 4 days. All seals to be broken.
CARGO GEAR: In accordance with the regulations laid down by H.M. Factories Inspector.
CREW IDENTIFICATION CARDS: Some sort of identification whilst crew are ashore is advisable.
CONSULS:

Belgium, Vice-Consul	Grimsby	59101
Denmark, Vice-Consul	,,	3063
Dominican Republic	,,	59101
Finland, Vice-Consul	Immingham	2387
France Consular Agent	Grimsby	55176
Germany (F.R.) Consul	,,	77830
Greece, Vice-Consul	Immingham	2166
Iceland, Consul	Grimsby	58881
Netherlands, Vice-Consul	,,	3177
Norway, Vice-Consul	,,	3177
Sweden, Vice-Consul	Immingham	2387

REPAIRS: Facilities are available for all deck and engine repairs.
DRY DOCKS: Nearest at Immingham.
REPATRIATION: Can be arranged if required.
AIRPORT: No civil airport in the vicinity. Easy access to all major airports via rail, etc.
HOLIDAYS: Christmas Day; Boxing Day; Good Friday; Easter Sunday and Monday; Spring Bank Holiday (end May); Late Summer Bank Holiday (end August). All except Christmas Day and Good Friday can be worked on overtime.
POLICE/AMBULANCE/FIRE: Docks Police – Grimsby 59171; Grimsby Police – Grimsby 57571. Emergency – Police/Fire/Ambulance 999.
TELEPHONES: Not available for connection on board.
GENERAL: The Grimsby Dock Master can be contacted on VHF Channel 16 and then change to Channel 18 for speaking.
SERVICES: Compass adjusting, tank cleaning, etc., are available.
SHORE LEAVE: Crew are allowed ashore.
AUTHORITY: British Transport Docks Board, Grimsby.

AGENT: Lambert Brothers (Shipping) Ltd., Royal Dock Chambers, Grimsby. Tel. Grimsby 5161. Telex 52659. Cables: "LAMBROS". A.O. Waltham 2316, Waltham 2053.

HULL: 53.44 N. 0.14 W.

DOCUMENTS:
1 Maritime Declaration of Health.
1 Crew's Effects List.
2 Ships Report by Master.
1 Home Office Form 1B6.
1 Stores List.
1 Certificate of Deck Cargo Tonnage.
1 Grain Certificate.
1 Light Certificate.
1 Port Dues Certificate.
1 Passenger List.
1 Landing card for each passenger.
Ships Certificate of Registry.
Mercantile Marine Office Certificate – for British Ships only.
Load Line Certificate.
Safety Equipment Certificate.
Lloyds Certificate.
De-rat Certificate.
Ships Register.
Light Bills.
Safety Radio Certificate.
In addition Manifests and Bills of Lading are usually sent to Agents direct from the loading Port.
PILOTAGE: A steam pilot cutter, having a black hull and buff funnel and with the word "Pilots" painted in large white letters on her sides, cruises in the neighbourhood of the Spurn Lightship. In bad weather conditions, the pilot cutter carries out her duties inside the river in the vicinity of the Bull Lightship or the No. 5 (Gate) light buoy.

Vessels bound to the Humber and requiring services of a Humber Pilot must give advance notice by signal through a GPO Coast Station to the Pilot Office, Hull, giving estimated time of arrival at Spurn, draft and destination preferably twelve hours in advance. Any adjustment to the time should be given at least two hours before arrival.

Vessels wishing to communicate with the Pilot Cutter by radio-telephone direct may:
(*a*) If within M.F. range (approximately 50 miles), call "Spurn Pilot" on 2182 kilocycles. As soon as contact has been established the Pilot Cutter will transfer to 2241, 2246 or 2301 or another licensed inter-ship frequency for passing messages; or
(*b*) If within VHF range (approximately 20 miles), call "Spurn Pilot" on VHF Channel 16 (156.80 megacycles) and then transfer to Channel 6 (156.30 megacycles) for passing messages.

ANCHORAGES: The undermentioned anchorages have been designated for the use of sea-going vessels. Masters are asked to co-operate by using these anchorages and to avoid anchoring in the Fairway or elsewhere.

Spurn anchorage should normally be used by inward-bound vessels and Haile and Bull anchorages by outward-bound vessels and vessels awaiting a berth, the Haile anchorage being designed for deeper draft vessels.
Spurn Anchorage. From position "A" 121° distant 3·65 miles from Spurn Lighthouse, in a 125° direction 1·60 miles; thence in a 020° direction 0·60 mile; thence in a 077° direction 1·00 mile; thence in a 347° direction 0·70 mile; and thence in a direction 257° 2·40 miles to position "A".
Haile Anchorage. From position "B" 171° distant 1·5 miles from Spurn Lighthouse, in a 206° direction 1·00 mile; thence in a 088° direction 2·30 miles; and thence in a 294° direction 2·05 miles to position "B".
Bull Anchorage. From position "C" 221° distance 1·65 miles from Spurn Lighthouse, in a 206° direction 1·00 mile; thence in a 116° direction 1·30 miles; thence in a 026° direction 1·00 mile; and thence in a 296° direction 1·30 miles to position "C".
RESTRICTIONS: Vessels may be accepted through the day and night, the only restrictions being influence of tides, together with the undermentioned physical limitations. Although vessels may occasionally be penned into or out of the docks outside the high water period it is more usual for them to be handled during the period immediately prior to and following high water.
MAX. SIZE: The maximum permissible dimensions for a general cargo/bulk carrier vessel (excluding tankers) requiring a berth in the enclosed docks are as follows: King George & Queen Elizabeth Docks, length 630 ft., beam 80 ft., draft 33 ft. 6 in.

HEALTH: Pratique granted by Customs Authorities after berthing. If vessel from non-infected area pratique given after Master declares all well on board. If from infected area pratique given after Port Health Authorities doctor has examined crew and given health clearance to Customs Officer. In case of suspected illness Master can send radio to Port Health Authority – telegraphic address "Portealth" Hull. Pratique is automatic when entering after calling at another port or ports in the U.K. and being granted pratique there, unless of course, illness has developed whilst on passage from previous U.K. port.

RADIO: Portishead Radio – call sign GKL but when within 200 miles of the Humber can go through Humber Radio – call sign GKZ. (See "General" below.)

TUGS: Head boat normally joins vessel in vicinity of Saltend, about 2 miles from dock, and the other tug or tugs connect with vessel when approaching the dock. Where vessel supplies own ropes for towage these to be good stout hawsers. Wire ropes will not be accepted. There is a charge for use of tug's hawsers.

BERTHING:

	Entrance lock		*Depth of water*			
	Length	*Width*	*at MHWS*		*at MHWN*	
	ft.	*ft.*	*ft.*	*in.*	*ft.*	*in.*
King George Dock	750	85	42	11	37	3
Alexandra Dock and extension	550	85	34	2	28	6
		70	34	2	28	6
Victoria Dock						
Humber to HT basin	—	60	28	4	22	9
HT basin to dock	—	50	26	9	21	2
Drypool basin to dock	—	45	22	8	17	0
Albert and William Wright Docks	320	80	28	11	23	4
St Andrew's Dock and extension	250	50	29	9	24	2
Humber Dock	158	41½	26	8	21	0
Railway Dock	—	42½	26	8	21	0
Princes' Dock	—	36	21	2	15	6
			at MLWS			
River Pier, Alexandra Dock		tidal	18	8		
Salt End Jetty Number 1		tidal	35	2		
Salt End Jetty Number 2		tidal	30	11		
Salt End Jetty Number 3		tidal	35	2		
Riverside Quay		tidal	18	8		

STEVEDORES: Enable Agent order gangs important receive accurate ETA particularly when week-end work involved. Latest time to order gangs: Normal day work 0730 hrs. same morning. Saturday & Sunday 1100 hrs. Friday.

MEDICAL: Necessary for Agents to be advised of any urgent cases of illness in order that they can arrange for a doctor or if necessary an ambulance to be available immediately on berthing. Hospital facilities available.

If vessel required to remain in river awaiting berth arrangements can be made for any serious case to be taken from vessel by lifeboat and conveyed to Grimsby for immediate Hospital treatment.

TANKERS: The Oil terminal at Salt End handles refined or semi-refined chemical and petroleum products which are transferred from the vessel along the oil jetties through a series of chemical and service pipes which range from 4 in. for chemicals, 8 in. and 12 in. for spirit and 16 in. for fuel oils and molasses. Facilities available for the discharge of Slop residue.

There are 3 tanker berths at Salt End and maximum dimensions of vessels are length 670 ft., draft 34 ft.

DENSITY: 1013/1015.

FRESH WATER: King George & Queen Elizabeth Docks. Available at any time. Ex Quay. Rate of delivery – 15 tons per hour. Cost – 3/2 per 1,000 galls plus cost of rigging, unrigging and attendance.

All other Docks. Available at any time. Ex Water Boat. Rate of delivery – 100 tons per hour. Cost – 5/0 per ton. Minimum Charge £3.

If water required urgently after 1700 hours weekdays or on Saturdays or Sundays Agents must be notified in good time to enable them order men out.

FUEL: Fuel oil available, viscosity up to 3,500 secs. Redwood. Gas oil and diesel also available. At least 24 hours notice required.

FIRE PRECAUTIONS: Copy of Handbook "Emergency Arrangements" is handed to Masters of Tankers.

GANGWAY/DECK WATCHMEN: Watchmen available if required by Master.

OPENING/CLOSING HATCHES: Can be carried out by stevedores when ordered. Ship charged with actual cost, but ship's crew may do so if required.

CUSTOMS ALLOWANCES: Foreign trade – max. allowance ½ lb cigarettes or cigars or tobacco. Home Trade – (Elbe/Brest limits) half the above Wine and/or Spirits. Foreign Trade – 1 pint – opened. Home Trade – (Elbe/Brest limits) half the above allowance.

CARGO GEAR: When working with ship's gear a Register of Machinery, Chains and Wire Ropes, etc., with all Test Certificates and record of inspections to be produced to the Stevedore before work commences.

CONSULS:

			Tel.
Belgium	Hull 27464	Liberia	Hull 36921
Bolivia	Hull 27301	Netherlands	Hull 29841
Denmark	Hull 26081	Norway	Hull 36921
Finland	Hull 25781	Peru	Hull 25121
France	Hull 27464	Portugal	Hull 35044
Germany	Hull 25781	Spain	Hull 23096
Greece	Hull 36921	Sweden	Hull 26081
Iceland	Hull 36790	Thailand	Hull 29925
Italy	Hull 36921		

REPAIRS: Facilities available for all types of deck and engine repairs.

DRY DOCKS:

Largest Dock – King George No. 2.

Length at cope level.	568 ft. 3 in.
Length on blocks.	520 ft.
Width at cope level.	92 ft.
Width at entrance.	72 ft.
Depth of water on sill HMWS	28 ft. 9 in.
Depth of water on sill MHWN	23 ft. 2 in.
Depth of water on block at entrance. MHWS	29 ft. 2 in.
Depth of water on block at entrance. MHWN	23 ft. 6 in.

1 further dock in King George Dock. 2 further docks in Alexandra Dock. 1 further dock in Wm. Wright Dock.

REPATRIATION: Crew changes can be effected and repatriation arranged by sea or air.

AIRPORT: Situated about 12 miles from the Docks but only flights to London, twice daily.

TIME: BST (British Standard Time) GMT plus 1 hour. From Oct. 1971, GMT during winter months.

HOLIDAYS: Good Friday (movable Holiday); Easter Monday (movable Holiday); Spring Holiday (last Monday in May); Bank Holiday (last Monday in August); Christmas Day (25th December); Boxing Day (26th December).

Saturdays and Sundays are non-working days but overtime work can be arranged on a voluntary labour basis. Overtime work can be arranged on all the above holidays on a voluntary labour basis.

POLICE/AMBULANCE/FIRE: Emergency Calls – Police – Fire – Ambulance – Coastguard – DIAL 999. Ask the operator for the service required.

TELEPHONES: Can be placed on board at the majority of berths in King George and Queen Elizabeth Docks.

GENERAL: Humber Ports Operation and Information Service operates a VHF (FM) radio telephone service available to all vessels navigating the River Humber, from the Humber Pilot Office Building, Queen Street, Hull.

A continuous watch is maintained on Channels 16 and 12. The call sign is "Hull Radio". The telephone number is Hull 0482–35599. Telegraphic address "Humerops".

The service provides information regarding the arrival, berthing, anchoring and departure of vessels and also information on navigational aids, navigation generally, visibility, and the safety of vessels and persons. Tidal information, including the height of tide at Bull Sand Fort in the Lower Humber, is also available on request. A general broadcast giving weather reports, tidal information and navigational warnings is made by the Humber Ports operation and Information Service on Channel 12 every 2 hours commencing at 0103 hours, prior notification being given on Channel 16.

VHF:

Saltend Jetties
Callsign, Saltend Radio
Continuous watch maintained
Channel 16, Calling and Safety
Channel 19, Berthing Instructions for Tankers.

King George Dock
Callsign, King George Dock Radio
Continuous watch maintained
Channel 16, Calling and Safety
Channel 20, Docking Instructions.

Alexandra Dock
Callsign, Alexandra Dock Radio
Operating 5 hours before HW Hull until 3 hours after HW Hull
Channel 16, Calling and Safety
Channel 5, Docking Instructions.

SERVICES: Tank cleaning, facilities for discharge of tank washings slop (residue), compass adjusting, etc., available.

SHORE LEAVE: Crew members allowed ashore.

AUTHORITY: British Transport Docks Board, King George Dock, Hull. Tel. 71861.

AGENT: Lambert Brothers (Shipping) Ltd., The Avenue, High Street, Hull, HU1 1NU. Tel. Hull 36949 & 36618. Telex 52240 – Answerback "LAMBROS HULL". After Office. Tel. Driffield 3376. Hull 895965.

IMMINGHAM and KILLINGHOLME: 53.37 N. 00.12 W.

DOCUMENTS:

1 copy Immigration Crew and Passenger List, H.O. form 1.B.6. Supplied by Agent.
1 copy Health Certificate form supplied by H.M. Customs & Excise,
1 copy Declaration of Goods obtained abroad or during a voyage, Form C.142. Supplied by H.M. Customs.
1 copy Cargo Manifest.
1 copy Dangerous cargo List.

PILOTAGE: Contact direct by R.T. on 2182 kc/s. or on VHF Channel 16 to Spurn Pilot at least 6 hours before arrival. Steam cutter with 'Pilots' painted on black hull. Cutter is usually in the vicinity of Spurn Light-vessel, but for vessel having a draft of 36 ft. and over the pilot boards at the Humber light-vessel by special arrangements between the Pilots and the Master. In bad weather contact either the pilot cutter direct or Humber or Hull Radio on VHF Channel 12, and they will advise location of pilot cutter. The usual international standards are required for the ladder, etc., for use for boarding. If vessel has to await Pilot, the pilot cutter will advise where vessel is to anchor. Portable VHF units are available on request by the Master to the Pilots.

ANCHORAGES: Hawk and Sunk roads – Haile, Spurn and Bull anchorages. The pilot station will advise where to proceed to anchor and also provide Pilot. See "Hull".
RESTRICTIONS: No restrictions, vessels may enter the harbour day or night. Maximum draft for entering harbour 31 ft. 6 in. HW. Maximum draft for entering harbour 25 ft. LW. Compulsory Pilots boarding Spurn Light-vessel, decide whether vessel shall proceed up river or anchor and await suitable state of tide.
MAX. SIZE: Harbour: Maximum length 650 ft., breadth 86 ft., draft 31 ft. 6in. Also see Further Developments. Riverside quay tanker berths:
Eastern Jetty – length no restriction, beam no restriction, draft average 33 ft. depends on low water.
Western Jetty – length no restriction, beam no restriction, draft average 31 ft. depends on low water.
Killingholme North Jetty – beam no restriction, max. length 580 ft. draft 30 ft. 6 in.
Killingholme South Jetty – beam no restriction, max. length 565 ft. draft 31 ft.
Immingham Oil Terminal – length 1,200 ft., beam no restriction, draft average 43 ft.
National Coal Terminal – length no restriction, beam no restriction, draft average 30 ft.
Draft depends on high water in channel. Also see Future Developments.
HEALTH: Pratique obtained by Master from H.M. Customs Waterguard on arrival. Any suspected disease or fever must be reported by radio to Agent and Dock Master who will arrange for Port Health doctor on arrival. Pratique is granted on arrival if no contagious disease on bpard.
RADIO: Humber Radio – 2182 kc/s. or VHF Channel 16. Dock Master – VHF Channel 16. Tankers use Channel 19.
TUGS: Will join vessel off dock entrance, optional use of tow lines. If using tug's tow lines, charge for this service £3 to £6, depending on vessel's length.
BERTHING: Unless Master or Agent indicates preference, the Port Authorities will decide which side alongside. River Pilot deciding in conjunction with Dock Master most suitable berthing time for harbour and river installations.
STEVEDORES: Firm ETA to Agent required if possible before noon on previous day before arrival.
MEDICAL: No advance notice necessary for medical treatment as all hospital facilities available.
IMMINGHAM OIL TERMINAL: Length up to 1,200 ft., breadth, no restriction, draft depends on height of water in channel, average 43 ft. Three 12 in. lines for crude oil. Two lines 12 in and 10 in. all other products. One 8 in. line for bunkers.
Eastern Jetty. Length, no restriction, breadth, no restriction, draft depends on low water, average around 33 ft. 10 in., 8 in., 6 in. lines, depends on Receivers. Bunker line available.
Western Jetty. Length, no restriction, breadth, no restriction, draft depends on low water, average around 31 ft.
Killingholme North. Length 580 ft. max., beam, no restriction, draft 30 ft. 6 in. One 8 in. line. One 4 in. bunker line.
Killingholme South. Length 565 ft. max., beam, no restriction, draft 31 ft. One 8 in. line. Bunker line available. No slop tanks available
DENSITY: In harbour 1019.
FRESH WATER: Available all berths by hose. Rate of delivery 20 tons per hour. Cost during normal working hours 14/4d. per 1,000 gallons.
FUEL: 24 hours notice required. All grades available.
FIRE PRECAUTIONS: Copy of these regulations handed to the Master on arrival.
DEVELOPMENTS: *Inside Dock* – 1 general cargo berth under construction, completion date end 1971. Depth of water to be increased to 34 ft. by end 1971.
River – 1 berth under construction for iron ore discharge expected ready end 1971.
GANGWAY/DECK WATCHMEN: Watchmen not usually employed, but left to the discretion of the Master.
OPENING/CLOSING HATCHES: Normally carried out by stevedores.
CERTIFICATES:
Ship's Register.
Load Line.
Safety Radio.
Safety Equipment.
Safety Construction and any British Light Dues Receipts.
Derat Certificate.
CUSTOMS ALLOWANCES: 8 days – 200 cigarettes per person approx. Wine/spirits, 4 days – ¼ pt. per day; this depends on the Customs Officer's discretion.
CARGO GEAR: This must comply with the Department of Employment and Productivity regulations. Normally discharge carried out by shore cranes, although overside berths available.
IDENTIFICATION CARDS: Seaman's book or passport sufficient for crew members going ashore.
CONSULS:
Finland – Immingham 2387 Norway – Immingham 2387
Greece – Immingham 2166 Sweden – Immingham 2387
REPAIRS: All major repairs possible.
DRY DOCKS: 1. Length 740 ft., width at entrance 56 ft.
2. Length 600 ft., width at entrance 90 ft.
REPATRIATION: All facilities exist for dealing with crews and passengers.
AIRPORTS: Leeds/Bradford. Manchester/Ringway. Daily flights to London for international connections.
TIME: GMT. Summertime, GMT plus 1 hour.
HOLIDAYS: Good Friday, Christmas Day, Boxing Day are regarded as closed holidays. All other holidays work will be carried out.
POLICE/AMBULANCE/FIRE: Police; Docks – Immingham 3441, 2068, 2067; County – Immingham 2222. Ambulance; Docks – Immingham 3441; County – Cleethorpes 62912. Fire; 999 ask for Fire.
TELEPHONES: Arrangements for ship's telephone on most quays. Jetty's have public and company telephones available.
AGENT: Lambert Brothers (Shipping) Limited, Dock Offices, Immingham Dock, Nr. Grimsby, Lincs. Tel. Immingham 2681/2. Telex: 52308. Cables "Lambros". After hours: Waltham 2053, Waltham 2316.

INVERGORDON: 57.41 N. 04.10 W.

DOCUMENTS: *At Boarding on arrival:*
1 copy Maritime Health Declaration and De-ratization Exemption.
Lists C.142 – Crew's declaration of dutiable and prohibited goods obtained abroad or during the voyage.
Form I.B.6 – List of members of the crew who are aliens or who were engaged outside the United Kingdom.
List 142.A – Parcels list – small packages of merchandise and addressed packages not borne on the ship's report.
List of ship's surplus stores and live animals on board.
Account of cargo in unregistered spaces (deck cargo) if arriving from a port outside Home Trade limits.
At Customs House when making report:
Form XS1.3 (in duplicate) – Master's report inwards. (A third copy is required if the vessel is carrying cargo for another United Kingdom port or for export.)
Surveys 107 – grain-laden ships only.
Surveys 104 – if carrying deck cargo from outside Home Trade limits.
Forms PR.4, PR.8 or PR.10 – passenger returns in duplicate (one copy for Customs one copy for Immigration). Vessels with passengers only.
Certificate of Registry.
Certificate of British Tonnage.
Light Dues Certificate relating to the vessel.
Certificate of Pratique; Form C.101 – these forms are issued by the Customs Officer who first boards the ship.
To the Agent:
Bills of lading.
Cargo Manifests.
PILOTAGE: Pilotage compulsory except when under 300 tons gross. Cruising station of pilot boat is the Cromarty Lighthouse where Pilot will board. Pilot boat painted black hull, buff upper structure.
Approaching vessels may give their ETA to pilot station via VHF Channel 16, when in the vicinity of 30 miles, but a 24-hour notice will be required. In the event of bad weather, vessels will be guided by pilot launch to safety where Pilot will board.
ANCHORAGES: In vicinity of Cromarty Bank Buoy and Cromarty Ness Light.
RESTRICTIONS: Vessels may enter between the hours 0600 and 2200 hours when Pilot will be available.
MAX. SIZE: Maximum permissible length 800 ft., draught 35 ft.
HEALTH: International quarantine signals to be used. Advise PORTELTH DINGWALL in advance if any suspected diseases on board.
RADIO: Vessels approaching from North should pass their ETA cable via Wick Radio GKR 431, and vessels approaching from East via Stonehaven Radio GND 458 to their Agents.
TUGS: Tugs are not stationed at port. For vessels 20,000 tons dead weight and over, use of a tug is compulsory, advance notice required. Use of ship's lines or tug lines optional. No separate charge.
STEVEDORES: None. Local labour employed.
MEDICAL: Medical cases can be dealt with at short notice through local Agent. Hospital facilities available.
DENSITY: 1022.
FRESH WATER: Obtainable alongside quay. Rate of delivery. 50 tons per hour, each hydrant.
FUEL: This can be ordered through local Agent, delivery by road tanker, small quantities, notice required.
DEVELOPMENTS: Further port development in construction. British Aluminium Smelter due for completion in 1972, also the Petrol Chemical Complex due to start in near future, completion 1974.
GANGWAY/DECK WATCHMEN: Gangways supplied free of charge with vessel responsible while on board. Watchmen supplied by ship's personnel.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CERTIFICATES: The following Certificates are required to be held on board for production when required:
International Load Line Certificate.
Safety Construction Certificate.
Safety Equipment Certificate.
Safety Radio Certificate.
CUSTOMS ALLOWANCE: Following quantities are generally left out for use on board by each member of the crew:
Ships arriving from foreign ports within Home Trade limits: Tobacco 125 gms. (4 oz. or 100 cigarettes). Spirits 0·185 litre (¼ bottle), wine 0·375 litre (½ bottle).
All other ships from foreign: Tobacco 250 gms. (8 oz. or 200 cigarettes). Spirits 0·375 litre (½ bottle), wine 0·75 litre (1 bottle).
IDENTIFICATION CARDS: Not required.

REPAIRS: None, small repairs carried out, advance notice required.
REPATRIATION: Can be arranged.
AIRPORT: Dalcross Airport, operated by BEA, distance from Invergordon 45 miles.
TIME: British Summer Time, 1 hour advanced on GMT. From Oct. 1971, GMT in winter months.
HOLIDAYS: 1st and 2nd January; 2nd Monday April; Last Monday July; 1st Monday October; Christmas Day.
POLICE/AMBULANCE/FIRE: Police, tel. Invergordon 222 or dial 999; Ambulance, arrangements through local doctor, tel. Invergordon 522; Fire Station, dial 999 and ask for their service.
TELEPHONES: H.M. ships only.
SHORE LEAVE: Allowed.
PORT AUTHORITY: Ministry of Defence (Naval) Bath. Admiralty Harbour Master, Invergordon.

INVERNESS: 57.29 N. 04.14 W.

DOCUMENTS:
2 Crew Lists.
2 Passenger Lists.
Customs and Excise and Health Documents.
Manifest.
Bills of Lading, etc.
PILOTAGE: Apply direct to Agent or to Pilot, telephone Kessock 217. ETA 24 hours. No VHF. Pilot cutter blue launch with letter P. Pilot station Munlochy Buoy. Location of anchorage while awaiting Pilot – Munlochy Buoy.
ANCHORAGES: Munlochy Buoy in 5/8 fathoms. Beauly Basin in 15 fathoms. Munlochy Bay in 5 fathoms.
RESTRICTIONS: 24 hours entry at high water.
MAX. SIZE: Ship maximum 280 ft. length, 20 ft. draft, high water.
HEALTH: Pratique as per U.K. procedure.
RADIO: Wick Radio
TUGS: None.
STEVEDORES: Arrange through Agent. 24 hours notice required.
MEDICAL: Doctor available.
DENSITY: 1012.
FRESH WATER: Available on demand, 20 tons per hour, ex hose on quay.
FUEL: Marine diesel and petroleum on request.
GANGWAY/DECK WATCHMEN: Supplied by ship.
OPENING/CLOSING HATCHES: Done by crew.
CUSTOMS ALLOWANCES: Tobacco/Wines/Spirits. Usual amount allowed by Customs and Excise.
IDENTIFICATION CARDS: None.
CONSULS: Netherlands, tel. Inverness 31171.
REPAIRS: Possible.
REPATRIATION: Facilities available.
AIRPORT: Dalcross, 7 miles from Inverness.
HOLIDAYS: 1st and 2nd January; Easter Monday; July Bank holiday; First Monday in October; and Christmas Day. All official holidays, cargo work can be arranged on these days.
POLICE/AMBULANCE/FIRE: Police Inverness 36111; Fire Brigade Inverness 34633; Ambulance Inverness 31511.
TELEPHONES: On Quay.
SHORE LEAVE: Unrestricted.
AUTHORITY: Inverness Harbour Trust, Harbour Master, Captain Malcolm MacLeod, Harbour Office, Shore Street, Inverness. Tel. 33291.

IPSWICH: 52.02 N. 01.10 E.

DOCUMENTS: Masters can conclude all documentation in port. Ship's Agent will give the necessary advice.
PILOTAGE: Normal International signals for "I require Pilot", VHF Channel 16 call, Channel 9 talk. 30 ft. launch painted black, with word "Pilot" in white on side, available at Sunk and Cork Light Vessels or Harwich Harbour. Desirable that Agents are advised of vessel's ETA at least two hours prior to vessel's arrival at Harwich Roads or, in the Master's option, at either the Sunk or Cork Pilot Stations.
ANCHORAGES: No anchorages within port. All vessels will proceed direct to berth, otherwise anchorage provided in Harwich Harbour.
RESTRICTIONS: Vessels up to 1,500 GRT taken up at night, draught not exceeding 16 ft. Maximum length of vessel 460 ft. Maximum draught 25 ft. 6 in. Large vessels navigate on flood tide only.
MAX. SIZE: 460 ft. overall length and 25 ft. 6 in. draft.
HEALTH: International signals. Master to contact ship's Agent when disease or fever is suspected on board. Pratique automatic for vessels calling at another port in the U.K.
RADIO: Masters to contact ship's Agent through North Foreland, Humber, Niton or Portishead depending on position of vessel. All these radio stations hold cable addresses and staff telephone numbers of Agents.
TUGS: Tugs available in Harwich Roads and it is customary for tugs' lines to be used, for which there is, of course, an additional charge on the towage. It is advisable for vessels to give 4/6 hours' notice of arrival at Harwich Roads.
BERTHING: Vessels bound for berths in the Wet Dock should arrive off the lock two hours before high water.
STEVEDORES: Ship's Master normally advises his Agent of his ETA, disposal of cargo on board, and all relevant details. The Agent passes this information to Stevedores.
MEDICAL: All medical facilities available in port. Vessels requiring medical assistance on arrival should advise all details by radio telephone or on their ETA cables.
TANKERS: It is desirable that when Master of a tanker gives an ETA he also indicates the size of pipe-line, size of connection and discharging point in order that necessary arrangements can be made at discharging point of receiving oil terminal. There are no slop facilities at port of Ipswich, and all cleaning and gas-free operations must be carried out outside precincts of the Harwich Harbour Conservancy Board. Only one tanker berth at Ipswich but there are six intake points on quay and it is usual for four coastal tankers to be accommodated, depending on the overall length and berth availability. A maximum draft on the berth of 25 ft. 6 in.
DENSITY: Approx. 1020 oz. depending on the amount of fresh water in river due to heavy rain.
FRESH WATER: Available at all quays. Delivery by hose through meter at 10 tph.
FUEL:
Gas oil 35 secs. Redwood.
Light fuel oil 200 secs. Redwood.
Medium fuel oil heated 950 secs. Redwood.
Heavy fuel oil heated 3,500 secs. Redwood.
At least 24 hours' notice required.
DEVELOPMENTS: Over next 10 years 2,000 ft. quay (24 ft. LWOST) with 50 acres reclaimed behind on West bank of River Orwell opposite Cliff Quay.
GANGWAY/DECK WATCHMEN: No watchmen required by Port Authority, but sufficient men available at all times to move vessels, if necessary.
OPENING/CLOSING HATCHES: Hatches opened by ship's crew.
CERTIFICATES: Following certificates are required by Agents in order to arrange Customs clearance:
Ship's Register.
Radio Certificate.
Load Line Certificate.
Safety Equipment Certificate.
Derat Certificate.
British Tonnage Certificate, if required.
CUSTOMS ALLOWANCE: Tobacco, 200 cigarettes, or equivalent in tobacco, per man. Wine and/or Spirits, One bottle per man.
CARGO GEAR: Cargo working gear is supplied by stevedores. Normally, quayside cranes are used for discharging and loading. In event of cargo gear being used in port, ship's gear certificate, duly certifying that all gear has been examined and is in every way workable and suitable for discharge and/or loading of cargo, is to be produced.
IDENTIFICATION CARDS: Not required as long as each crew member has in his possession a seaman's book and/or passport.
CONSULS: None.
REPAIRS: Only small repairs on board.
REPATRIATION: Facilities exist at port for effecting crew changing and arranging repatriation.
AIRPORT: A non-customed airport.
HOLIDAYS: Normal holidays for English ports.
POLICE/AMBULANCE/FIRE: In emergency dial 999. Otherwise, Police – Ipswich 55811; Ambulance – Ipswich 56407; Fire – Ipswich 75345.
SHORE LEAVE: Yes, allowed.
PORT AUTHORITY: Ipswich Dock Commission, Old Custom House, Key Street, Ipswich, Suffolk. Tel. Ipswich 56011.

AGENT: Cory Brothers Shipping Ltd., Powell Duffryn House, Cliff Quay, Ipswich, Suffolk. Cables: "Cory Ipswich". Telex: 98147. Tel: Ipswich 59285.

ISLE OF GRAIN: 51.26 N. 00.43 E.

DOCUMENTS:
1 Maritime Declaration of Health.
1 Crew's Effects List.
2 Ships Report by Master.
1 Home Office Form 1.B.6.
1 Stores List.
1 Certificate of Deck Cargo Tonnage.
1 Light Certificate.
1 Port Dues Certificate.
Ship's Certificate of Registry.
Mercantile Marine Office Certificate – for British Ships only.
Load-line Certificate.
Safety Equipment Certificate.
Lloyds Certificate.
De-rat Certificate.
Ship's Register.
Light Bills.
Safety Radio Certificate.
Safety Construction Certificate.
PILOTAGE: *Vessels from South.* Use Folkestone Pilot. Boat patrols one mile South of Folkestone Pier. Contact Pilots by VHF Channels 16 and 9. Call sign "Folkestone Pilot".
Vessels from North. Use Sunk Pilot. Boat patrols off Harwich. Contact Pilots by VHF Channels 16 and 9. Call sign "Sunk Pilot".
Vessels from near Continent. Use Margate Pilot. Advance notice to Agent essential as Pilots not always on station.
All Cases. Medway Pilot boards Garrison Point, Sheerness, and may be contacted through Medway Ports Operations Centre, Channels 16 and 14.

ANCHORAGES: Vessels proceeding to Isle of Grain must contact Medway Ports Operations Centre (VHF Channels 16 and 14) when a designated anchorage will be allocated appropriate to the size of vessel.
ENTRY RESTRICTIONS: Tidal port. 24 hour movements (except for vessels over 130,000 dwt. daylight only at present), subject to tidal conditions and under-keel clearance appropriate to size of vessel. Minimum depth of approach channel 26 ft. L W. at present
SIZE OF VESSEL: Largest size of vessel accepted to date, 150,000 dwt. By 1972 it is anticipated that 200,000 dwt. will be accommodated.
HEALTH: Foreign arrivals to complete Maritime Delaration of Health. They are cleared immediately on arrival by either a port doctor or an officer of H.M. Customs depending on where the ship comes from and whether there is sickness on board.

Vessels arriving from ports within accepted area (N. European ports) and coastal arrivals need not present Declaration. In all cases when there is sickness on board the Port Health Authority must be informed preferably not more than 12 hours and not less than 4 hours before arrival.
RADAR/VHF: Radar service maintained by Medway Ports Operations Centre who assist vessels on entry and sailing. Contact can be made on VHF Channels 16 and 14.
RADIO:
Notice of 72 hours and over – Portishead Radio.
Notice of 12–72 hours – Landsend Radio.
Notice up to 12 hours – from South, Northforeland Radio. from North, Humber Radio.
TUGS: Six tugs available. Three of them equipped for fire-fighting Tugs join and leave vessels at Garrison Point, Sheerness. Normally use tug lines, cost included in tug hire.
BERTHING: There are eight main jetties, 1 to 8, and three coaster jetties viz. No. 1 Barge (No. 1 coaster incorporating No. 2 Barge) and No. 9 lub. oil jetty.

The distance between the centre of jetties is as follows: Jetties Nos. 1–7, 815 ft. Between Nos. 7 and 8 jetties, 1,200 ft.

There is strictly no maximum length for any vessel using a B.P. jetty berth, being dependent upon length of vessel on adjacent jetties.

Large crude and black oil ships usually use North-east and jetties i.e., 4, 5, 6, 7, 8. Very large ships (super-tankers) generally moor to No. 8 jetty on the first of ebb tide.

Refinery stocks all sizes of connections and reducing pieces, etc. Slop facilities available at all main-line jetties.
DENSITY: Approx. 1020.
FRESH WATER: Available all jetties by pipeline.
FUEL: All grades available on all jetties. Advance notice advisable
MEDICAL: Advance notice of medical attention and inoculations required is advisable. Hospital facilities available in surrounding areas.
PORT FIRE PRECAUTIONS: No immobilisation or repairs allowed without prior authorisation. No hot-work allowed alongside jetties. Standard B.P. terminal regulations apply.
GANGWAY/DECK WATCHMEN: Services of shore watchmen not necessary. Vessels' own gangway used.
REPAIRS: Local marine repair company can undertake repairs of general nature. No drilling or hot-work permitted alongside jetties.
REPATRIATION: All facilities for repatriation by land, sea and air, through London and Dover. Attendance of British Ministry and Foreign Consulate officials arranged through Agent.
POLICE/AMBULANCE/FIRE: Dial following extensions on refinery internal system: Police 221; Ambulance and Fire 222. Medway Ports Operations Centre can be alerted on Channels 16 and 14 to call these services.
TELEPHONES: Telephones (coin box) placed on board at Master's request. No charge for connection.
GENERAL: Agents have difficulty in providing most services at week-ends, therefore, requests for Bond, cash, consular officials, etc., should be radioed as soon as possible.
CUSTOMS ALLOWANCES: At the discretion of Local Customs Inspector. Normal allowances are equivalent of ½ lb tobacco per man and equivalent of 1 bottle of wine per man. Allowances may be halved for home trade vessels. Vessels in port more than three or four days may receive extra allowances.
TIME: British Standard Time is GMT plus 1 hour. From Oct. 1971, GMT in winter months.

AGENT: William Hurst Limited, Foreshore Marine Offices, B.P. Refinery (Kent) Limited, Isle of Grain, Nr. Rochester, Kent. Tel. 0634–29 235. Telex 96187 Hurst Grain.

KINGSNORTH: 51.25 N. 0.36 E.

DOCUMENTS: See "London".
PILOTAGE: Vessels from South: Use Folkestone Pilot. Boat patrols one mile South of Folkestone Pier. Contact Pilots by VHF Channel 16 and 9. Call sign "Folkestone Pilot".

Vessels from North: Use Sunk Pilot. Boat patrols off Harwich. Contact Pilots by VHF Channels 16 and 9. Call sign "Sunk Pilot".

Vessels from near Continent: Use Margate Pilot. Advance notice to Agent essential as Pilots not always on station.

All Cases: Medway Pilot boards Garrison Point, Sheerness, and may be contacted through Medway Ports Operations Centre, Channels 16 and 14.
Also see "Sheerness".
ANCHORAGES: Vessels proceeding to Kingsnorth must contact Medway Ports Operations Centre (VHF Channels 16 and 14) when a designated anchorage will be allocated appropriate to the size of the vessel.
RESTRICTIONS: Tidal port. 24 hour movements, subject to tidal conditions and under keel clearance appropriate to size of vessel. Minimum depth of approach channel 26 ft. LW at present.
MAX. SIZE: Max. lengths: 750 ft. No breadth restriction. Draft: 38 ft. alongside jetty.
RADIO: Notice of 72 hours and over, Portishead Radio. Notice of 12–72 hours, Landsend Radio. Notice of up to 12 hours, from South Northforeland Radio, and from North, Humber Radio.
TUGS: Six tugs available. Three of them equipped for fire fighting. Tugs join and leave vessels at Garrison Point, Sheerness. Normally use tug lines, cost included in tug hire.
RADAR/VHF: Radar service maintained by Medway Ports Operations Centre who assist vessels on entry and sailing. Contact can be made on Channels VHF 16 and 14.
BERTHING: *Oakhamness Jetty:* One tanker berth situated at the end of a 1-mile long jetty with T-head cargo handling platform. Vessels moor alongside dolphins abreast of cargo handling platform which is equipped with Chicksan rigid loading/discharge arms each of 12-in. diameter. Depth alongside berth is 38 ft. below chart datum.
MEDICAL: Advance notice of medical attention and inoculations required is advisable. Hospital facilities available in surrounding areas.
TANKERS: Advisable radio Agents connection sizes required. No slop tank available. One large tanker berth only.
DENSITY: Approx. 1020.
FRESH WATER: Available by pipe-line on jetty.
FUEL: Bunkers not usually available on jetty, but may be delivered by barge. Advance notice essential.
FIRE PRECAUTIONS: No immobilisation or repairs allowed without prior authorisation. No hot-work allowed alongside jetty.
GANGWAY/DECK WATCHMEN: Services of shore watchmen not necessary. Shore gangway may be used.
REPAIRS: Local marine repair company can undertake repairs of general nature. No drilling or hot-work permitted jetty alongside
REPATRIATION: All facilities for repatriation by land, sea and air, through London and Dover. Attendance of British Ministry and Foreign Consulate officials arranged through Agent.
POLICE/AMBULANCE/FIRE: Dial 999 from public call box. Medway Ports Operations Centre can be alerted on Channel 16 and 14 to call these services.
TELEPHONES: No facilities exist for placing telephones onboard.
GENERAL: Agents have difficulty in providing most services at week-ends, therefore, requests for bond, cash, consular officials, etc., should be radioed as soon as possible.

AGENT: William Hurst Limited, Foreshore Marine Offices, BP Refinery (Kent) Limited, Isle of Grain, Nr. Rochester, Kent. Telephone No. 0634–29 235. Telex No. 96187 Hurst Grain.

LARNE, Co. Antrim, Northern Ireland: 54.51 N. 05.48 W.

DOCUMENTS: See "Belfast".
PILOTAGE: Not compulsory, though private pilots operate who are engaged by ship's Agent. Pilots board off Fairway Buoy. Port VHF. Channels 16 and 14.
ANCHORAGES: Inner anchorage in Larne depth up to 5 fathoms. Anchorage outside Fairway Buoy exposed in N.E. winds.
MAX. SIZE: Draught dependent on berth but maximum 19 ft. at MLWS, and 20 ft. at MLWN. Oil tankers proceed to Ballylumford Power Station which lies across Larne Lough directly opposite Larne Harbour. Approach channel has depth of 30 ft. at MLWS and berth has 35 ft. at MLWS.
HEALTH: See "Belfast".
RADIO: Portpatrick.
TUGS: Not based at Larne, only heavy-duty motor launches, suitable for small vessels. As a rule tugs are not required for vessels using Larne Harbour.
STEVEDORES: Larne Harbour Ltd. carry out all the stevedoring. Twenty-four hours notice required for arrangements.
MEDICAL: No advance notice required for medical attention, a hospital being situated ¾ mile from harbour. No special inoculations or certificates required.
TANKERS: One tanker berth in Larne Harbour. Maximum draught 16 ft., maximum length of vessel 260 ft. Pipe diameter 6 in. Discharging only. For Ballylumford, see Max. Size.
DENSITY: 1025.
FRESH WATER: Unlimited by shore hose. Rate 7 to 10 tons per hour.
FUEL: Fueling carried out by road tanker. Arrangements to be made through ship's Agent.
GANGWAY/DECK WATCHMEN: Agents arrange watchmen.
OPENING/CLOSING HATCHES: Performed by crew.
CUSTOMS ALLOWANCES: Agents arrange with Customs.
IDENTIFICATION CARDS: Not required.
CONSULS: Norwegian Vice-Consul (C. S. Brown, F.C.I.S.) – Larne 2227. Other consuls in Belfast can be contacted through ship's Agent.
REPAIRS: Limited repairs by local firms. Major repairs by Belfast firms.
REPATRIATION: Yes.
AIRPORT: Twenty miles. Regular flights.
HOLIDAYS: 12th and 13th July, Easter Monday and Tuesday, Christmas Day and Boxing Day. No cargo worked on these days.

POLICE/FIRE/AMBULANCE: Dial 999 and ask for Emergency service required.
TELEPHONES: Only on Cross Channel vessels.
PORT AUTHORITY: Larne Harbour Ltd., Larne Co. Antrim, N. Ireland. Tel. Larne 2604, 3110.

LEITH: 55.59 N. 03.10 W.

DOCUMENTS:
Health Declaration.
1 Crew Declaration Form C.142 (Tobacco List).
1 Crew List.
1 Passenger List.
(Also see "Glasgow".)
PILOTAGE: Pilot station in Firth of Forth located at Inchkeith Island. Contact can be made with pilot cutters "Panther" and "Gazelle" on VHF Channels 16/14/12 and radio-telephone 2182. Pilot cutters – black hull with white superstructure.
ANCHORAGES: Good holding ground at Inchkeith Island and Leith roadstead depths 10–17 fathoms.
RESTRICTIONS: None. Vessels can enter harbour day or night.
MAX. SIZE: Governed by draft of vessels. Maximum permissible draft alongside in Imperial Dock 30 ft. and in Western Harbour 32 ft.
HEALTH: Vessel boarded immediately alongside berth and pratique granted provided no contagious diseases reported on board, otherwise quarantine restrictions imposed.

Foreign arrivals to complete Maritime Declaration of Health. They are cleared immediately on arrival by either a port doctor or an officer of H.M. Customs, depending on where the ship comes from and whether there is sickness on board.

Vessels arriving from ports within accepted area (N. European ports) and coastal arrivals need not present Declaration. In all cases when there is sickness on board the Port Health Authority must be informed preferably not more than 12 hours and not less than 4 hours before arrival.

RADIO: Stonehaven and Cullercoats Radio Stations.
TUGS: Attend inward-bound vessels in Leith roads and ship's lines to be used.
BERTHING: Vessels arriving on maximum permissible drafts of 30 and 32 ft. normally docked by Pilots 1½ hours before high water.
STEVEDORES: ETA advices given by Master to ship's Agent and conveyed by them to stevedores.
RADAR/VHF: No port radar service. VHF contact can be made with Leith Harbour Radio on Channels 16 and 12.
MEDICAL: No advance notice of medical attention required. All hospital facilities available.
TANKERS: One tanker berth available – maximum permissible draft 30–31 ft. Discharge lines 6 in. and 8 in. No slop discharge facilities.
DENSITY: 1015.
FRESH WATER: Available alongside at all berths.
FUEL: All grades available subject 24 hours notice in advance.
DEVELOPMENTS: None envisaged at present.
GANGWAY/DECK WATCHMEN: Usually supplied by ship but shore watchmen arrangeable by special agreement.
OPENING/CLOSING HATCHES: Custom of the port is that this work is normally carried out by ship's crew.
CERTIFICATES:
Ship's Register.
Load-line.
Safety Radio.
Safety Equipment.
Cargo Construction.
De-Ratisation Certificates.
Light Dues receipt.
CUSTOMS ALLOWANCES: Two hundred cigarettes in an opened carton or ½ lb cigars or ½ lb tobacco and one pint spirits.
CARGO GEAR: No additional requirements necessary to comply fully with local safety regulations as all gear supplied by stevedores.
IDENTIFICATION CARDS: Not required.
CONSULS:
U.S.A.: 3 Regent Terrace, Edinburgh. Tel. 031–556–2061.
West Germany: 16 Eglinton Crescent, Edinburgh. Tel. 031–337–2323.
Netherlands: 64 Commercial Street,. Leith. Tel. 031–554–1621.
Spain: 100 Constitution Street, Leith. Tel. 031–554–5641.
Finland: 29 Bernard Street, Leith. Tel. 031–554–4311.
Greece: 7 Regent Terrace, Edinburgh. Tel. 031–556–1701.
REPAIRS: Facilities available to carry out all types of deck and engine repairs.
DRY DOCKS: Largest dry dock "Imperial", length 550 ft., width of entrance 70 ft., depth over blocks at MHWS 23 ft. 9 in. also three smaller dry docks.
REPATRIATION: All facilities available for effecting crew changes and repatriation by sea, air and rail.
AIRPORT: Edinburgh Airport served by regular airlines and located approximately 9 miles from Leith.
TIME: British Standard Time, GMT plus 1 hour. From Oct. 1971, GMT in winter months.
HOLIDAYS: Public holidays observed annually: third Monday in April; first Monday in June; third Monday in September; Christmas Day (25th December); 1st and 2nd January. Cargo work can be arranged on all public holidays except 1st and 2nd January.
POLICE/AMBULANCE/FIRE: Tel. 999 and ask for service required.
TELEPHONES: No facilities available for placing telephones on board vessels.
SERVICES: Compass adjusting facilities available.
SHORE LEAVE: No restrictions.
DELAYS: Minimal delays in berthing, loading and discharging.
AGENT: Lambert Brothers (Shipping) Limited, 6 John's Place, Leith, Edinburgh EH6 7EP. Telex No: 72114. Cable Address: "Lambert". Tel. 031 554 6631.

LERWICK HARBOUR: 60.09 N. 01.11 W.

DOCUMENTS: See "London".
PILOTAGE: Pilotage compulsory for passenger vessels only. International Pilot signals in use. Telegraphic address, Harbour Master's Office, Lerwick, tel. Lerwick 462. Pilot boat black with white bulwarks and masts, green boot-topping, flying Pilot flag by day and International Pilot lights at night. Pilotage station, South entrance to Lerwick Harbour, at or near Kirkabister Ness lighthouse. If Pilot not immediately available, good anchorage in harbour roads. Pilot boat has VHF.
ANCHORAGE: Ample anchorages in harbour roads.
MAX. SIZE: Vessels up to 20 ft. draft and 320 ft. long alongside berth; much larger vessels at anchorage.
RADIO: Wick Radio. Lerwich harbour radio VHF operating in office hours.
TUGS: No tugs available.
STEVEDORES: Arranged through Agent.
MEDICAL: Medical aid can be arranged through Agent or Harbour Master at any time day or night.
TANKERS: Shell Oil have their own discharging berth.
DENSITY: Density 1025 at all states of tide.
FRESH WATER: Available at all berths, 65 to 100 tons delivery per hour. No water boat.
FUEL: Gas oil available on demand.
FIRE PRECAUTIONS: Non-smoking regulations in operation inside all transit sheds and at oil berth.
GANGWAY/DECK WATCHMEN: Ships usually supply own watchmen. No fixed sum if shore watchman is employed.
OPENING/CLOSING HATCHES: Crew opens hatches.
CUSTOMS ALLOWANCE: Tobacco, wine/spirits; at the discretion of the Customs and Excise.
IDENTIFICATION CARDS: Foreign seamen have to supply same if left behind, i.e. hospital, etc.
CONSULS:

Denmark,	Lerwick 34
Finland (Vice),	Lerwick 1057
France (Consular Agent),	Lerwick 1057 House 1060
Germany	Lerwick 191
Iceland	Lerwick 34
Netherlands (Vice),	Lerwick 1057 House 57
Norway,	Lerwick 1057 House 57
Sweden (Vice),	Lerwick 56

REPAIRS: Repairs to fishing vessels and other small craft.
DRY DOCKS: No dry dock available, slip available to take small vessels up to 100 tons d.w.
REPATRIATION: Facilities exist.
AIRPORT: 25 miles to airport. Two services per day in summer, one in winter, operated by BEA.
HOLIDAYS: Scottish holidays. Working can be arranged on these days if so desired.
POLICE/AMBULANCE/FIRE: Police, Lerwick 10; Ambulance, Lerwick 751; Fire, Lerwick 318.
TELEPHONE: Ships telephones can be arranged.
SERVICES: No tank-cleaning equipment. Compass adjuster can be procured if necessary.
SHORE LEAVE: No restrictions.
PORT AUTHORITY: Lerwick Harbour Trust, 1 and 2 Alexandra Buildings, Lerwick. Tel. Lerwick 191, or Harbour Master, Lerwick 462; night or day.

LIVERPOOL: 53.32 N. 3.19 W.

DOCUMENTS: Required on arrival, Crew List Form I.B.6 to be completed; this list to include all aliens and any British subjects who joined vessel outside of U.K. If any person falling into this category should be on board they must not leave vessel until permission to land is granted by Immigration Officer.

Customs Form C.142, Declaration of goods obtained aboard or during a voyage, must be completed and signed by Master, and each crew member. Health Declaration must be completed. Above forms should be obtained from Pilot.

Manifest and Bills of Lading should be forwarded to vessel's Agent so as to be available before vessels arrival.
Ship's Papers Required:
Ship's Register.
Certificate for British Tonnage (if issued).
Safety Equipment Certificate.
Safety Radio Certificate.
Safety Construction Certificate.
International Load-line Certificate.
Deratting Exemption Certificate.
PILOTAGE: At least 48 hours before arrival, inward vessels should give ETA Lynas/Mersey Bar to Agent. Agent will then arrange docking and advise Pilot Office, the Master will receive radio giving final docking instructions.

Pilot Station. Vessels arriving from South should take Pilot on board at Point Lynas, Pilot Station 1, which shall extend between imaginary lines drawn on the true bearing of North and South from Middle Mouse Island and on the true bearing of North from the Great Ormes Head.

Vessels arriving from North should take Pilot at Mersey Bar Pilot Station 2, which shall extend between imaginary lines drawn on the true bearing of North from the Great Ormes Head on the true bearing of North and South from the Bar Light-ship, at the entrance to the principal buoyed channel leading to the Mersey.

VHF Channel	*Call Sign*	*Channel*	*Frequency M/cs*
Point Lynas Station	Lynas Pilot	16	156.80
Mersey Bar Station	Bar Pilot	6	156.30

Description of Pilot Boats. Black top sides with 2 in. yellow ribbon and white boot topping to water line. Yellow funnel with black top. The name "Liverpool Pilot" painted on each side.

In heavy weather if Master of the pilot boat considers it imprudent to send a launch to put a Pilot on board an incoming vessel, he will hoist signals to that effect. At night he will signal, viz. a red pyrotechnic light shown simultaneously with the flare-up light.

ANCHORAGES: In the event of berths not being readily available for vessels, normally they must wait at the Mersey Bar Anchorage which is in the open roadstead. There are river anchorages, but these are only usually for vessels about to enter the dock system.

RESTRICTIONS: No restrictions on night entry, tidal restrictions depend on vessel's draft and to which berth vessel proceeding, larger vessels usually have to wait for high water.

MAX. SIZE: Tranmere: up to 48 ft. draft dependent on tide. Birkenhead: up to 29 ft. draft. Liverpool Docks: up to 40 ft. draft.

HEALTH: Maritime Declaration of Health Form must be completed and handed to Customs Officer or Port Health Officer, whoever first boards ship. This form is obtainable from Pilot. In event of any suspected disease or fever on board, or if ship has called during last 4 weeks at any port in Brazil, China, Indo-China, India, Pakistan, Burma, Columbia and the port of Dar-es-Salaam, West African ports between latitude 20° North and 20° South, the Master should, prior to entering port, make radio contact with Liverpool Port Health Authority, via Anglesey Radio or port radar station (Signal "PORTELTH LIVERPOOL") giving them following information:

1. Name of Ship. 2. Date of departure from and name of last infected port. 3. Number, ages and sex of any cases of infectious diseases or other relevant information. 4. Expected time of arrival at Rock Light. Before reaching the Rock Light if medical clearance has not been obtained the following signal must be displayed: by day – fly the flag signal "Z W". By night – show red light over white light.

When medical clearance is obtained pratique will be issued at discretion of Customs Officer.

If there is no suspected disease on board and vessel has not called at any of the above ports listed, Master can radio for Free Pratique. Unless otherwise instructed, Customs Officer will again issue pratique.

Vessels arriving from another U.K. port do not require pratique or health clearance.

RADIO STATION: Portishead Radio, call sign: GKL; Landsend Radio, call sign: GLD; Wick Radio, call sign: GKR; but on approaching Liverpool, the local radio station is Anglesey Radio, call sign: GLV.

TUGS: Join vessel after passing Rock Light. Normally use tug's lines but optional. Charge for tug's hawsers, in river £3.50 per hawser, in dock £1.75 per hawser.

STEVEDORES: Earliest possible ETA to be given to arrange gangs.

RADAR/VHF: The port radar service extends seaward over Liverpool Bay for radius of 20 miles from the station and in the River Mersey as far South as New Ferry. Continuous RT watch is maintained. Calling Channels:

Station	*Call Sign*	*Hague Channel Number*	*Frequency M/cs.*	*Remarks*
Liverpool Port Radar Station	Mersey Radio	16	156·80	Calling and safety
		12	156·60	Port operations, general
		18	156·90 161·50	
		22	157·10 161·70	Port operations, radar information and general

A continuous watch is maintained on all channels at Port Radar Station.

MEDICAL: If doctor is required to attend immediately on arrival of vessel, prior notice will be required, but generally doctor is arranged for most convenient time after vessel's arrival. All seamen should be vaccinated against smallpox.

Hospitalisation is available, but seamen will only be admitted if immediate treatment is required. It is preferred for foreign seamen requiring hospital treatment to be repatriated, if able to travel.

Dentist available by appointment only.

TANKERS: Oil tanker cleaning and slops discharging may be carried out at Rock Ferry Tanker Cleaning Jetty.

Tranmere South Stage – Capable of accommodating tankers up to 100,000 tons deadweight, maximum draft 40–48 ft., depending on height of tide.

Tranmere North Stage – Capable of accommodating tankers up to 200,000 tons deadweight after lightening to 140,000 tons, maximum 48 ft. at high water.

Dingle Tanker Buoys – River mooring for tankers of 20,000 tons deadweight.

Queen Elizabeth II Dock, Eastham – 4 berths – can take vessels of 28,000 tonnage dependent on height tide and vessels dimensions. (See "Manchester".)

DENSITY: River Mersey salt water. Docks density approximately 1020.

FRESH WATER: Available at all berths, ex quay. No water barges available. Rate of delivery 15–20 tons per hour, cost 5/– per 1,000 gallons = approx. 1/3d. per ton, plus labour charge.

FUEL: Most major oil companies are represented and can supply range of fuels of various viscosities. Notice required depends on the berth at which vessel is laying as bunkers are supplied ex lighter at most berths. Notice required can vary depending on availability of barges, but generally at least three to four days notice is required.

PORT FIRE PRECAUTIONS: Tankers may not carry out repairs whilst at discharging berth unless permission is obtained from Harbour Authorities. Fire precautions notice is placed on board by Harbour Authorities.

DEVELOPMENTS: Seaforth Project and Gladstone Terminal expected to be completed in 1971. The overall scheme will provide ten deep-water berths for general cargo, specialist accommodation for packaged timber, bulk grain, installations for the mechanised discharge and handling of meat and other perishable cargoes. The whole north side of the dock will be developed for container ships and considerable land areas have been made available for the reception and storage of containers. Further land can be brought into use. Water depth to 52 ft. would be available if required.

GANGWAY/DECK WATCHMEN: Watchmen not necessary but available if required.

OPENING/CLOSING HATCHES: Carried out by ship's crew for bulk cargoes and by stevedores for general cargoes.

SHIP'S CERTIFICATES REQUIRED ON BOARD:

Register/Certificate of Measurement.
Certificate of British Tonnage (if issued).
Safety Radio Certificate.
Safety Construction Certificate.
Safety Equipment Certificate.
Load-line Certificate.
Deratting Certificate.
Cargo Gear Test Certificates.

CUSTOMS ALLOWANCES: Crew members who remain on vessel during vessel's stay in port may be allowed, under certain conditions, to keep for their own use on board small quantities of any tobacco, spirits and other goods declared on Customs Form C.142. The amount allowed depends on the number of days the vessel is in port.

CARGO GEAR: Cargo Gear Certificates must be produced with the necessary up-to-date endorsement.

IDENTIFICATION CARDS: Not required.

CONSULS: Foreign Consular Offices in Liverpool:

	Telephone
American Consulate General, Cunard Buildings, Liverpool 3.	051–236 8501
Argentine Consulate, 54 Castle Street, Liverpool 2	051–236 3939
Belgian Consulate, 30 James Street, Liverpool 2	051–227 1111
Bolivian, 336 Tower Buildings, Liverpool 3	051–236 9523
Brazil, 503 Coopers Buildings, Church Street, Liverpool 1	051–709 4234
Chile, 30 James Street, Liverpool 2	051–236 9251
Colombian Consul General, 36 Dale Street, Liverpool 2	051–236 7941
Denmark, 24 Fenwick Street, Liverpool 2	051–236 9554
Dominican Republic, 569 Martins Bank Buildings, Liverpool 2	051–236 4442
Ecuador, Tower Building, Water Street, Liverpool 3	051–236 1554
El Salvador, 18 Bentley Road, Liverpool 8	051–727 2638
Esthonia Vice-Consul, 56 South Castle Street, Liverpool 1	051–709 7212
Finnish Consulate, 250 India Buildings, Liverpool 2	051–236 4511
French Consul General, 5th Floor, Cunard Building, Liverpool 3	051–236 8685
German Consulate, Pearl Assurance House, Castle Street, Liverpool 2	051–236 0294
Greece, Royal Liver Buildings, Liverpool 3	051–236 1942
Haiti, 3 Tithebarn Street, Liverpool 2	051–236 2546
Icelandic, 24 Fenwick Street, Liverpool 2	051–236 9554
Italian, Pearl Assurance House, Castle Street, Liverpool 2	051–236 0485
Japanese Consulate General, 14 Water Street, Liverpool 2	051–236 4611
Latvia, 550 Sefton House, Exchange Buildings, Liverpool 2	051–236 9811
Liberia, 19 Chapel Walks, Liverpool 1	051–236 3275
Netherlands, 21 Old Hall Street, Liverpool 3	051–236 7499
Norway, Tower Buildings, Water Street, Liverpool 3	051–236 2787
Panamanian Consulate General, 42 Stanley Street, Liverpool 2	051–236 4816
Paraguay Consulate, Royal Liver Building, Liverpool 3	051–236 5650
Peruvian, 24 Sir Thomas Street, Liverpool 1	051–236 7396
Philippines Consulate, 28 Derby House, Exchange Buildings, Liverpool 2	051–236 2262
Portuguese, 1 Falkner Square, Liverpool 8	051–709 5712

Spain, Refuge Assurance House, Lord Street, Liverpool 1	051–709 5052
Refuge House, 12 Lord Street, Liverpool 2	051–709 3280
Sweden, India Buildings, Water Street, Liverpool 2	051–236 3516
Thailand, 35 Lord Street, Liverpool 2	051–227 2525
Uruguay, Royal Liver Buildings, Liverpool 3	051–236 7013
Venezuelan Consulate General, 625 Tower Buildings, Liverpool 3	051–236 6181

REPAIRS: All types of deck and engine repairs can be carried out.
DRY DOCKS: Largest – length 950 ft.×140 ft. Also 27 smaller dry docks.
REPATRIATION: Can be effected, but must be arranged through Agent, so that Immigration clearance can be arranged.
AIRPORT: City Centre to Airport approximately 7 miles, regular service to London for international connections.
TIME: British Standard Time, which is one hour in advance of Greenwich Mean Time, reverting to GMT in winter months.
HOLIDAYS: Good Friday; Easter Monday (alterable); first Monday in June; last Monday in August or first Monday in September, whichever may be closest to August 31st. December 25th–26th, Weekly holidays Saturday, Sunday. Cargo can be worked on official holidays, other than 25th–26th December, also arrangements can be made for cargo to be worked on Sundays.
POLICE/AMBULANCE/FIRE: Telephone 999, ask for service required.
TELEPHONES: A temporary telephone can be placed on board a vessel, at most berths, whilst in port, installation costs £30.
SERVICES: Tanker cleaning and slops services at Rock Ferry Tanker Cleaning Berth. Compass adjusting, D.F. Calibration can be arranged.
SHORE LEAVE: All bona vide crew members may be granted temporary shore leave during the vessel's stay in port, on condition that they leave in the same ship. This permission does not apply to any alien member of the crew who is refused leave to land by an Immigration Officer, or to whom an Immigration Officer has given notice prohibiting him from landing without leave.
AUTHORITY: Mersey Docks and Harbour Board.

AGENT: Lambert Brothers (Shipping) Ltd., India Buildings, Water Street, Liverpool, L2, OQQ. Tel. 051–236 7206 and 051–236 3644. Telex: 62510. Cables "Lambert Liverpool".

LONDON and Thames District: 51.30 N. 0.05 W.

DOCUMENTS:
1 copy of HM Customs and Excise form C.142 to be completed showing each crew members declaration as to the amount of cigarettes, tobacco, spirits, wine, radios, lighters, etc, belonging to them on board the ship to enable Customs to ascertain if in conformity or excess of requirements.
1 copy of HM Immigration Office (pink form) showing Master's declaration of crew members on board.
1 copy of List of Passengers on board, showing names, place of joining vessel, passport details.
Ship's Register to be available for inspection on arrival.
List of space occupied by cargo in unregistered space.
Chief Engineer's declaration as to the quantity of fuel carried in double bottom tanks.
Details of any livestock on board.
List of bonded stores in bond locker.
Details of previous ports of call.

PILOTAGE: Pilotage by licensed Pilots in London pilotage district is compulsory unless previous exemption is granted.

Vessels approaching from the South enter the pilotage area off Folkstone Harbour position (Lat. 51° 04′ 37″ N., Long 01° 11′ 21″ E.). VHF Channel 16 (156·80 Mc/s.) calling switch, Channel 9 (156·45 Mc/s.) for working traffic. Range about 20 miles.

Vessels approaching from the North collect the Pilot at Sunk Pilot Cutter which operates in the vicinity of the Sunk Light vessel, off Harwich.

Radio links: MF range 50 miles, call 2182 kc/s., Pilot transmits listens 2241 kc/s. VHF range 20 miles, call Channel 16 (156·8 Mc/s), switch Channel 6 (156·3 Mc/s) for traffic.

Cable "Pilots Folkestone" or "Pilots Sunk Noreforeland Radio" at least 12 hrs. before arrival, giving ETA, gross tonnage, deepest draft, destination. Advise any change at least 2 hrs. before ETA. Vessels for Sunk to keep in radio link with Pilot Cutter when in range. Fly "G" flag visual, or Aldis lamp when making approach to pilot station. Pilot boats are black hull with "Pilot" in white shown.

If "Sunk Pilot" boat not operating in position due weather, move inland to calmer waters; check "Noreforeland" or "Scheveningen" Radio for position.

Sea Pilot leaves vessel at "Gravesend" where River Pilot boards for final river passage.

Pilot ladders to conform to BOT approved plans.

ANCHORAGES: Southend, Warps Deep Water, Great Nore. Little Nore, Highham Bight (check Thames Navigation if available), unrestricted time limit; Thameshaven (for oil tankers only); Gravesend, 12 hr. time limit. Depth's, boundaries vary. Sea Pilot is aware of safe anchorages depending size, type, draft of vessel.

ENTRY RESTRICTIONS: No tankers carrying products with Flashpoint 73°F. or below is allowed to navigate, or empty tankers which carried products below 73°F. not gas free are permitted to navigate above Coal House Point 1 hr. before sunset. Any passage above Coal House Point, the vessel to be tied up fully ½ hr. before sunset, alternatively vessel to anchor and commence passage ½ hr. before sunrise. Certain bulk chemical vessels are subject to this restriction also. Vessels with explosives on board to ascertain before arrival navigation restrictions with Thames Navigation, Gravesend, or local Agents.

The tides at London have a rise and fall of about 18/20 ft. above Lat (datum) depending on the tidal conditions.

The sea approach to Thameshaven is dredged to allow the passage of vessels to 48 ft. at mean neap tides. The depth to Gravesend Reach is about 26–28 ft. below MLWS, varying on the tides.

SIZE OF VESSEL: Maximum, oil carriers.

Berth	*Depth at low water*	*Size–length*
Coryton	46 ft. maximum	1,100 ft.
Shellhaven	30 ft. maximum	650 ft.
Thameshaven	48 ft. maximum	1,200 ft.
Holehaven	37 ft. maximum	720 ft.
Purfleet	28–37 ft. maximum	700 ft.
Grays	37 ft. maximum	620–750 ft.
Enclosed docks	*Maximum*	*Maximum length*
Royals/K.G. V	26–35 ft. depth	720 ft.
Tilbury	37 ft. depth	850 ft.
West India	26–29 ft. depth	510 ft.

Other river and tanker berths restrictions apply according to tides and berth.

Deep-draft tankers for berthing at Thameshaven is usually over a period of 2 tides. Passage on the 1st tide to deep water anchorage, vessel to leave anchorage on make of 2nd tide and arrive off the installation ½ hour before high water of this tide.

HEALTH: No automatic pratique, or radio pratique given. The London Maritime Declaration of Health Form which is normally handed to the ship by the Pilot boarding vessel is to be completed and strictly complied to. Any doubts can be clarified by VHF to Thames Navigation, Gravesend, who will connect to the Port Doctor, or to "Noreforeland Radio". Pratique is issued by the Customs at the berth after health requirements adhered too.

RADIO: Outside UK waters from the South call long range station "Portishead Radio"; approaching London, "Niton Radio" or "Noreforeland Radio" giving agents draft and ETA.

TUGS: Tugs usually pick up vessels for Thameshaven and Holehaven in reaches approaching berth, or Gravesend for berths/docks up river. Tug lines can be hired to ships; cost per line £5.

BERTHING: Make contact with Thames Navigation Service at Gravesend, Channel 16, for working traffic; Channels 12 or 20 for berthing information, depending on time of arrival; alternatively local Agents.

BRIDGES: No bridges below Tower Bridge which opens for shipping on request.

STEVEDORES: Ordered by the Agents; no ETA to stevedores from vessel necessary; labour to be ordered by 1500 hrs. day before required.

RADAR/VHF: Operated by Thames Navigation Service, Gravesend. Radar coverage from Southend to Crayfordness. VHF Channels 16 and 12 Seaward to Crayfordness; Channel 20 for radar assistance; Channel 18 for port health or pilot service. Patrol launches, Channels 16, 14, 12, 6.

MEDICAL: Not necessary to contact Agents once port health requirements satisfied unless urgent medical treatment required on board on arrival. All medical treatment, vaccinations available.

TANKER BERTHS: There are about 40 berths for tanker type vessels in London

Coryton: 4 berths. No. 1 33 ft. at low water; No. 2, 24–28 ft. at low water; No. 3, 44 ft. at low water; No. 4, 46 ft. at low water.

Shellhaven: 2 berths. 30 ft. at low water.

Thameshaven: 16 berths. 7 of which are deep water, depths between 29–48 ft. at low water.

Holehaven: 4 berths. Depths up to 37 ft. at low water.

Purfleet: 3 berths. Depths 28–37 ft. at low water.

Grays: 2 berths. Depths 37 ft. at low water.

Other tanker berths privately owned.

Recommended Masters cable terminal with discharge manifold size enabling wharf have correct pipes ready. Slop tanks available most wharves.

DENSITY: Varies according to position and tides.
FRESH WATER: Available at all berths either from shore or barge
FUEL: All types, grades available by barge, or from terminals.
PORT FIRE PRECAUTIONS: Tankers – no smoking on open decks, only cabins. Deck fire hoses to be connected. Explosive workings at Chapman anchorage, same precautions. Red flag to be flying these vessels. Fire tug to be in attendance when explosives being worked. Smoking not permitted in the docks or berths.
GANGWAY/DECK WATCHMEN: Available but not compulsory, Master's discretion.
OPENING/CLOSING HATCHES: Liner vessels by crew, with stevedore assistance. Tramp vessels according to the charter party.
CERTIFICATES: These certificates to be on board.
Ship's Register.
Load Line.
Safety Radio.
Safety Equipment.
Safety Construction.
Derat. Exemption.
Previous U.K. Light Due Bills.
Cargo Gear and Chain Register complying to U.K. Factory Acts.
British Tonnage Certificate if available.

CUSTOMS ALLOWANCES: Customs usually permit 200 cigarettes or ¼ lb. tobacco per person on board for 7 days. They can refuse to issue duty free or amount allowed at their discretion. Usually

permit 1/6th gallon or 1 bottle spirits per person for 7 days, They can issue less or refuse allow as duty free at their discretion.

CARGO GEAR: To comply with U.K. Factory Acts, valid chain and Cargo Gear Register to be on board. Stevedores usually supply cargo slings, etc.

CREW IDENTIFICATION CARDS: Seamen's identity book required to be retained on board in port.

CONSULS: All British Commonwealth countries represented in London.

Algeria	584–9502	Korea	589–8025
Argentine	584–1701	Kuwait	580–8471
Austria	235–3731	Lebanon	229–8485
Belgium	235–5422	Liberia	589–9405
Bolivia	235–4255	Libya	589–5235
Brazil	499–7441	Mexico	235–6393
Bulgaria	584–9400	Morocco	584–8827
Burma	499–8841	Netherlands	584–5040
Cambodia	722–8802	Norway	235–7151
Chile	629–4236	Panama	709–9833
China	580–7509	Philipines	937–3647
Colombia	584–4398	Poland	580–4324
Cuba	937–8226	Portugal	235–6216
Denmark	589–6656	Saudi Arabia	235–8431
Ecuador	584–1367	South Africa	930–4488
Finland	730–0771	USSR	229–3215
France	636–1206	Spain	589–3284
W. Germany	584–1271	Sudan	839–8080
Greece	499–2323	Sweden	481–1901
Indonesia	499–7661	Turkey	589–0360
Iran	037–5225	UAR	229–8818
Iraq	584–7141	USA	499–9000
Israel	937–8091	Uruguay	589–8735
Italy	235–4831	Vietnam	937–3765
Japan	493–6030	Yugoslavia	937–3671
Jordan	937–3686		

REPAIRS: All repairs, gas freeing possible; pre-advice recommended.

DRY DOCKS: Largest dry docks at Tilbury, 752 ft. length, 133 ft. breadth; King George Docks, 750 ft. length 128 ft. breadth. There are 5 smaller dry docks available.

REPATRIATIONS: All facilities exist for changing crews, repatriations.

AIRPORTS: All flights serve London Airport, about 18 miles from centre of London. Gatwick and Southend Airports serve local and Continental services also.

TIME: British Standard Time which is one hour in advance of GMT. From Oct. 1971, GMT during winter months.

HOLIDAYS: No work is available on official holidays usually. Official Days: Good Friday; Easter Monday; Whit. Monday; August Monday; Christmas Day; Boxing Day. Some weekend work is possible at certain berths only.

POLICE/AMBULANCE/FIRE: Contact by telephone; dial 999 and ask for service needed.

TELEPHONES: Ship to shore connections available at most berths.

SERVICE REPAIRS: All types of service for navigational aids, radar, compass adjusting, nautical instruments repaired, slop discharge barges available. Tank-cleaning, gas-freeing services available.

SHORE LEAVE: Crew members allowed ashore but must rejoin on sailing.

PORT REGULATIONS: No livestock allowed ashore without permission Customs and Port Health Authorities.

PORT AUTHORITY: Port of London Authority, PO Box. 242, Trinity Square, London, E.C.3. Tel. 481–2000. Telex, 264176. Cables, Pol London.

AGENT: Lambert Brothers (Shipping) Ltd., Cunard House, 88 Leadenhall St., London E.C.3. Cables, "Lambert London EC3," Telex, 884971. Tel. 01–283–2000.

LONDONDERRY (incl. Moville): 55.00 N. 07.20 W.

The main port of Londonderry is situated about 21 miles from the sea on the River Foyle.

PORT LIMITS: Extend from Lifford Bridge to a line drawn from Greencastle Fort in the County of Donegal to the Tower on Magilligan Point in the City and County of Londonderry.

DOCUMENTS: For Londonderry see "Belfast". For Moville see "Dublin".

Since the Port of Londonderry falls within the Republic of Ireland and the United Kingdom, both Governments are concerned in regard to Customs documents. Moville, which is situated down river from Londonderry, is located in the Republic of Ireland and is the anchorage where deep-sea vessels lie prior to proceeding to Londonderry. Should vessels discharge cargo or load cargo at this anchorage, Irish documents are required. The port is under the control of the Londonderry Port and Harbour Commissioners who are recognised by both Governments.

PILOTAGE: The Londonderry Port and Harbour Commissioners are the Pilotage Authority for the Londonderry Pilotage District. For information regarding pilotage application should be made to The Secretary, Harbour Office, Londonderry, Northern Ireland.

Pilotage is compulsory, vessels taking the Pilot at the Foyle Buoy or Fairway Buoy, about 2½ miles N.E. from Dunagree Point, Innishowen Head.

The pilot station is located at Carrickarory Pier, Moville, 55° 10′ 57″ N.; 07° 03′ 27″ W.

Deep-sea vessels usually take Pilot 2 hours before High water time Londonderry, so as to arrive at Londonderry on the top of High Water.

Pilotage service may be obtained in response to following signals:

Inward-bound vessels: By day. 1. The International Code Signal G; 2. The International Code Signal P.T.; 3. The Pilot Jack hoisted at the fore; 4. By daylight signalling lamp to the pilot station.

By night. 1. The pyrotechnic light, commonly known as a blue light; 2. A bright white light flashed or shown at short or frequent intervals just above the bulwarks for about a minute at a time; 3. The International Code Signal P.T. by flashing; 4. By signalling lamp to the Pilot Station.

By day or night. 1. By VHF (FM) radiotelephony to the pilot station at Carrickarory Pier. 2. By VHF (FM) radiotelephony to the pilot launch "Foyle Leader." 3. By I.F. radiotelephony to the pilot launch "Foyle Leader."

In poor visibility. By sounding the letter G in Morse Code on the steam whistle or siren.

As visibility to seaward from Carrickarory Pier is restricted it is important that Owners, Masters or Agents notify the Harbour Master (tel. Londonderry 3680) or outside Office hours the pilot station (tel. Moville 92) of the name of vessel; estimated time of arrival at the Fairway Buoy; draft of water of the vessel. It is also important that VHF (FM) communication be established with pilot station or pilot launch "Foyle Leader" or IF R/T communication with the pilot launch "Foyle Leader" as early as possible before arrival in Lough Foyle. Call signs, frequencies and procedure are as follows:

VHF (FM) and R/T Communications:

1. Pilot Station at Carrickarory Pier, Moville: Call sign "Foyle Pilots". Equipment VHF (FM) R/T single frequency working. A continuous listening watch is kept on Channel 16 (156.80 megacycles) except when pilot launch is operating, when watch is transferred to the launch. When communication has been established on Channel 16 (calling and safety channel) operators should switch to Channel 12 (156.60 megacycles.)

2. Pilot launch: Name of vessel "Foyle Leader". Call sign MIBC Equipment VHF (FM) R/T single frequency working and IF R/T When launch is operating a listening watch is kept on Channel 16 (158.80 megacycles). When communication has been established on Channel 16 (calling and safety Channel) operators should switch to Channel 6 (156.30 megacycles).

When arrival of vessels not yet fitted with VHF (FM) R/T is expected a listening watch on IF R/T will be kept on the pilot launch on frequency 2182 kilocycles per second (calling and distress frequency). When communication has been established on this frequency operators should switch to 2246 or 2301 kilocycles per second.

3. Harbour Office, Londonderry: Call sign "Harbour Office" Equipment VHF (FM) R/T single frequency working. All vessels fitted with VHF (FM) R/T while navigating in the river or at anchor in Moville Bay should keep a listening watch on Channel 16 (156.80 megacycles). When communication has been established on Channel 16 (calling ans safety channel) Operators should switch to Channel 12 (156.60 megacycles).

Messages must be restricted to those related to the movement of vessels and safety of vessels and persons. Messages of any other nature and messages of a personal character cannot be accepted.

Outward-bound vessels and vessels shifting:

When the services of a Pilot are required for an outward-bound vessel or for shifting a vessel, notification should be given to Harbour Master (tel. Londonderry 3680) during office hours, of name of vessel; time of departure; draft of water of vessel; where bound. Early notification should be given to enable Pilot to board vessel in good time.

ANCHORAGES: The only anchorage at Londonderry is located at Moville.

MAX. SIZE: For vessels using main port of Londonderry, overall length 500 ft., draft (salt water) 23 ft. 6 in., beam 60 ft.

For vessels using E.B.N.I. Oil Jetty, Coolkeeragh, Londonderry, overall length 600 ft., draft (salt water) 23 ft. 6 in.

HEALTH: Pratique is automatic except in the case where the Master suspects one of the dangerous diseases on board when he should notify the Agent.

RADIO: Malin Head Radio Station, Republic of Ireland, covers WT transmissions and Portpatrick Radio Station, Scotland, covers RT transmissions.

TUGS: One tug is available which is under the control of the Londonderry Port and Harbour Commissioners.

BERTHING: Vessels of deep draft or large dimensions can only berth at Londonderry to arrive on top of high water. Decisions in this matter are taken by the Pilots in conjunction with the Harbour Master.

Owing to its geographical position, the port is natural distributing centre for whole of the North-west of Ireland. It is served by one railway system, the Northern Ireland Railways and this system is connected with all other railways in Ireland.

The port is especially adapted for shipment of live stock on large scale. The pens for reception of cattle, sheep and pigs for inspection by Government veterinary officers before shipment are situated close to shipping berths, and are completely roofed over for protection of animals.

STEVEDORES: ETA advices should be given before 1600 hours on week-days to arrange work for the next morning and before 1100 hours on Saturday to arrange work for Monday morning. Bagged cargoes at Londonderry are discharged by the ship's winches/derricks.

VHF: See "Pilotage".

MEDICAL: Doctors and hospital facilities available. Agents should be advised in advance of any medical attention required.
TANKERS: No slop facilities available. Deep-sea tankers discharge heavy fuel oil for electricity power station at E.B.N.I. Jetty, Coolkeeragh, diameter of pipes 8 in. Crew are required to connect and disconnect hoses under port conditions.
DENSITY: Water at Londonderry is brackish and average density 1015 to 1018.
FRESH WATER: Available at all berths direct from shore lines.
FUEL: (BUNKERS) Gas-oil and light marine diesel available from road tankers and, in the case of Shell Mex and B.P., from their jetty which can accommodate vessels up to 1,200 DW.
DEVELOPMENTS: During recent years schemes to provide additional shed accommodation and deep water berths been completed.

The reconstruction in ferro-concrete of 300 feet of existing wharf at Coal Cranes Berth, Queen's Quay, made a total length of ferro-concrete wharves of approximately 2,000 ft. All berths have been dredged to give depth of 25 ft. at LWOST.

The Commissioners have also completed reconstruction in ferro-concrete of 15 Berth which is used by Anglo-Irish Transport Limited for a container service between Londonderry and Preston.
GANGWAY/DECK WATCHMEN: Can be covered by crew; shore watchmen available if required.
OPENING/CLOSING HATCHES: This is required to be carried out by ship's crew under local port labour conditions.
CARGO GEAR: Ship's winches and derricks should be in good working order and have BOT Certificates or equivalent. Winches are also required to plough grain on grain vessels. Cluster lighting is required for night work.
IDENTIFICATION CARDS: Not obligatory but should be carried.
CONSULS:
Portugal Vice-consul – A. Mackenzie, Esq., 8 Foyle Street, Londonderry. Tel. 2033.
Norway Vice-consul – A. Mackenzie, Esq. 8 Foyle Street, Londonderry. Tel. 2033.
Norway – Under the Nordic Treaty, Norway also acts for Denmark, Finland, Iceland and Sweden.
REPAIRS: Deck and engine repairs are carried out by a local engineering works. No major repairs available.
DRY DOCKS: A small dry dock owned by the Harbour is available when harbour equipment is not being serviced. Size: 345 ft. long on floor, 50 ft. wide at entrance, depth of water on sill HWOST., 14 ft. 6 in.
REPATRIATION: Can be arranged by ship's Agent on request.
AIRPORT: The nearest airport to Londonderry is Aldergrove (Belfast) Airport, which is 80 miles from Londonderry.
HOLIDAYS: Port Holidays at Londonderry are: St. Patrick's Day (17th March); Easter Monday; 1st Monday and Tuesday in August; Christmas Day and Boxing Day.
POLICE/AMBULANCE/FIRE: Dial 999 and ask for service required, or Police 2244; Ambulance 5171; Fire 2222.
TELEPHONES: No telephones available for connecting on board.
SERVICES: No tank cleaning available or facilities for discharging of tank-washings. Compass adjusters available from Glasgow.
REGULATIONS: Copies of Port Bye-Laws may be obtained through Agent.
Regulations for the use of the Steam and Electric Cranes

1. Applications for the use of the cranes are to be made at the Harbour Office, and a Deposit of £2 paid. Applicants are to state whether the cranes are required on a tonnage basis, by time for single lifts, or otherwise. In the case of lifts, the greatest weight to be declared.
2. Vessels requiring the use of the cranes will be entitled to use them in the order in which the vessels arrive at the cranes provided thay are ready to commence work in such order, and the cranes will be distributed as equitably as possible at the discretion of the Harbour Master, irrespective of the number of cranes booked.
3. A vessel in possession of a crane berth, but not requiring to use the crane before or after working hours, shall vacate the berth in favour of a vessel having occasion to use the crane during such periods. Each vessel to bear its own expense of removing and re-berthing.
4. If a vessel be not prepared to make use of a crane in the order in which she arrives at the quays, she shall forfeit her turn in favour of the next vessel ready for the crane.
5. No vessel will be permitted to retain a crane to the prejudice of another vessel, unless she is actually making full use of the crane. In the event of two cranes being allotted to a vessel, and the discharge being delayed from any cause, whereby the two-cranes are not kept fully occupied, the vessel may be required to relinquish one of the cranes, should another vessel be waiting for a crane.
6. Every vessel loading or unloading, either partly or wholly, at a crane berth, shall load or unload without delay; and the Master of such vessel shall remove her from the crane berth after such period as shall by the Harbour Master be judged sufficient for the loading or unloading thereof, so as to make room in due time for other vessels entitled to the berth.
7. Vessels discharging part cargoes at a crane berth shall, if they shift to another part of the Harbour, take turn for the use of a crane at such new berthage as from the time of arrival thereat.
8. Vessels using the 5-ton crane will be required to vacate the berth whenever the crane is required by a vessel for a short period to discharge heavy lifts up to the capacity of that crane.
9. Any vessel having to leave a crane berth, owing to a stoppage of work, will be considered first on turn when ready to proceed with such work.
10. The maximum weight to be lifted by each crane is painted thereon, and is not, under any circumstances whatever, to be exceeded.
11. The Harbour Commissioners will not be responsible for any delay or damage to any vessel, property or persons that may arise in consequence of the breakage of the chains or machinery of the cranes through any latent defect, or otherwise, and all damage that may occur to the cranes by acts of the users shall be made good at the expense of such users.
12. Any questions which may arise as to the meaning of any of the foregoing regulations, or as to the rates to be charged for the use of the cranes, shall be determined by the Commissioners.

AUTHORITY: The Londonderry Port and Harbour Commissioners.

AGENT: R. A. Burke & Co. (Londonderry) Ltd., 8 Foyle Street, Londonderry, N. Ireland. Shipbrokers, Stevedores and Forwarding Agents. Tel. 2033, 3768, 3453. Telex 74548. AB "Burco Lderry". Telegrams "Burco Londonderry Telex".

MANCHESTER: 53.29 N. 02.14 W.

GENERAL: The port of Manchester includes the whole of the Manchester Ship Canal and Queen Elizabeth II Dock. The Canal is approximately 36 miles long from its entrance at Eastham on River Mersey to the Manchester Docks.
DOCUMENTS:
1 Maritime Declaration of Health.
1 Crew Effects List.
2 Ship's Report by Master.
1 Home Office Form 1B6.
1 Stores List.
1 Certificate of Deck Cargo Tonnage.
1 Grain Certificate.
1 Light Certificate.
1 Port Dues Certificate.
1 Passenger List.
1 Landing Card for each Passenger.
Ship's Certificate of Registry.
Mercantile Marine Office Certificate – for British ships only.
Load-Line Certificate.
Safety Equipment Certificate.
Lloyds Certificate.
De-rat Certificate.
Ship's Register.
Light Bills.
Safety Radio Certificate.
In addition, Manifests and Bill of Lading are usually sent to Agent direct from loading port.
PILOTAGE: Non-compulsory. Orders for Pilots may be lodged with the Pilotage Office at Eastham (Tel. Eastham 1242) or at Dock Office at Manchester (Tel. Trafford Park 2411). As much notice as possible should be given, particularly in the case of inward-bound vessels due to arrive at Eastham. Helmsmen can be obtained in same manner.
RESTRICTIONS: Eastham Locks. The main entrance to the Canal is at Eastham where there are two locks side by side, one 600 ft. by 80ft., and the other 350 ft. by 50 ft. The outer or lower sill of each lock is 13 ft. below Liverpool Bay Datum. The levels of upper sills of the 80 ft. and 50 ft. locks are 32 ft. and 29 ft. respectively below statutory water level in Canal.

Both locks are operated for incoming and outgoing vessels of suitable draft during a period of 8 hours on each tide, i.e. from 4 hours before high water to 4 hours after high water.

The Canal is constructed to give an available depth of water of 30 ft. from Eastham to Ince Oil Berth (5⅜ miles) and of 28 ft. from Ince to Manchester Docks.

The size of vessel which can navigate the Canal is governed by dimensions of locks, the height of fixed bridges and limitations for the draft of vessel.

Maximum length: The greatest length measured between perpendiculars drawn at the foreside of the foremost extremity and at the afterside of the aftermost extremity of the hull or any attachments to the hull shall not exceed 560 ft.

The length measured between perpendiculars drawn at the foreside of the stem and at the afterside of the rudder post, or through centre of the rudder stock if there is no rudder post, on the summer load water-line shall not exceed 535 ft.

The length measured between perpendiculars drawn at the afterside of the rudder plate and at the foreside of the foremost extremity of any part of the hull which is below a horizontal line drawn through the top of the rudder plate shall not exceed 544 ft.

Maximum beam: Vessels not proceeding beyond Ince Oil Berth: 72 ft. overall. Vessels proceeding beyond Ince Oil Berth: 63 ft. 6 in. overall.

Provided the height of masts and/or funnels or other structures is not more than 71 ft. 6 in. from water-line, vessels can pass under all fixed bridges under normal conditions. As, however, the head-room is less during periods of high-water levels, a vessel, in order to avoid possible detention, should reduce masts and funnels or other structures to 70 ft. above the water-line. The restriction as regards height does not apply to vessels proceeding only as far as Runcorn Bridge.

Facilities are available at Eastham for removing and replacing tops of masts and funnels.

MAX. SIZE: When vessels are Loading inwards for the canal Master should take these facts in to their calculations and have regard to the following limitations, all of which are expressed as maximum draft in fresh water:

Vessels inward bound to a berth	*Arrival draft at Eastham not to be such as would exceed:*
Between Eastham Locks and Ince Oil Berth	28 ft. 10 in. in fresh water
Between Ince Oil Berth and Manchester Docks (other than Pomona Docks)	26 ft. 6 in. in fresh water
To or from Pomona Docks (for coastwise shipping)	16 ft. 0 in. in fresh water

Vessels loading outwards at any point between Eastham Locks and Ince Oil Berth should not have a draft exceeding 28 ft. 6 in. upon completion of their loading in this section.

Vessels loading outwards at any point between Ince Oil Berth and Manchester Docks (other than Pomona Docks) should not have a draft exceeding 26 ft. 6 in. upon completion of their loading in this section.

Large vessels can swing in the basins at Stanlow and Manchester Docks. Small vessels can swing at certain other points on the Canal.

HEALTH: Foreign arrivals to complete Maritime Declaration of Health. They are cleared immediately on arrival by either a port doctor or an officer of H.M. Customs depending on where ship comes from and whether there is sickness on board.

Vessels arriving from ports within accepted area (N. European ports) and coastal arrivals need not present Declaration in all cases; when there is sickness on board the Port Health Authority must be informed preferably not more than 12 hours and not less than 3 hours before arrival.

RADIO: A VHF radio-telephone service is available for communication between ships and shore and vice versa for exchange of information of a navigational character. The Canal Company's Control Station, which operate on channels allocated by the General Post Office are:

Eastham	Hague Channel 2
Latchford	Hague Channel 2 and 20
Manchester Docks	Hague Channel 2 and 18

A continuous watch on Channel 2 is maintained.

TUGS: The Canal Company maintains a fleet of high-powered tugs which may be hired to assist vessels.

BERTHING:

Locality	*Miles above Eastham*	*Bank N—North S—South*	*Total Length in feet*
Queen Elizabeth II Dock	—	S	3,155
Eastham Laybyes	—	N	645
Eastham Laybyes	—	S	1,560
30-ton Crane Berth	½	S	600
Bowater's Wharf	2	S	1,100
Ellesmere Port	2⅞	S	2,250
Associated Octel Wharf	4	S	600
Stanlow Oil Docks Nos. 1 & 2	4½	N	2,070
Stanlow Laybye	4⅝	S	600
Shell Company of the United Kingdom Ltd., Ince Coaster Berth	5¼	S	352
Shell Company of the United Kingdom Ltd., Ince Oil Berth	5⅜	S	600
I.C.I. Salt Berth	11¼	S	500
Runcorn Docks	12¼	S	7,500
National Coal Board, Acton Grange Wharf	17½	N	300
Warrington Wharf	19	N	350
Partington	27⅜	N	1,885
Partington	27⅜	S	1,236
Lancashire Steel Manufacturing Co. Ltd., Irlam Wharf	27¾	N	600
Barton Oil Berth	31⅞	S	508
Irwell Park Wharf	32¼	N	1,100
Eccles Oil Wharf	32½	N	600
Brown & Polson Wharf	32¾	S	700
Weaste Oil Wharf	33¼	N	557
Southern Oil Wharf	33⅝	N	500
Esso Petroleum Co. Ltd. Wharf, Mode Wheel	33¾	S	934
Manchester Docks (including Pomona Docks)	34½	N & S	29,875

TANKERS: *Queen Elizabeth II Dock.* This dock is adjacent to the locks at Eastham which give access to the Canal, and is approached from River Mersey through its own entrance lock. This lock is 807 ft. long by 100 ft. wide. The level of outer sill is 20 ft. below Liverpool Bay Datum. The dock covers an area of 19 acres in the form of a square and has four berths designed to accommodate large tankers, the dimensions of berths being as follows:

Berth No. 1 800 ft.	Berth No. 3 900 ft.
Berth No. 2 725 ft.	Berth No. 4 730 ft.

The dock is directly connected to oil installations by pipelines.

Stanlow Oil Docks. No. 1 & 2 (5 berths) 45 miles above Eastham Lock. Length 560 ft., draft 28 ft., beam 72 ft.

Ince Oil Berth. 55 miles above Eastham Lock. Length 560 ft., draft 28 ft., beam 72 ft.

Barton. 32 miles above Eastham Lock. Length 560 ft., draft 26 ft., beam 63 ft. 6 in. Daylight movements only. Max. height above waterline 70 ft.

DENSITY: The water in lower section of the Canal between Eastham Locks and Latchford Locks is brackish. In all sections above Latchford Locks the water is fresh.

MEDICAL: Doctors and hospital facilities available. Agent should be advised in advance of any medical attention required.

FUEL: At Partington, coal tips are available for the loading of cargo coal, etc., and bunkers to vessels. Oil bunkers may be taken by arrangement with oil companies either from craft alongside or at various oil berths along the Canal.

DRY DOCKS: The Manchester Dry Docks Company Limited operates three graving docks at Manchester Docks:

No. 1 Dock–length 535 ft., width 65 ft., depth of water on blocks 20 ft, 3 in.

No. 2 Dock–length 500 ft., width 65 ft., depth of water on blocks 18 ft.

No. 3 Dock–length 450 ft. width 65 ft., depth of water on blocks 19 ft.

There is also a pontoon dock 260 ft. long and 45 ft. wide with a lifting capacity of 2,000 tons. The same Company operates a Pontoon Dock at Ellesmere Port of 300 ft. length and 58 ft. width with a lifting capacity of 4,000 tons.

CUSTOMS ALLOWANCES: At discretion of local Customs Inspector. Normal allowances are equivalent to ½ lb. tobacco per man and equivalent to 1 bottle of wine per man. Allowances may be halved for home trade vessels. Vessels in port for more than three or four days may receive extra allowances.

TIME: British Standard Time is GMT plus 1 hour. From October 1971, GMT during winter months.

HOLIDAYS: Good Friday (variable date); Easter Monday (variable date); Spring Bank Holiday (variable date); August Bank Holiday (variable date); Christmas Day (25th December); Boxing Day (26th December).

POLICE/AMBULANCE/FIRE: Dial 999 from any telephone and ask for service required.

AUTHORITY: The Manchester Ship Canal Company is the Authority for Port of Manchester, and also controls pilotage, towage and labour services of Port.

Ship Canal House, King Street, Manchester 2. Telegrams: Canal Manchester. Tel. Deansgate 2244.

AGENT: Cory Brothers Shipping Ltd., Royal London House, 196 Deansgate, Manchester, M3 3WF. Cables "Cory Manchester". Telex: 667207. Tel. 061 834 1167/8.

MILFORD HAVEN: 51.42 N. 04.56 W.

DOCUMENTS:

Port Health Form.
Immigration Form.
Customs Forms (Crew Declaration, List of Stores.)
3 Crew Lists.

PILOTAGE: Link call with pilot station: tel. Milford Haven 2343. Call Milford Haven Signal Station VHF Channel 16 (156·8 m/g). Advance notice of ETA at least 2 hours.

Pilot Launch Green hull, white wheelhouse; keeps a continuous watch on VHF Channels 16 and 12 with facilities for operating on Channels 14, 8 and 6. *Note:* The Pilot launch does not cruise continuously at St. Ann's Head, and early ETA's to Signal Station necessary to avoid delay. If contact not made with pilot boat it should be made through Signal Station.

PORT VHF: It is important to maintain continuous radio telephone contact with Signal Station when within one hour's steaming of St. Ann's Head, and at all times when in Haven and not safely moored to an alongside berth, including times spent at anchor or at buoys. All vessels equipped with F/M, VHF, R/T should adopt following procedures:

Entering the Harbour: Contact Signal Station on Channel 16 (156·8 m/cs) when within one hour's steaming of St. Ann's Head. After making contact ship will be requested to maintain watch on Channel 12 (156·6 m/cs) until vessel safely moored alongside or at anchor.

Going to anchor or to a buoy mooring: report to Signal Station when secured and then maintain a continuous listening watch on Channel 16.

Berthing alongside: report to Signal Station when safely moored and may then shut down.

Leaving the Haven: Maintain continuous listening watch on Channel 12 (156·6 m/cs) until Pilot has disembarked, when Signal Station should be informed and vessel should maintain a continuous watch on Channel 16 (156·8 m/cs) until one hour after passing St. Ann's Head.

Navigating within the Haven: Maintaining a continuous watch on Channel 12. When radio telephone is used between vessel and tugs during berthing operation Channel 6 or 8 will be used and Signal Station will be informed before vessel comes off Channel 12.

Signal Station will answer calls on Channel 16 for any ship in the port which has been instructed to move off international calling frequency.

ANCHORAGES: Anchorage normally available for vessels up to 40 ft. draught in Dale Roads. Anchorage for smaller vessels normally available in Dale Shelf and Gellyswick. Signal Station will advise mariners on the availability of these anchorages.

RESTRICTIONS: The "West Channel" with minimum depth of 55 ft. at the entrance and 54 ft. inside is the channel used by the largest tankers. The "East Channel" with minimum depth of 34 ft. is available to all vessels of suitable size and vessels able to do so are requested to use it when the largest tankers are entering or leaving in the "West Channel".

MAX. SIZE: Maximum permissible draft to date 65 ft. Vessels enter at HW and swing off berth at departure. Draft restriction dependent upon tidal range e.g. 60 ft. at present maximum on HW neaps.

Contact Milford Haven Signal Station for latest information on VHF Channel 12.

HEALTH: All vessels from endemic areas are boarded by Port Health Officials on arrival. Any suspected disease or fever on board radio Port Health, Milford Haven not more than 18 hours before arrival and not less than 4 hours before arrival.

RADIO: Lands End Radio, Ilfracombe Radio.

TUGS: Tugs normally join vessels to Westward of Esso Jetty, but master will be advised by Pilot. Tug's lines used, cost of lines inclusive of towage charge.

BERTHING: Tidal restrictions only for berthing of VLCCs at certain states of tide on a limited number of vessels if vessel has to swing off berth.

STEVEDORES: Ordered prior to arrival with at least 3 days notice.

MEDICAL: Advance notice to Agent not necessary. Local hospital facilities available. Smallpox and yellow fever certificates required.

TANKERS:

Diameter of Lines

Esso No. 1. 5 – 12 in. ASA
No. 2. 4 – 16 in. free-standing ASA, 1 10 free-standing ASA
No. 3. Selection of fittings to suit any requirement for small coastal vessels.

B.P. No. 1. 5 – 10 in. Crude, 1 – 8 in. Bunker
No. 2. 5 – 10 in. Crude, 1 – 8 in. Bunker
No. 3. 5 – 16 in. Crude, 1 – 10 in. Bunker

Texaco No. 1. 16 in Crude lines
No. 2. 8 in. Crude lines
No. 3. 8 in. Product lines.
No. 4. 6 in. Product lines
No. 5. 6 in. Product lines

Gulf No. 1. 3 – 10 in. Lines 2 – 12 in. 2
No. 2. 6 – 12 in. Lines
No. 3. 6 – 8 in. Lines 1 – 4 in. Line

Depths Alongside:

	Depths	*DWT*	
Esso			
No. 1	57 ft.	210,000	Esso Swinging Ground
No. 2	65 ft.	300,000	dredged to 37 ft. (1969)
No. 3	20 ft.	5,000	
B.P.			
No. 1	54 ft.	120,000	B.P. Swinging Ground
No. 2	54 ft.	120,000	Dredged to 32 ft. (1969)
No. 3	66 ft.	300,000	
Texaco			
No. 1	68 ft.	300,000	
No. 2	52 ft.	100,000	Texaco Swinging Ground
No. 3	36 ft.	20,000	dredged to 32 ft. (1969)
No. 4	18 ft.	2,500	
No. 5	21 ft.	5,000	
Gulf			
No. 1	42 ft.	65,000	Gulf Swinging Ground
No. 2	55 ft.	120,000	dredged to 42 ft. (1968)
No. 3	34 ft.	5,000	

DENSITY: 1020.

FUEL: All terminals Gulf, Texaco, B.P. and Esso supply all grades of bunkers.

FIRE PRECAUTIONS: Fire wires to be rigged fore and aft.

DEVELOPMENTS: New Jetty and Refinery complex expected to commence construction in 1971.

GANGWAY/DECK WATCHMEN: Supplied if necessary – very rarely.

CERTIFICATES:
Register.
Load Line.
Safety Radio.
Safety Equipment.
Light Dues, etc.

CUSTOMS ALLOWANCE: Tobacco, ½ oz. per man per day. Wine/Spirit, ¼ pint per man per day.

IDENTIFICATION CARDS: Not necessary.

CONSULS:
Norway tel. Milford Haven 2313
France ,, Milford Haven 2313
Belgium ,, Milford Haven 2313
Spain ,, Pembroke Dock 2603
Italy ,, Milford Haven 2473

REPAIRS: All types of deck and engine voyage repairs carried out.

DRY DOCKS: One dry dock at Milford, 600 ft. × 63 ft.

REPATRIATION: Crew changes frequently carried out and repatriation arranged.

AIRPORT: Nearest airport at Rhoose (near Cardiff) distance approximately 100 miles. Flights to London, etc., for onward connections.

TIME: Local Time is BST (GMT plus 1 hour). From Oct. 1971 GMT during winter months.

HOLIDAYS: Standard U.K. Holidays. Cargo work can be arranged on these days.

POLICE/AMBULANCE/FIRE: Police Milford Haven 2351, Pembroke Dock 2121; Ambulance Haverfordwest 3347; Fire Haverfordwest 2131.

TELEPHONES: No telephones on board. Public call boxes exist on all jetties.

GENERAL: Anti-oil Pollution plan in force with facilities for dealing with any oil pollution.

SERVICES: Compass adjusting, D.F. Calibration.

SHORE LEAVE: Shore leave allowed.

PORT AUTHORITY: Milford Haven Conservancy Board, PO Box 14 Milford Haven Pembrokeshire. Tel. Milford Haven 2341 2343 and 2342.

AGENT: Cory Brothers Shipping Ltd., 5, Victoria Road, Milford Haven, Pembs. Cables: "Cory Milfordhaven". Telex: 48338. Tel. Milford Haven 2473.

NEWHAVEN: 50.47 N. 00.04 E.

DOCUMENTS: See "London".

PILOTAGE: Trinity House Pilots, Newhaven District: VHF "Newhaven Radio" Channels 16 and 12. Tel. Newhaven 4822 and Neptune 580. Pilot boats are small fast launches painted red and white. Light and sound signals for a Pilot is "G". Notice of ETA 12 hours before arrival, if possible. Anchorage for a vessel awaiting a Pilot is ½ to 1 mile S.W. of the breakwater, depending on weather conditions. Pilots normally board S. to S.W. of the breakwater, but in severe gale conditions they keep station 100 metres from breakwater end. and guide vessels in with VHF or lamp. Notice should also be given to the red and green signal lights at the West Pier end lighthouse, and on no account should vessels pass breakwater end if signal is at red. In normal weather, pilot ladder should be on lee side about 1 m. above water. In Southerly gales Pilots prefer a ladder on each side, if available.

RESTRICTIONS: Three fathoms through entrance to port LWOST through to inner harbour then dredged depth of 13 ft. in accordance with new chart datum 11·40 ft. above OD Newlyn.

MAX. SIZE: 450 ft. length, 21 ft. 6 in. draft taking bottom on soft mud at low water. Vessels greater than 350 ft. LOA length must either be towed into or out of port. Vessels for North Quay must not exceed 250 ft., length, draft 17 ft.

RADIO: Radio Station Niton Radio, call sign Niton Radio.

TUGS: Available upon request.

BERTHING: Vessels may be berthed at any time, with prior notice given.

BRIDGES: Vessels requiring to berth at North Quay must arrive within 2 hours either side of high water in order to pass through swing bridge which governs access to this quay.

STEVEDORES: ETA should be given as far in advance as possible and not less than 24 hours before ETA.

RADAR/VHF: No radar service. Ship's may contact West Pier control point on Channel 16, working on Channel 12.

DENSITY: Salt water.

FRESH WATER: Available on request. Supplied by shore hosepipe.

FUEL: Available.

FIRE PRECAUTIONS: Usual no-smoking precautions on quayside in port area.

GANGWAY/DECK WATCHMEN: Not provided by Port Authorities but recommended at discretion of Ship's Master.

CONSULS: Norwegian Vice-Consul and French Consular Agency,

REPAIRS: Repairs of a temporary nature only may be carried out by B.R. workshops.

AIRPORT: Nearest airport Gatwick, distance 30 miles. Served by regular airlines.

POLICE/AMBULANCE/FIRE: Police: Civil, Newhaven 5219; Port, Newhaven 4131 (extension: 29). Ambulance: 0830–1700 hours, Lewes 5400; 1700–0830 hours, Lewes 2819; Fire: 999.

SHORE LEAVE: Allowed.

PORT AUTHORITY: Shipping and Port Manager, British Railway Board, Newhaven Harbour, Newhaven, Sussex. Tel: Newhaven 4131. Telex: 87151.

NEWPORT, Mon.: 51.35 N. 02.59 W.

DOCUMENTS:
Crew List.
List of stores for individual crew members.
Cargo Manifest.
Cargo Plan.
Ship's Register.
Loading Certificate.
Safety Equipment Certificate.
Safety Construction Certificate.
United Kingdom Light Bills.

PILOTAGE: Telegraphic address – "Newpilots Barry". Advance notice required – 24 hours. VHF Channel – Channel 16 for contact, thence Channel 6 for conversation. Description of pilot boat – diesel launch, black hull, white superstructure, buff funnel and "Newport Pilots" painted in white on bulwarks. Particular light or sound signals to be made by vessels requiring a Pilot – Code Signal 8, i.e. 3 longs 2 shorts. Pilot boat is located in vicinity of Breaksea Lightvessel, or in vicinity of Mercur Buoy, for small vessels. Maintain VHF contact (if possible) with pilot cutter and obey instructions with reference to positioning of vessel to facilitate boarding of Pilots.

ANCHORAGES: Large vessel should anchor in deep water to North of one Fathom banks. Deeper water anchorage (10–14 fathoms) in area between Breaksea Lightvessel and East one Fathom Bank Buoys to the South, and shallow water off Barry Roads to the North. Small vessels will find safe anchorage in Barry Roads in varying depth, depending on weather conditions and draft.

RESTRICTIONS: Entrance to Newport Docks is by means of a sea lock 1,000 ft. long, 100 ft. wide.

MAX. SIZE: Maximum size of vessels accepted at Newport is 800 ft. long, 96 ft. beam, 33½ ft. draft.

HEALTH: Port Health Authority Board vessel at entrance lock and pratique is automatic.

RADIO: At sea – Land's End radio station, call sign GIL. Within Bristol Channel radio station Portishead, call sign GK– (last letter according to frequency).
TUGS: Normally join at Newport Deeps. Ship's line used.
BRIDGES: Junction passage connecting South and North Dock restricts vessels to a maximum size of 56 ft. 6 in. beam and 25 ft. draft.
STEVEDORES: Labour is allocated to vessels on arrival.
VHF: Vessels requiring entry can contact port on VHF radio Channels 16 and 11.
MEDICAL: No advance notice of medical attention for crew members is required and hospital facilities are available.
DENSITY: Average density of water in docks is 1016.
FRESH WATER: Available at all berths.
FUEL: All classes of fuel available.
GANGWAY/DECK WATCHMEN: Available but not compulsory.
OPENING/CLOSING HATCHES: Normally carried out by crew.
CUSTOMS ALLOWANCES: Tobacco, ½ lb. per crew member, reduced by 50% on coastal trade. 1 pint of spirit and 1 pint wine per crew member, reduced by 50% on coastal trade.
IDENTIFICATION CARDS: Not required.
CONSULS:

Norway	Greece
Finland	Italy
Sweden	Liberia
Germany	Holland
Denmark	Portugal
France	Spain
Belgium	Thailand
Brazil	Turkey
Costa Rica	Uruguay
Dominican Republic	U.S.A.

REPAIRS: All wet dock and engine repairs possible.
DRY DOCK: 454 ft. × 64 ft.
REPATRIATION: All facilities for the changing of crew and repatriation are available.
AIRPORT: Glamorgan Rhoose Airport terminal 28 miles from Newport. Regular connection planes to London Airport.
TIME: BST, GMT plus 1 hour. From Oct. 1971, GMT in winter months.
HOLIDAYS: Work not undertaken on Christmas, Easter, Spring and Summer Bank holidays. With the exception of Christmas holiday (25 and 26 December) dates on other holidays vary.
POLICE/AMBULANCE/FIRE: Telephone number 999 stating which service is required.
TELEPHONES: Telephone facilities are available aboard vessels. Connection fee of £1.
SERVICES: Tank cleaning equipment. Facilities for tank washing, compass adjusting are available.
SHORE LEAVE: No restrictions to crew members.
PORT AUTHORITY: British Transport Docks Board, Alexandra Docks, Newport, Mon. Newport 65411. Telex 49585.

AGENT: Cory Brothers Shipping Ltd., 66 Dock Street, Newport, Mon. Cables: "Corship Newportmon". Telex: 49429. Tel. Newport 66351.

PLYMOUTH: 50.22 N. 04.90 W.

DOCUMENTS: Importer to supply Agent with Customs documentation, e.g. original B/L with cheque to cover various details; plus copies of Invoice and Forms C.105 with packing lists. Deratting or Exemption Certificate required.
PILOTAGE: Compulsory for merchant vessels. Call sign FSG, or 4 short blasts on whistle. Vessels not subject to compulsory pilotage may obtain docking Pilot in Plymouth Sound otherwise Pilot Station off Penlee Point.
Pilot boat is motor boat with white upperworks, black hull. "Pilot" in black on wheelhouse.
RADIO: Station POIS fitted VHF. Continuous watch. Pilot cutter has FM.RT – C 2182 kc/s (Channel 16). W. 2301, 2246 (Channels 6, 8 and 12). Continuous watch kept. Shore based Trinity House Pilots call Cattewater Harbour Radio, keeps continuous watch on Channel 16 and is fitted with Channel 12 (first choice PQIS).
ANCHORAGES: In Plymouth Sound.
MAX. SIZE: Maximum depth of water 30 ft. Vessel drawing 26 ft. would leave anchorage two hours before High Water.
HEALTH: Pratique. Apply to Customs Waterguard. Pratique issued when requirements satisfied.
RADIO:
Land's End: Poradio Lansend
Niton: Poradio Niton
Humber Radio: Poradio Humber
Stonehaven Radio: Poradio Stn Hven
TUGS: Available in Sound.
STEVEDORES: British Transport Docks Board: Commodities regularly handled include fresh fruit and vegetables, timber, coal, scrap metal and general cargoes.
MEDICAL: No advance notice required; hospital facilities in Plymouth.
FRESH WATER: Available from shore at all berths.
FUEL: All normal grades available at short notice.
OPENING/CLOSING HATCHES: Performed by ship's crew or by stevedores at request of ship.
CERTIFICATES: Tonnage registration.
CONSULS:

Norwegian	65154	Greece	60604
Swedish	65154	Italy	63445
Spanish	65154	Netherlands	64846
French	65154	German	66444
Belgian	65154	Dominican Rep.	63175

REPAIRS: Extensive ship repairing facilities available.
DRY DOCKS: 1 dry dock, entrance 80 ft. wide, 434 ft. over blocks.
HOLIDAYS: Cargo work can often be arranged on Public Holidays subject to prior notice.
POLICE/AMBULANCE/FIRE: Telephone 999.
TELEPHONES: By special arrangement with the GPO, can be placed on aboard.
AUTHORITY: British Transport Docks Board, Millbay Docks, Plymouth. Tel. Plymouth 62191.

POOLE, Dorset: 50.43 N. 01.59 W.

DOCUMENTS: As for other British ports.
PILOTAGE: Pilots board ½ mile South of Poole Bar Buoy from cutter. Prefer ladder 2 ft. from water and a good lee. R/T watch kept on 2182 k/cs working frequency 2241 k/cs. As much notice as possible. Address: Pilots, Poole.
ANCHORAGE: Vessels can anchor anywhere in Poole Bay and Studland Bay. Good holding ground and protected in all but Easterly gale.
RESTRICTIONS: Vessels drawing up to 13 ft. can enter at any state of tide. Draughts of 16 ft. must wait to within 2 hours of high water.
MAX. SIZE: Maximum length 350 ft., beam – no limit, draft 17 ft.
RADIO: Niton.
TUGS: Join off North Haven. Ship's lines. No difference in charges.
BERTHING: Berthing time depends on draft at some private quays. No restriction at New Quay,
BRIDGES: Poole Bridge at West end of Poole Quay. Will open at any time on request by commercial vessel.
STEVEDORES: Normal notice for gangs. No Sunday work.
MEDICAL: Advance notice required for ambulance services. Normal medical and hospital services available.
TANKERS: Three oil berths. Diameter of load/discharge lines 6 in.
DENSITY: 1021.
FRESH WATER: Delivery 25 tph by 2 in. hose. £1 per visit of water attendant covering 4 tons,
FUEL: Gas oil only.
DEVELOPMENTS: Pneumatic bulk grain and fertiliser loading/discharging equipment in operation.
GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: Work carried out by crew.
IDENTITY CARDS: Not required.
CONSULS: None.
REPAIRS: All types deck and engine repairs can be carried out. Slipways (2) available for vessels up to 220 ft. LOA by 40 ft. beam and 120 ft. LOA by 30 ft. beam.
AIRPORT: Charter flights for crew changes oan be carried out from Poole/Bournemouth Airport 7 miles away from port.
POLICE/AMBULANCE/FIRE: Call 999 and ask for service required.
AUTHORITY: Poole Harbour Commissioners: Harbour Master and Collector of Dues, Harbour Office, The Quay, Poole, Dorset. Tel. Poole (020 13) 3845.

PORT TALBOT: 51.35 N. 03.49 W.

DOCUMENTS:
Ship's Register.
Test Certificate for ship's gear.
Manifest.
Master's Report to be completed on arrival.
Customs and Health Documents as required by H.M. Customs and Port Health Authorities, to be completed on arrival.
PILOTAGE: Station – Swansea Bay. Usual International signals. VHF Channels 16 and 12.
ANCHORAGES: Swansea Bay.
RESTRICTIONS: *Ore terminal* in New Harbour, entrance channel 1½ miles long, 550 ft. wide. Depth 60 ft. MHWS, 53 ft. MHWN. *For Old Docks:* four-hour tide period; 2½ hr. before, 1½ hr. after. Draft limitation: 25 ft. 6 in.
MAX. SIZE: *Old Docks* – 430 ft. × 58 ft. × 25 ft. 6 in. *Ore terminal* – 100,000 tons dw ore carriers – draft 49 ft.
TUGS: Off Breakwater.
BERTHING: *Old Docks.* Vessels berthed in relation to their cranage requirements, i.e. weight of lifts to be handled. Berthing Note handed to the Master on Pierhead on arrival.
New Harbour. British Steel Corporation provide two unloading appliances on the jetty and also a conveyor-belt system to carry the iron ore to the stocking ground close to harbour and steel works. Grabs on the unloading appliances weigh 22 tons each, and each have a pay-load of 22 tons. The two discharging appliances together have an unloading rate of 3,600 tons per hour. Average rate throughout discharge from start to finish of the two discharging appliances together is 1,800 tons per hour.
STEVEDORES: ETA advices sent by vessels to local Agent and then advised to BTDB as stevedores. Labour ordered by Agent from BTDB.
Main commodities handled:
Exports – steel, tinplate, baled scrap and small quantities of general cargo.
Imports – iron ore, woodpulp, pig iron, steel ingots, magnesite ferro-silicon, ferro-manganese.

Working arrangements: Monday/Friday Normal working day 7 a.m.–4.30 p.m. with 2 hrs overtime to complete if required.
Shift work 6.0 a.m.–2.0 p.m.; 2.0 p.m.–10.0 p.m. (overtime).
Saturday 6.0 a.m.–10.0 a.m. (overtime); 10.0 a.m.–2.0 p.m. (overtime to complete a vessel only).
Sunday 6.0 a.m.–2.0 p.m. (overtime; 2.0 p.m.–10.0 p.m. (overtime).
Call times for labour 6.45 a.m.–7.0 a.m. Voluntary "Call" for 2.0 p.m.–10.0 p.m. working only – 11.15 a.m.
DENSITY: Docks 1009; Ore Terminal 1025.
FRESH WATER: By gravity 10 tons per hr. Harbour pumping 100 tons per hr. 8s. per 1,000 gallons or part.
FUEL: By barge or road tanker. Any grade available.
GANGWAY/DECK WATCHMEN: None, But by-laws state that vessel must be manned.
OPENING/CLOSING HATCHES: Performed by crew.
CUSTOMS ALLOWANCES: Tobacco, 1 oz. per day per man, maximum 8 days. Wine/Spirits, ¼ pint per day per man, every 4 days.
CARGO GEAR: All cargo gear used belongs to BTDB. In the event of ship's gear having to be used, test certificates would have to be produced for sighting and recording by Docks Engineer.
IDENTIFICATION CARDS: Docks Police would require identification to be available.
CONSULS: None at Port Talbot; contact Swansea.
REPAIRS: Facilities exist.
DRY DOCKS: 460 ft. × 58 ft.
REPATRIATION: All facilities exist.
AIRPORT: Rhoose Airport 25 miles away. Mainly short trips connecting with main airports.
TIME: GMT plus 1. From Oct. 1971, GMT in winter months.
HOLIDAYS: It is not the custom, except at the Tidal Harbour, to work on Bank Holidays, which are as follows: Good Friday; Easter Monday; Spring Bank Holiday (Whitsun); Summer Bank Holiday; Christmas Day, Boxing Day (25th and 26th Dec.). With the exception of Christmas Day and Boxing Day, dates vary each year.
POLICE/AMBULANCE/FIRE: Dial 999 and ask for service required.
TELEPHONES: Docks – No. New Harbour – Yes.
PORT AUTHORITY: British Transport Docks Board, 12 Talbot Road, Port Talbot, Glam. Tel. Port Talbot 4151. Telex Port Talbot 48112.

AGENT: Cory Brothers Shipping Ltd., Commercial Buildings, Station Road, Port Talbot. Cables: "Cory Port Talbot". Telex: 48295. Tel. Port Talbot 2292.

SHEERNESS: 51.27 N. 0.44 E.

Situated on Isle of Sheppey at junctions of Thames and Medway Rivers.
DOCUMENTS: See "London".
PILOTAGE: Folkestone: Vessels for River Medway that are approaching from the South obtain Inward Sea Pilot at Folkestone Pilot Station. Telegraphic address: (Notice required:) Pilots Folkestone. Preferably 24 hours notice of ETA, then confirmation 12 hours prior arrival with ETA, draft, gross tonnage and destination.
VHF Frequency, Boat or Station: station keeps listening watch on R/T. 2182 kc/s. boat keeps contact with vessels on Channel 16 VHF. Vessels requested to call boat 2 hours before arrival pilot station.
Light or Sound Signals: As per International Code.
Sunk Light Vessel: Location: Pilot boards vessel 1 mile South of Folkestone Pier. Vessels for River Medway that are approaching from the North obtain inward Sea Pilot at Sunk Pilot Station. Telegraphic address: Pilots Harwich. Notice Required: 12 hours notice of ETA, draft, gross tonnage and destination and confirm 2 hours prior to arrival.
VHF Frequency of Boat or Station; (repeat as per Folkestone Pilot). Light or Sound Signals: As per International Code. (In bad weather pilot boat usually moves to Barrow Deeps).
Sheerness: River Pilotage Inwards – River Medway – Pilots join vessels at Little Nore, Sheerness, for all Medway Ports i.e. Isle of Grain, Rochester, Bee Ness, Oakham Ness, Otterham, Queenborough, Ridham Dock, Sheerness and Whitstable. Telegraphic address: Pilots Sheerness. Notice Required: Miminum 2 hours.
VHF Frequency Boat or Station: Channels 16, 14, 9, 6 (watch kept on 14). Light or sound signals: As per International Code. Garrison Point, Sheerness.
Margate: Vessels for River Medway that are approaching from Ports within the range Dieppe/Amsterdam can obtain Inward Sea Pilot at N.E. Spit Buoy, Margate. Telegraphic address: Pilots, Margate. Notice Required: 6 hours notice, giving ETA, draft and gross tonnage, and destination and confirmation 2 hours prior to arrival.
VHF Frequency Boat or Station: Station keeps listening watch on R/T 2182 kc/s and Channel 16 VHF. Light or Sound Signals: As per International Code.
Location: Shore station at Margate Pier Head – Pilot boards vessel at vicinity N.E. Spit Buoy.
ANCHORAGES: For vessels entering River Medway up to 350 ft. length, Little Nore Anchorage, Sheerness. Over 350 ft. length – As directed by Medway Port Authority (Medway Radio) or Thames Navigation to Great Nore, Sea Reach or Warps.
RESTRICTIONS: No entry restrictions only to state of tide and draft and as directed by Medway Radio (Medway Port Control Authority). Station keeps watch on Channel 14, Medway Patrol launch on R/T 2182 kc/s. Occasional restriction for entering approaching channel when Admiralty claim priority.
MAX. SIZE: Sheerness. Max. length of vessel 560 ft., draft 29–30 ft. deep water berth. 12 berths in docks for vessels up to 300 ft. in length and 16–18 ft. draft dependent on tides.
Queenborough: Max. length of vessel 335 ft., draft of 22 ft.
Ridham Dock: Max. length of vessel 335 ft., beam 50 ft., draft of 22 ft.
RADIO: Portishead. Local Stations: From South – Lands End. Niton. North Foreland. From North. Cullercoats. Humber. North Foreland.
TUGS: River Medway – For Sheerness, Ridham Dock, Isle of Grain, Bee Ness, Oakham Ness – Tugs usually meet vessels at Garrison Point Sheerness – 9 tugs available with BHP range from 900 to 3,000 BHP.
BERTHING: Sheerness, deep water berth – no restriction. Dock berths – limited to 2 hours before and 1 hour after high water.
Queenborough: Berthing restricted to daylight only.
Ridham Dock: Berthing restricted to daylight only.
STEVEDORES: ETA's of vessels passed to Stevedores in daily consultation with Agents – minimum notice of arrival required being 24 hours for arranging gangs. (Main commodity handled at Sheerness is canned or fresh fruit with average discharge rate of 18 tons per gang hour.)
VHF/RADAR: Radar and VHF services exist at Medway Radio at Garrison Point Sheerness (Sheerness 3025) – Vessels can be talked in from sea to River Medway by use of this service – patrol launches also fully fitted for assistance in this manner.
MEDICAL: 24 hours notice to Agents so that Port Medical Officer can be advised. Normal boarding point – Garrison Point Sheerness – smallpox vaccination certificate required for sighting. All usual hospital facilities available within 15 mile range of Sheerness.
DENSITY: Average density 1024/5.
FRESH WATER: Available alongside all berths at Sheerness. Otherwise available anywhere in River by barge.
FUEL: All grades available at BP Refinery Isle of Grain – or available by barge or lorry given 48 hours notice.
DEVELOPMENTS: *Sheerness:* Further 1,000 ft. Riverside Quay to be built. Construction commenced December 1970 with expected completion autumn 1972. Min, depth alongside at low water 39 ft.
GANGWAY/DECK WATCHMEN: Gangway watchmen – services recommended as all berths at Sheerness are tidal with average rise and fall of 16 ft. Normal Thames District Committee casual shore gangs rates. Average about £6 per night – week-days.
OPENING/CLOSING HATCHES: In the River Medway Ports this always has to be performed by crew as local regulations do not permit stevedoring gangs to undertake this work.
REPAIRS: All types of deck and engine repairs can be carried out either in berth, in dry dock or at river buoys.
DRY DOCKS: Sheerness: 5 dry docks available. Largest for vessels up to 280 ft., otherwise only small slipways available.
REPATRIATION: Usual facilities available for crew changes – repatriation can be arranged by various air/sea routes.
TELEPHONES: Police: Sheerness 2261; Fire: Sheerness 2382 or dial 999 and ask for Fire Service; Ambulance: Sheerness 2028.
At Sheerness coin boxes are available for placing on board – connection charge £2.
GENERAL: All shipping movements co-ordinated by Medway Port Control Authority, tel. Sheerness 3025, all arrangements being made after notification of arrival or departure by vessel's Agent.
SERVICES: Compass adjusters available, facilities within 25 miles range for discharge of tank washings, tank cleaning, etc.
PORT REGULATIONS: Vessels required to proceed in accordance with instructions of Port Authority. All vessels requested to advise Medway Ports Authority – Medway Port Operations Service (call sign Medway Radio) VHF Channel 16 or Medway Ports Authority (call sign Medway Patrol) on 2182 kc/s of ETA, shifting or sailing movements).
AUTHORITY: Medway Ports Authority.

AGENT: Wm. Hurst Ltd., 18 West Street, Sheerness. Tel. 0795–6–2356. Telex 96116. Cables "Hurst Sheerness".

SHOREHAM: 50.50 N. 00.15 W.

PILOTAGE: Trinity House Pilotage Service. Pilotage Cutter equipped with VHF.
ANCHORAGE: Off Harbour. Depths as per English Channel Charts.
RESTRICTIONS: No night restrictions. Port normally accessible 4 hours before and 2 hours 40 minutes after High water. According to size and draft these times can be extended.
MAX. SIZE: Length 350 ft. Draft 21 ft. subject tide.
RADIO: Niton Radio/North Foreland Radio.
TUGS: One tug available if required. Tug lines used for which no extra charge.
BERTHING: Vessels passing lock gates have locking period of 4½ hours before High water to 2 hours 40 minutes after – both according draft.
STEVEDORES: Reasonable ETA is sufficient for gangs to be called.
VHF: VHF on 16, 14 situated on Middle Pier.
MEDICAL: All facilities available.
DENSITY: Approx. 1025.
FRESH WATER: Available at Lock Gates and most berths.
CONSULS: Danish – P. D. Wharfage & Transport Ltd.

AGENT: P. D. Wharfage & Transport Ltd., 31, High Street, Shoreham-by-Sea, Sussex, BN4 5EG. Tel. Shoreham-by-Sea 2345. Telex: 87187. Cables: "Shipbroker Shoreham-by-Sea".

SOUTHAMPTON: 50.54 N. 01.24 W.

DOCUMENTS:
1 Maritime Declaration of Health.
1 Crew's Effects List.
2 Ship's Report by Master.
1 Home Office Form 1B6.
1 Stores List.
1 Certificate of Deck Cargo Tonnage.
1 Grain Certificate.
1 Light Certificate.
1 Port Dues Certificate.
1 Passenger List.
1 Landing Card for each Passenger.
Ship's Certificate of Registry.
Mercantile Marine Office Certificate – for British ships only.
Load-line Certificate.
Safety Equipment Certificate.
Lloyds Certificate.
De-rat Certificate.
Ship's Register.
Light Bills.
Safety Radio Certificate.

In addition, Manifests and Bills of Lading are usually sent to Agent direct from loading port.

PILOTAGE: Compulsory for vessels over 3,500 GRT. In addition to 48 hours notice to local Agent, advise Nab or Needles pilot-cutter as appropriate, ETA 48 hours and again immediately prior to arrival.

Eastern Approaches or Nab Tower

A cutter service is maintained, cutter having VHF Channels 6, 9, 12 and 16 and medium frequency. Vessels under 35 ft. draft, no restriction on time of entry. Vessels over 35 ft. draft, restricted by tide for time of entry.

Vessels of 40 ft. draft and over use the Nab Channel and a message advising Tanker Master of transit times will be sent by Essoship Fawley.

The Nab Channel is dredged to 45 ft. below Chart datum. Pilot will board all vessels over 40 ft. draft outside the defined pilotage district prior to entry of Nab Channel.

Pilot *will not* board vessels under 40 ft. draft outside the defined pilotage district, unless specifically requested to do so. The additional "Out of District" Pilot charge for Nab Channel transit will be debited to Owners.

The seaward limit of the district is bounded by line drawn from a point 1 mile 180° from Selsey Bill to a position in lat. 50° 40′ North, longitude 0° 57′ West thence to a point 1 mile 180° from Culver Cliff, thence to a point 1 mile 180° from St. Catherine's Point and thence direct to Peveril Point.

Western Approaches Needles

A fast launch service is maintained, but may be temporarily withdrawn during adverse South-westerly or Westerly weather. Pilot launch having VHF Channels 6, 9, 12 and 16 and medium frequency.

In poor visibility a vessel requiring Pilot at either Nab Tower or Needles uses a distinguishing signal of "G" to which pilot cutter will reply with No. "5". There are no restrictions on movement of vessels in the Solent by day or night, information on other vessels' movements can be obtained from Calshot Signal and Radar Station. Large tankers will be prohibited from entering Thorn Channel whenever a large vessel is outward bound. Thorn Channel dredged to 41 ft. at low water datum. There is a large safe anchorage for vessels awaiting berth, etc., in Cowes Roads. Small vessels under 300 ft. in length are permitted to anchor off channel to the East of Hook Buoy, within limit of the controlled anchorage.

MAX. SIZE: The largest passenger vessels call regularly at Southampton. Tankers: Fawley can accept partly loaded 200,000 dwt. up to 49 ft. draft.

HEALTH: Foreign arrivals to complete Maritime Declaration of Health. They are cleared immediately on arrival by either a port doctor or an officer of H.M. Customs depending on where ship comes from and whether there is sickness on board.

Vessels arriving from ports within accepted area (N. European ports) and coastal arrivals need not present Declaration in all cases: when there is sickness on board the Port Health Authority must be informed preferably not more than 12 hours and not less than 3 hours before arrival.

RADIO: A Duty Port Operations Officer, responsible to the Southampton Harbour Master, maintains a continuous watch at Calshot Signal and Radar Station, he is to be contacted by all vessels, prior to any movement from, to, or within the Port of Southampton. The following are the VHF channels operated by the stations:

Calshot Signal and Radar Station	Channels	9, 12 16, 20 & 22
Southampton Harbour Patrol Launch	,,	6, 8, 9, 10, 12 & 16
Nab Pilot Cutter	,,	6, 9, 12 & 16
Needles Pilot Launch	,,	6, 9, 12 & 16
Tugs	,,	8, 10, 12 & 16
Berthing Pilot Launch	,,	6, 8, 12 & 16
Southampton Docks	,,	9, 11, 14, 16 & 18
Esso Petroleum Co. Ltd., Fawley	Channels 14, 16, & 19 Private Frequencies 163·0/158·5 Mc/s. am and fm.	

TUGS: Two tugs are permanently stationed at Fawley; if more than 2 tugs are required it should be noted that week-end requirements have to be advised to the tug operators not later than 1600 hours on Friday of each week.

If a vessel requires more than 2 tugs and is due to arrive at Fawley between 0000 hours Saturday and 0900 hours Monday, ETAs must be submitted well in advance of 1600 hours on the Friday prior to arrival.

TANKERS: Esso Marine Terminal, Fawley. There are 9 berths at Fawley, all running parallel to the main channel. The 5 berths on the outside of the jetty facing the main channel are for ocean-going vessels, No. 1 berth being the most Northerly. The 4 berths on inside of jetty are for small coastal craft. No. 6 berth being the most Northerly.

The following LWD depths are dredged and subject to alteration:

	Alongside	*Approaches*
Berth No. 1	33·5 ft.	33·5 ft.
,, No. 2	37·5 ft.	35·5 ft.
,, No. 3	41·5 ft.	45·0 ft.
,, No. 4	49·0 ft.	45·0 ft.
,, No. 5	49·0 ft.	45·0 ft.
Berth Nos. 6–9	18·5 ft.	18·5 ft.

Shore gangways are available on Berths 4 and 5 for vessels of 47,000 DWT and over.

Dirty Ballast Facilities: Dirty ballast facilities are on all berths with maximum storage of 14,000 tons.

Shell Terminal, Hamble. Situated immediately opposite Fawley – has two main berths running parallel to main channel, No. 1 being the Northern berth and also a small inside coaster berth. Depths 32 ft. alongside and approaches 29 ft. at LW.

Facilities and services as for Fawley with the exception of transport facilities, no transport being available within the depot. Ship's personnel are permitted to walk through the depot to Hamble Village where public transport to Southampton is frequent.

All grades of fuel and diesel bunkers and fresh water available on all berths.

BUNKERS AND WATER: All grades of fuel oil and diesel oil are available and water is piped on all berths.

REPAIRS: All ship repairs can be effected.

OIL POLLUTION: Southampton Water is an international yachting centre and has many holiday beaches on its shores. Consequently, oil pollution is treated very severely and heavy fines are imposed on offenders.

The Refinery operates a clean-up service, the cost of which is billed to the offending ship.

MEDICAL: Doctors and hospital facilities available. Agent should be advised in advance of any medical attention required.

CUSTOMS ALLOWANCES: At the discretion of local Customs Inspector. Normal allowances are equivalent to ½ lb. tobacco per man and equivalent to 1 bottle of wine per man. Allowances may be halved for home trade vessels. Vessels in port for more than three or four days may receive extra allowances.

TIME: British Standard Time is GMT plus 1 hour. After October 1971, GMT in winter months.

HOLIDAYS: Good Friday (variable date); Easter Monday (variable date); Spring Bank Holiday (variable date); August Bank Holiday (variable date); Christmas Day (25th December); Boxing Day (26th December).

POLICE/AMBULANCE/FIRE: Dial 999 from any telephone and ask for service required.

AUTHORITY: British Transport Docks Board, Southampton.

AGENT: P. D. Wharfage & Transport Ltd., Dibbles Wharf, Belvidere Road, Southampton, SO1 1QY. Cables: "Shipbroker Southampton". Telex: 47373. Tel. Southampton 24682.

STORNOWAY: 58.12 N. 06.22 W.

PILOTAGE: Pilotage not compulsory. Vessels requesting Pilot request same with ETA. Boarding off Arnish Point lighthouse.

ANCHORAGES: Anchorage in harbour between Goat Island and mouth of Creed River, 8 fathoms.

RESTRICTIONS: Entry night or day and at any state of tide. No bar on entrance.

MAX. SIZE: 400 ft. by 60 ft. by 22 ft. draft to berth alongside, 600 ft. length by 35 ft. draft for anchorage in bay.

HEALTH: The customary flying of "Q" flag.

RADIO: Wick Radio or alternatively Oban Radio.

TUGS: No tugs available at port. Fishing vessels have been used, when necessary, for this purpose.

BERTHING: Vessels can be berthed at any time, provided berth is free.

STEVEDORES: Arranged by Agents on receipt of ETA.

RADAR/VHF: No port radar or radio service but emergency messages may be passed through Stornoway Coastguard on 181·8 metres.

MEDICAL: Advance notice desirable. Hospital facilities available in the town.

TANKERS: Normal safety requirements. One tanker berth only 15 ft. mean draught, maximum length 220 ft.

DENSITY: Pratically always dead salt; 1025 density.

FRESH WATER: Fresh water available by hose at 15 tons per hour.

FUEL: 24 hours notice required.

GANGWAY/DECK WATCHMEN: Service of watchmen not necessary. Watchmen from shore may be employed if required.

OPENING/CLOSING HATCHES: Normally crew.

IDENTIFICATION CARDS: Not required.

CONSULS: French, Swedish, Norwegian; tel. Stornoway 12 55, and 367, 73.

REPAIRS: Minor deck and engine repairs can be carried out locally.

DRY DOCKS: No dry dock but one slipway of 750 tons displacement.
REPATRIATION: Facilities exist for this service.
AIRPORT: 3 miles from port, served regularly by BEA from Glasgow, Aberdeen and Inverness.
HOLIDAYS: New Year's Day, Christmas Day and all other local Bank Holidays. Cargo work can be arranged except New Year's Day. (No Sunday work.)
POLICE/AMBULANCE/FIRE: Police, Stornoway 222 (can deal with all three).
TELEPHONES: Can be arranged by prior application through Aberdeen office.
GENERAL: ETA to be sent 24 hours beforehand so that necessary arrangements can be made.
PORT AUTHORITY: Stornoway Pier and Harbour Commission, Harbour Office, Stornoway. Tel: Stornoway 3285.

SUNDERLAND, Durham: 54.55 N. 01.21 W.

DOCUMENTS:
Crew List. One form I.B.6A to be delivered to an Immigration Officer within 12 hours of arrival.
Passenger Lists. Form P.R.4. in duplicate and Form P.R.10. in duplicate.
Customs Documents. Crew Declaration Form C.142 in duplicate.
Cargo Manifests, triplicate.
Ship's Papers:
Register.
Load Line Certificate.
Safety Radio Certificate.
Safety Equipment Certificate.
Safety Construction Certificate.
De-ratisation Certificate.
PILOTAGE: Call Sunderland Harbour Radio, Channel 16, working Channel for port is 14. Pilotage not compulsory, but advisable for all but small vessels. Pilots maintaining continuous watch on VHF Sound signals for vessel requiring Pilot is Morse Code number 6. Pilot boards ½ to ¾ mile off piers. In bad weather pilot cutter leads vessel into inner harbour, and Pilot boards there.
ANCHORAGES: ½ to ¾ miles North-east of Roker Pier Lighthouse.
ENTRY RESTRICTIONS: Vessels enter two hours before high-water for entry into South Dock. For Corporation Quay only restriction is on draft.
SIZE OF VESSEL: South Dock – length 465 ft. beam 62 ft., draft 26 ft. 6 in. with spring tides, 23 ft. 6 in. with neap tides.
River – length 600 ft., beam – no restriction, draft 27 ft. 6 in. subject to siltage.
HEALTH: Pratique procedure: pratique granted by Port Health Authority on arrival.
Suspected disease or fever: all ships from suspected areas must radio Port Health Authority 24 hours in advance of arrival, stating general condition of crew members. Pratique is automatic when ships arrive from other U.K. ports.
RADIO: Cullercoats.
TUGS: Join vessel at or outside harbour entrance. Ship's ropes normally used.
BERTHING: In South Dock vessel must arrive from two hours before up to a half an hour after high water. At Corporation Quay small vessels berth at any time. Large vessels usually berth at same time as mentioned for South Dock.
BRIDGES: In South Dock bridges operated at tide time two hours before to a half hour after high water. In river large vessels do not pass under bridges. Small vessels can pass under bridges at any time.
STEVEDORES: River Wear Commissioners carry out all stevedoring. Agents should advise as early as possible in order to arrange berthing and gangs, 5 to 6 days notice if possible. ETA from ship 2–3 days in advance. Working rates of principal commodities are:

Bagged cargoes	15 tons per hour
Sisal	20 ,, ,, ,,
Scrap – heavy	30 ,, ,, ,,
Scrap – light	17 ,, ,, ,,
Chrome and heavy ores	30 ,, ,, ,,

RADAR/VHF: Radar based in Pilot House on Old North Pier and is used by Pilots in conjunction with VHF.
MEDICAL: Well served with General Practitioners and hospital facilities, and attention can be arranged at very short notice. However, unless urgent, 24 hours notice desirable.
TANKERS: Four installations – lines either 6 in. or 8 in. Three installations in South Dock and two berths, the South-east oil berth 320 ft., the South-west oil berth 290 ft. One vessel of maximum length 465 ft. can use this berth, draft 26 ft. 6 in. spring tides; 23 ft. 6 in. neap tides. At Corporation Quay vessel 600 ft. long, draft 28 ft.
DENSITY: Salt water density 1025.
FRESH WATER: Available. Arrangements can be made to supply water at any time. Rate of delivery 30 tons per hour.
FUEL: Bunkers supplied at Corporation Quay by pipe-line from Petrofina Ltd. All grades available – Corporation Quay and Hendon Dock. Viscosities range from 32 seconds to 3,500 seconds, and can be blended to any requirement in this range. 12 hours notice necessary.
GANGWAY/DECK WATCHMEN: Services of watchmen recommended.
OPENING/CLOSING/HATCHES: This work is normally carried out by ship's crew, otherwise shore riggers.
SHIP CERTIFICATES:
Register.
Load Line Certificate.
Safety Radio Certificate.
Safety Equipment Certificate.
Safety Construction Certificate.
De-ratization Certificate.
CUSTOMS ALLOWANCES: As per HM Customs and Excise Regulations. Approx. ¼ lb. tobacco and approx. 1 pint wine/spirits.
IDENTIFICATION CARDS: Not required. Must possess valid Seaman's Book and/or Passport.
CONSULS:

Belgium	tel. Sunderland 72846
Denmark,	
Iceland	,, ,, 70811
Finland	72846
France	,, ,, 73694
Netherlands	,, ,, 5441
Norway	,, ,, 70101

REPAIRS: All repairs possible.
DRY DOCKS: Large dry dock, length 675 ft., breadth 87 ft. 6 in. 2 smaller dry docks.
REPATRIATION: Facilities available for effecting repatriations, with good rail, road and air communications.
AIRPORT: Approximately 20 miles. Airport served by regular airlines, all the year round, B.K.S., B.U.A. and Dan Air to all parts of the world. Also chartered flights by Britannia.
HOLIDAYS: Official Holidays for General Cargo ships: New Year's Day (no work except by special agreement); Good Friday; Easter Monday; Summer Bank Holiday; Christmas Day (no work except by special agreement); Boxing Day (no work except by special agreement). For colliers, substitute Spring Bank Holiday for Boxing Day.
POLICE/AMBULANCE/FIRE: Police Station tel. Sunderland 72222; Ambulance Control tel. Sunderland 72875; Fire Station tel. Sunderland 56456. Or call 999 from any telephone and ask for service required.
TELEPHONES: Permanent arrangements do not exist, but a temporary arrangement can be made at any time for an approximate cost of £30 for the connection.
PORT AUTHORITY: River Wear Commissioners, St. Thomas Street, Sunderland.
AGENT: Cory Brothers Shipping Ltd., 13 John Street, Sunderland, Co. Durham. Cables: "Coryton, Sunderland". Telex: 53214. Tel. Sunderland 57547.

SWANSEA: 51.37 N. 03.56 W.

DOCUMENTS:
Light Bill receipt.
Ship's Register.
Crew List.
Manifests.
Bill of Lading copies.
Customs and Health.
PILOTAGE: Request for Swansea Pilots by International Signal Code for Sea Pilots, by telephone call for Dock Pilots. Telegraphic address for Swansea Pilots is "Pilority, Swansea".
Advance notice of ETA required at least 12 hours. VHF Channels 16 and 6. Pilot boat has bright yellow hull with red boot-topping; superstructure painted white. Pilot cutter's sound signal is SM, three shorts and two long blasts. The area of boarding is usually one mile South-east of Mumbles Lighthouse in all weathers. Usual requirements for ladders are in force, and Pilots require ladder to be about four to five feet above water.
ANCHORAGE: About 1 mile South-east of the Mumbles Lighthouse.
RESTRICTIONS: Berthing is in accordance with tide. King's Dock Lock operates for about eight-hour periods, i.e. from four hours before high water to about three hours forty minutes after high water. River-side berths and Swansea Ferryport Terminal operate over a greater period.
No night-time restriction of entry.
MAX. SIZE: Maximum size for entry is 655 ft. long, 86 ft. beam, 32 ft. 6 in. draft.
These vessels are docked over high water period. Any vessel whose dimensions are approaching maximum for port should advise Docks Manager well in advance.
HEALTH: Usual international health regulations are to be observed. Any vessel which is suspect should inform Port Medical Officer of Health.
RADIO: All communications for ship movements through "Swansea Dock Radio" Channels 16 and 14 VHF. Agents, receivers, etc., can be called through usual coastal radio stations – this includes Ilfracombe Radio.
TUGS: Towage undertaken by private operators. The Alexandra Towing Co. Ltd., at present use a modern fleet of tugs at Swansea and Port Talbot. It is optional whose lines are used, but if tugs line is taken, an extra charge will be made.
BRIDGES: Two in-dock bridges are under direction of duty Assistant Dock Master. A vessel which has to pass them will be informed by the Assistant Dock Master as to their availability.
STEVEDORES: Stevedoring services are provided wholly by British Transport Docks Board. Advice of labour requirements must be received by the following times:
General Cargo: By 07.00 hours to start work at 07.00 hours. By 10.30 hours to start work at 11.30, 1400 or 2200 hours same day.

Coal Shipping: By 1530 hours for work at 0600 hours next day. By 1030 hours for work at 1400 hours same day.

MEDICAL: Port Medical Officer of Health has an office on King's Dock Lock. Medical attention can be obtained at short notice. In emergencies, the duty Assistant Dock Master can be communicated with, to obtain medical help. Hospital facilities available, and there is a first-class medical centre on the Prince of Wales Dock. Vaccination and fever certificates will be examined when receiving pratique.

TANKERS: All tankers arriving, working cargo, and departing are required to observe port's Petroleum By-laws and Oil in Navigable Waters Act. British Petroleum Company has further private directives for oil tankers. Five main tanker berths in the Queen's Dock, and three main lay-byes. Also several coastal berths. One tanker/general cargo berth in King's Dock. Deepest draft permitted is 32 ft. 6 in. A special fire-float to deal with tanker casualties is maintained in the Queen's Dock by the B.P. Company Ltd.

DENSITY: King's Dock Lock density is 1025.

FRESH WATER: Fresh water supplied from hydrants on quays by watermen. Rate of delivery is 2,000 gallons per hydrant, approximately, depending on the demand.

FUEL: Various grades of gas oils and diesels can be supplied by barge or road vehicles, or it can be delivered ex-pipeline at Queen's Dock.

FIRE PRECAUTIONS: All matches and lighters must be declared at entrance to oil installation. There are arrangements at the Queen's Dock depot for shore cooking and eating. There is an oil boom between the King's Dock and Queen's Dock to serve as an oil fire break between two docks. A 24 hours observation is kept at Scherzer Bridge for oil pollution and fires.

DEVELOPMENTS: Reconstruction of the Western Breakwater.

GANGWAY/DECK WATCHMEN: Under Port Regulations, there shall always be on board sufficient men to move or take care of the vessel. Some vessels employ watchmen. Cost is a tariff charge.

OPENING/CLOSING HATCHES: Normally done by the ship's crew, but if riggers are employed by vessel for general duties they open up hatches.

CERTIFICATES:

Certificate of Freeboard.
Certificate of Registry.
Certificate of Pratique.
Light Bill.
Manifest.
Bill of Health.
Bills of Lading.
AA (1) Certificate.

CUSTOMS ALLOWANCES: At discretion of local H.M. Customs inspectors.

IDENTIFICATION CARDS: Not compulsory, but they are helpful if a crew member has to identify himself to Authorities.

CONSULS:

France	tel. Swansea 55274	Norway	tel. Swansea 50564
Vice-Consuls:			
Belgium	tel. Swansea 50021	Netherlands	tel. Swansea 53921
Finland	,, ,, 53921	Portugal	,, ,, 57757
Greece	,, ,, 50957	Spain	,, ,, 25121
Italy	,, ,, 55146	Sweden	,, ,, 55146

REPAIRS: All types of deck and engine-room repairs are possible.

DRY DOCK: Two dry docks in port are entered from King's Dock. Dry docks: "Duke of Edinburgh" 670 ft. × 92 ft.; "Palmers" 560 ft. × 75 ft.

REPATRIATION: Mercantile Marine Office in Swansea where ship's crews are paid-off before Superintendent of Shipping. Necessary arrangements can be made for repatriation through the Consular Channels.

AIRPORT: Nearest airport at Swansea, 8 miles from Docks. Next are Rhoose (Cardiff) and Bristol airports where regular scheduled flights are handled.

TIME: Local time is British Standard Time which is plus one hour to Greenwich Time. From Oct. 1971, GMT during winter months.

HOLIDAYS: Christmas (25th December); Boxing Day (26th December); Easter, Good Friday and Monday (movable dates); Spring Holiday, Summer Bank Holiday (both movable dates). No cargo is worked on these days.

POLICE/AMBULANCE/FIRE: Call 999 from any telephone, and ask for service required.

TELEPHONES: Arrangements at most berths for placing telephones on board ships in port.

GENERAL: Entrance lock is 875 ft. in length, 90 ft. across at cope level. The inner sill is 7 ft. higher than the outer sill. The outer sill is 11·4 ft. below Admiralty Chart datum.

Tugs are available at the port for in-dock as well as sea towage.

A diver can usually be obtained by enquiry to the British Transport Docks Engineer, Swansea.

Docks Manager: Tel. 50855/200. Dock Engineer: Tel. 50855/275. Dock Master and Fire Officer: Tel. 50855/260.

PORT AUTHORITY: The British Transport Docks Board, Adelaide Street, Swansea. Tel. Swansea 50855.

AGENT: Cory Brothers Shipping Ltd., Powell Duffryn House, Adelaide Street, Swansea. Cables: "Cory, Swansea". Telex: 48186. Tel. Swansea 55146.

TEES and HARTLEPOOL: 54.42 N. 01.11 W.

DOCUMENTS: Ship's official papers including Register, Load-line Certificate, Derat, Safety Certificates.

Immigration Crew List (one copy).
Manifest (normally sent in advance from last port).
Bill of Lading (if any).

On arrival Master signs X.54 giving Agent right to sign all documents on his behalf. Pratique, Surplus Stores Lists X.51, Z.5, 25 and 35 and other documents are completed by H.M. Customs on arrival.

PILOTAGE: Official Address: The Tees Pilotage Authority, 13–14 Bridge Street East, Middlesbrough, Teeside. Tel. Middlesbrough 2924/5 office hours; Middlesbrough 85255 after hours.

RADIO telegraphic address: "Tees Pilots Middlesbrough".

Pilot station is situated at South Gare and Pilot cutter on duty is moored there. Pilot cutter is of MFV type painted black with cream structure, flies pilot flag by day and lights as per International Regulations at night.

The Cutter is equipped with R/T, VHF MHF. VHF call sign "Tees Pilots" on Channel 16. MHF call sign "Tees Pilots" last 10 minutes of every hour on 2182 k/cs. Cutter is also equipped with radar.

As much advance notice of a vessel's arrival as possible should be given to Pilots; this is normally passed from Agent about 24 hours before a ship arrives; minimum requirement for vessels arriving is one hour, and one hour fifteen minutes for sailing.

Pilots will board in vicinity of Tees Fairway Buoy, smaller vessels are occasionally boarded at the South Gare. During severe gales pilot cutter moves to Tees Dock and will board ship when possible at South Gare at No. 11 Light Buoy.

Pilotage is not compulsory.

ANCHORAGES: Vessels prohibited from anchoring inside dredged channel and within a ½ mile radius of Tees Fairway Buoy and within area bounded by lines projected through 3 and 1, and 4 and 2 light buoys towards the Fairway Buoy.

Small vessels can anchor close N.E. of No. 4 light buoy; larger vessels are advised to anchor in an area about 1 mile N.E. of the Tees Fairway Buoy and in all cases outside the 10 fathoms line. Vessels awaiting Pilots anchor in these areas.

RESTRICTIONS: Vessels over 650 ft. length can only arrive and sail during periods of Traffic Control operated by the Harbour Master. During this period only vessels having Harbour Master's permission may move. Control of traffic on the River Tees for periods of up to approximately one hour may be necessary at any time, at short notice during the passage of large vessels.

Vessels entering the River Tees. Masters should, before entering contact Harbour Master's Office by VHF R/T on Channels 16, 14 or 12, call sign "Tees Harbour Radio", or by signal lamp to the South Gare Light Station, lat. 54° 38′ 48″ N., long. 01° 08′ 11″ W. for permission to do so.

If using signal lamp, masters should be prepared to receive appropriate groups from the International Code of Visual Signals.

Vessels moving within or sailing from the River Tees. Masters should first obtain permission to do so from the Harbour Master's Office by any available means, e.g. telephone Eston Grange 2541 (3 lines); VHF R/T on Channels 16, 14 and 12.

Harbour Master will endeavour to give at least six hours notice of traffic control to all those who are likely to be involved during the period.

Vessels bound for Middlesbrough Dock can only enter dock during a period of 2½ hours before to 1½ hours after high water.

MAXIMUM SIZE: Max. length accepted is 900 ft. with a maximum draft of 45 ft. Vessels at this draft enter one hour before high water. Middlesbrough Dock: max. size 580 ft. × 76 ft.

HEALTH: Pratique procedure is handled on arrival by HM Customs Boarding Officer. No other notice is required except in case of sickness when Agent can advise Port Health and information can also be passed to Tees Harbour Radio via VHF R/T when within 2 hours of the port.

RADIO: Ships approaching from North use Cullercoats Radio. Ships approaching from South use Humber Radio.

TUGS: Official Address: Tees Towing & Co. Ltd., Cleveland Buildings, Queen's Square, Middlesbrough. Tel. Eston Grange 4505 day and night.

Fleet of eight tugs between 750 and 3,000 horsepower Tugs join vessel in Redcar Reach between No. 9 and No. 17 buoys depending on size, draft and destination. Tug's lines may be used at Master's discretion. Tugs are on duty daily and only available on four hours notice for sailing and arriving after normal office hours.

BERTHING: Small vessels can usually berth at any state of the tide. Middlesbrough Dock is tidal, 2½ hours before to 1½ hours after high water. Deep-drafted vessels enter in accordance to tide.

STEVEDORES: In order to prepare for loading/discharging, i.e. ordering of gangs, transport, etc., it is necessary to give ETA through their Agents not less than 24 hours before arrival.

VHF: Frequencies and channels in use in the Tees and Hartlepool are as follows:

Channel	*Frequency*	*Use*
16	156·80 mc/s	Calling and Safety
14	156·70 mc/s	Port Operations
12	156·60 mc/s	Port Operations
11	156·55 mc/s	Port Operations (Domestic)
10	156·50 mc/s	Intership (3rd choice)
8	156·40 mc/s	Intership (2nd choice)
6	156·30 mc/s	Intership (1st choice)

Station	*Call Sign*	*Channels*
Harbour Master's Office (Tees)	"Tees Harbour Radio"	16, 14, 12, 11, 8
Harbour Master's Launch	"Tees Harbour launch"	16, 14, 12, 11, 8, 6
Harbour Master's Office (Hartlepool)	"Hartlepool Radio"	16, 12, 11, 8
Hartlepool Tugs	"Name"	16, 12, 11, 8, 6
Tees Tugs	"Name"	16, 14, 12, 8, 6
Tees Pilot Cutters	"Tees Pilots"	16, 14, 12, 11, 10, 6

Hartlepool Pilot Cutter	"Name"	16, 14, 12, 6
Tees & Hartlepool Port Authority, Maintenance Craft.	"Name"	16, 11, 6

Whenever practicable ship/tug operations within the port should be conducted on Channel 8.

MEDICAL: Notice of medical attention required in advance, as much notice as possible of emergency expected. All medical facilities available.

TANKERS:

Shell Jetty: 12 in. hoses for black and white oils. 45 ft. depth LW.

Teesport: 8 in. hoses for black and whlte oils. 6 in. for chemicals. 37 ft. depth LW. 34 ft. and 37 ft. at West Byng and Q.E. II jetties respectively.

N. Tees: various, to suit discharging rates and reception capacities. 2 Large berths from 37 ft. to 45 ft. plus tide. 3 small tank berths from 8 ft. to 14 ft. plus tide. Slop/oily residue facilities available at most berths.

DENSITY: At Teesport 1015 at LW to 1025 at HW.

FRESH WATER: Plentiful from wharf and small quantities available from tug in emergency approx. 20 tons per hour.

FUEL: All grades available, immediate if at berth, 48 hours maximum if by barge.

DEVELOPMENTS: Port Authority plans to deepen the channel to 47 ft. 6 in. at LWOST in order to accommodate on all tides vessels of 100,000 dwt drawing up to 50 ft.

GANGWAY/DECK WATCHMEN: Recommended (tidal berth and spring range 17 ft.) £2 per night, £3 at week-ends and holidays. Travel allowance usually charged.

OPENING/CLOSING HATCHES: Always by crew. Riggers available.

CUSTOMS ALLOWANCE: ½ lb. tobacco or 200 cigarettes. (¼ lb. tobacco for coasters). 1 spirit and 1 wine bottle. (½ bottle spirit and ½ bottle wine for coasters).

IDENTIFICATION CARDS: Not used in Tees.

CONSULS:

Swedish	tel. Middlesbrough		43662
Danish, Netherlands	,,	,,	43231
Norwegian, Portuguese	,,	,,	44402
Belgium, W. Germany	,,	,,	45141
French Consular Agency	,,	,,	47273

REPAIRS: All types of repairs deck and engine available.

DRY DOCKS: Largest dock 575 ft. × 73 ft. sill 26 ft. Four other dry docks of smaller dimensions.

REPATRIATION: All facilities exist.

AIRPORT: Teeside Airport 12 miles from port. Regular flights to London, etc.

TIME: BST is GMT plus 1 hour. From Oct. 1971, GMT in winter months.

HOLIDAYS: New Year's Day; Good Friday; Easter Monday; Whit Monday; August Bank Holiday (Monday); Christmas Day. Work can be arranged if suitable notice is given and at overtime rates.

POLICE/AMBULANCE/FIRE: Telephone 999 in emergency will result in quick action or VHF call to Control Room, Harbour Office (24 hour manning).

TELEPHONES: Most berths can be connected to telephone system (coin boxes); small connection charge is made.

PORT AUTHORITY: Tees and Hartlepool Port Authority, Queens Square, Middlesbrough, Teeside. Tel. Middlesbrough 48321. Telex 58675 Teesbay, Middlesbrough.

AGENT: *Middlesbrough:* Cory Brothers Shipping Ltd., County Chambers, Marton Road, Middlesbrough, TS1 1HQ. Cables: "Coryton Middlesbrough". Telex: 58686. Tel. 44402.

Hartlepool: Cory Brothers Shipping Ltd., Royal Chambers, Church Street, Hartlepool. Cables: "Coryton Newcastleupontyne". Telex: 53214. Tel. Hartlepool 2629.

TYNE DISTRICT: 55.01 N. 01.24 W.

(Including Newcastle, North and South Shields, Jarrow, Tynemouth and Gateshead).

DOCUMENTS:

1 Crew List for H.M. Immigration Office.
1 Form C.142 (Tobacco List) supplied by H. M. Customs.
1 Health Declaration Form supplied by H.M. Customs.
1 List of Private Addressed Packages not manifested (C.143) supplied by H.M. Customs.
Details of Oil in DBT, also measurement in cu. ft. of cargo in non-registered spaces.

PILOTAGE: Pilots normally stationed outside Harbour entrance within 2 miles radius. In bad weather Pilots will advise concerning entering. Twelve hours advance notice via Agent requested. Frequency medium wave 2182 kHz. Call "Tyne Pilots". VHF – Call on Channel 16, working Channel 6. Cutter – 55 ft. in length painted black with white lettering "Pilots" – displaying pilot's flag. Efficient pilot ladder required as per Board of Trade regulations.

ANCHORAGE: Off entrance River Tyne, recommended 1½ mile N.E. of North Pier. Minimum 12 fathoms.

RESTRICTIONS: Depths below Chart Datum:

From sea to Jarrow Oil Jetty (West end) 30 ft.
From Jarrow Oil Jetty (West end) to Newcastle Bridges (except in main channels of Swing Bridge and High Level Bridge, Newcastle) 25 ft.
From Newcastle Bridges to West end of Dunston Flour Mills 20 ft.
From West end of Dunston Flour Mills to Stella 12 ft.

MAX. SIZE: Harbour entrance, length and breadth: no limit. Draft 30 ft. any state of tide: up to 36 ft. at high water.
Iron Ore Quay, draft up to 36 ft.
Esso Oil Terminal, draft up to 33 ft.
Newcastle Quay, 25–30 berths – 30 ft.
Ranks Mill, 28 ft.

HEALTH: Foreign arrivals to complete Maritime Declaration of Health. They are cleared immediately on arrival by either a port doctor or an officer of H.M. Customs depending on where the ship comes from and whether there is sickness on board. Vessels arriving from ports within accepted area (N. European ports) and coastal arrivals need not present declaration. In all cases, when there is sickness on board, the Port Health Authority must be informed preferably not more than 12 hours and not less than 4 hours before arrival.

RADIO: Cullercoats Radio WT "GCC." Cullercoats Radio On RT.

VHF: Call sign "Tyne Harbour Radio" on Channel 16, frequency 156.80 mc/s and on Channel 12, frequency 156·60 Mc/s. A VHF Radio Port Operations and Information Service on 24-hour coverage is provided for use by vessels approaching the port, for movement of vessels in the port and for giving information to Shipowners and Agents.

TUGS: Normally join inside piers, tow ropes optional except manufactured of man-made fibres. Towing hawsers £6.60 per rope. Orders for week-end arrivals must be given before 10.30 am. Saturdays.

BERTHING: Albert Edward Dock – Warehouse Quay: 1,170 ft. long, depth of water 26 ft.
East Dock Wall: 530 ft. long, depth of water 25 ft.
Tyne Commission Quay: 1,100 ft. long, depth of water 25 ft.
Tyne Commission Quay Extension: 390 ft. long, depth of water 22 ft.
Car Ferry Terminal: 25 ft. depth.
Tyne Dock – North-west Quay: 800 ft. long, depth of water 30 ft.
Factory Quay: 645 ft. long, depth of water 23 ft.
Sutherland Quay: 450 ft. long, depth of water 30 ft.
Iron Ore Quay: 867 ft. long, depth of water 36 ft.
Newcastle Corporation Quay: 7,920 ft. long, depth of water 15 ft. to 30 ft.
Tynemouth General Trading Quay: 580 ft. long, depth of water 18 ft. below chart Datum.
Co-operative Flour Mill, Dunston: berth 440 ft. long, depth of water 25 ft. discharge rate 150 tons per hour.
Spillers' Tyne Mill, Newcastle: berth 570 ft. long, depth of water 30 ft. discharge rate 200 tons per hour.
Joseph Rank Ltd., Baltic Flour Mill, Gateshead: berth 650 ft. long, depth of water 28 ft. discharge rate 200 tons per hour.
Coal Staiths – Whitehall Point Staith – 1 berth, rate of shipment 1,000 tons per hour depth of water 25 ft. to 30 ft.
Jarrow Staith – 2 berths, rate of shipment 1,000 tons per hour, East berth, 500 tons per hour West berth, depth of water 25 ft.
Harton Staith – 1 berth, depth of water 21 ft. 6 in.
Dunston Staith – 3 berths, depth of water 21 ft. to 25 ft.

TANKERS: Jarrow – (Shell Mex & B.P. Ltd.) Jarrow Oil Jetty, 600 ft. in length with a depth of 30 ft. below Chart Datum and New Berth 620 ft. length with a depth of 34 ft. below Chart Datum.

Tynemouth – (Esso Petroleum Co. Ltd.) 1 tanker berth 900 ft. in length with a depth of 33 ft. below Chart Datum and 1 Coaster Berth 550 ft. in length with a depth of 22 ft. below Chart Datum.

Tynemouth – Tanker Cleaning River Berth, 700 ft. length with a depth of 25 ft. below Chart Datum.

The Lawe, South Shields – Velva Liquids Ltd. Berth 560 ft. length with a depth of water 27 ft. below Chart Datum.

BRIDGES: At Newcastle 10 miles from entrance for proceeding to CWS Flour Mill and Dunston Staiths, Swing Bridge negotiated against tide; other bridges, max. mast height 80 ft. above MHWS.

STEVEDORES: All arrangements through Agent. Stowage plan required prior to arrival.

MEDICAL: Hospitals available, Advise Agent in advance if medical attention required on arrival.

DENSITY: Entrance/Tyne Dock – 1025; Tyne Dock/Jarrow 1020; Newcastle Quay 1005/1010.

FRESH WATER: Available ex Water Boat, rate of delivery up to 150 tons per hour.

FUEL: All grades ex installation, or by barge, 24 hours notice required.

GANGWAY/DECK WATCHMEN: Available if required.

OPENING/CLOSING HATCHES: Crew allowed open and close.

CERTIFICATES:

Register.
Load-line.
Safcon.
Safety Equipment.
Safety Radio.
Trinity Light Bills.

CUSTOMS ALLOWANCE: At the discretion of Local Customs Inspector. Normal allowances are equivalent of ½ lb. tobacco per man and equivalent to 1 bottle wine per man. Allowances may be halved for home trade vessels. Vessels in port more than 3 or 4 days may receive extra allowances.

CREW IDENTIFICATION CARDS: Not required.

CONSULS:

Belgium	tel. Newcastle		20523
Brazil	,,	,,	24276
Denmark	,,	,,	21763
Finland	,,	,,	28767
France	,,	Whitley Bay	25320

Germany (Fed. Rep.)	„	Newcastle	25060
Norway	„	„	21966
Portugal	„	„	25256
Greece	„	„	25414
Iceland	„	„	811212
Italy	„	„	28971
Liberia	„	„	20275
Luxemburg	„	„	20523
Netherlands	„	„	27314
Panama	„	„	26214
Sweden	„	„	850621

REPAIRS: All types of repairs possible at many building/repair yards.

DRY DOCKS:

Name of Owner or Occupier	*Dock No.*	*Length on bottom Feet*	*Breadth at Entrance Feet*	*Depth Sill at M.H.W.S. Feet/Inches*
North side of river:				
Smith's Dock Co. Ltd., North Shields	2	182	40	18 0
	3	160	45	22 0
	4	490	68	23 3
	5	500	68	24 3
	6	550	72	22 6
	7	297	52	17 9
	8	709	96	28 0
Wallsend Slipway & Engineering Co. Ltd., Wallsend	1	540	66	25 0
Swan Hunter (Dry Docks) Ltd. Wallsend	1	560	76	26 0
	2	490	70	24 6
	3	570	80	26 0
	4	715	105	29 0
South side of river:				
Brigham & Cowan Ltd., South Shields	1	715	95	25 0
	2	455	55	24 0
	3	204	40	18 0
Tyne Dock Engineering Co., S. Shields	1	315	45	16 6
	2	280	46	18 6
Middle Docks & Engineering Co., South Shields	1	340	48	18 0
	2	477	58	21 0
	3	500	64	23 6
	4	640	80	26 0
John Readhead & Sons Ltd., South Shields	1	331	48	23 6
	2	480	65	23 6
Mercantile Dry Dock Co. Ltd., Jarrow	1	425	60	21 0
	2	362	50	19 6
	3	450	60	21 3
	4	600	85	23 6
Vickers Ltd., Shipbuilding Group, Vickers Armstrong Palmers, Hebburn Works, Hebburn	1	714	90	26 0
	2	850	145	35 0
Hawthorn Leslie (Shipbuilders) Ltd., Hebburn-on-Tyne	1	503	66	24 0

Slipways:	*No. of Slipways*	*Length of Cradle*
North side of river		
Clelands, Wallsend	2	235′ & 310′
South side of river		
R. B. Harrison & Son Ltd., Hill Quay	2	200′ & 90′

REPATRIATION: All facilities available.

AIRPORT: Newcastle Airport, served by regular airlines.

TIME: British Standard Time, GMT plus 1 hour. From Oct. 1971, GMT in winter months.

HOLIDAYS: New Year's Day; Good Friday; Easter Monday; Whit Monday; Autumn Holiday Monday; Christmas Day.

POLICE/AMBULANCE/FIRE: Dial 999, and ask for service required.

TELEPHONES: Can be arranged on board at certain berths.

SERVICES: The tanker-cleaning berth at North Shields provides accommodation for vessels about 800 ft. length, depth alongside 25 ft. below Chart Datum. The shore installation, which is owned and operated by the Tyne Tanker Cleaning Co. Ltd., includes large reception capacity for tank washing and oily sludge, separators of the latest type which can deal with oily water at the rate of 1,000 tons per hour and various treatment and storage tanks; together with boilers and steam and pumping plant. Expert staff and modern equipment for carrying out tank washing, cleaning and gas-freeing of vessels at the berth, and for other essential duties are also available, making it possible for tanker crews to be paid off immediately on arrival. The whole installation is protected by a most complete system of fire precautions and fire-fighting equipment. Also available is compass adjusting, etc.

SHORE LEAVE: Allowed.

PORT AUTHORITY: Tyne Authority, Head Office, Bewick Street, Newcastle-upon-Tyne, NE1.5HS. Tel. Newcastle 25541.

AGENT: Lambert Brothers (Shipping) Ltd., 'B' Floor, Milburn House, Newcastle-upon-Tyne, NE1.1LY. Tel. Newcastle 27314. Telex: 53405. Cable address: "Lambros."

WHITEHAVEN HARBOUR: 54.33 N. 03.36 W.

DOCUMENTS: Usual required for clearing a vessel from foreign, i.e. Crew list, Passenger list, Customs Documents, Ships Register, Manifest and Bills of Lading.

PILOTAGE: Request for Pilot is made by international code signal G, sound and visual. ETA should be sent twelve hours in advance either to ship's Agent or Harbour Master or both. Area for taking Pilot on board 4 to 5 cables West of Harbour. Pilot boat is a 36 ft. varnished boat, name "J. T. Pears". RT frequency 2241 and 2182. VHF to be installed shortly.

ANCHORAGE: Same area as for boarding Pilot according to draft.

RESTRICTIONS: Vessels may dock from one and a half hours before high water till one hour after high water according to draft.

MAX. SIZE: 270 ft. length, 40 ft. beam and 17 ft. draft (deepest) on spring tides, 14 ft. draft (deepest) on neap tides.

HEALTH: Usual pratique procedure.

RADIO: Port Patrick and Anglesey Radio Stations.

TUGS: No tugs

MEDICAL: Agent should receive notice in advance of any medical treatment required. Hospital services are readily available.

DENSITY: Any state of tide density is 1025.

FRESH WATER: Fresh water is available on all berths, any quantity on request to ship's Agent.

FUEL: Most grades and types available.

FIRE PRECAUTIONS: Usual precautions are taken when inflammable cargo is being loaded or discharged.

GANGWAY/DECK WATCHMEN: Advisable to have a watch man but not absolutely necessary.

OPENING/CLOSING HATCHES: Always opened and closed by crew members.

CERTIFICATES: Derat certificate, Load Line certificate, Radio RT certificate, etc.

CUSTOMS ALLOWANCE: 200 cigarettes. 1 bottle spirits.

IDENTIFICATION CARDS: None required.

CONSULS: Norway, Sweden, Denmark and the Netherlands. Consul for all these: Messrs. J. G. Oldfield, Lowther St., Whitehaven. Tel. 2452.

REPAIRS: All types of deck and engine repairs carried out.

REPATRIATION: Facilities exist for effecting crew changes and arranging any necessary repatriations.

AIRPORTS: Nearest airports are at Manchester and Prestwick, both approx. 130 miles away.

HOLIDAYS: Cargo may be worked on following days: New Year's Day, Good Friday, Easter Monday, Whit Monday, August Monday, Christmas Day and Boxing Day.

POLICE/AMBULANCE/FIRE: Telephone numbers of these services in order are: Whitehaven 2616, 3181 and 2151.

TELEPHONES: No special arrangements exist for placing telephones on board vessels.

SHORE LEAVE: Crew members may come and go at all times.

DELAYS: There are very seldom any delays in berthing and none in load or discharge or bunkering.

PORT AUTHORITY: The Whitehaven Harbour Commissioners, 3 Duke Street, Whitehaven, Cumberland. Tel. Whitehaven 2435.

United States of America

ALEXANDRIA, Virginia: 38.48 N. 77.03 W.

DOCUMENTS/PILOTAGE/HEALTH: Refer to "Hampton Roads".

RESTRICTIONS: Anchoring necessary between 2200 to 0600. Berthing daylight only.

MAX. SIZE: Governed by draft only – maximum 22 ft. 6 in. all times.

RADIO: WMH Baltimore, Md.

TUGS: None required.

BERTHING: Berthing 0600 to 2200.

BRIDGES: One bridge, closed Monday through Friday 1600–1830 and 0630–0900.

STEVEDORES: Informally arranged through Receivers or Shipper's Agents.

MEDICAL: Hospital available.

FRESH WATER: Available at berth – 10 tons per hour – 150c ton.

FUEL: Not available.

GANGWAY/DECK WATCHMEN: Shore watchman provided.

OPENING/CLOSING HATCHES: Stevedores. Vessel – depending on understanding.

IDENTIFICATION CARDS: Required by Immigration.

REPAIRS: Minimal facilities.

REPATRIATION: Facilities exist.

AIRPORT: 3 miles. Washington National – multiple flights.

TIME: GMT minus 6 hours.

POLICE/AMBULANCE/FIRE: Agents arrange. Watchmen on duty.

SHORE LEAVE: Allowed.

DELAYS: No unusual delays.

AUTHORITY: Virginia Port Authority, Norfolk, Va.

ANACORTES, Washington: 48.31 N. 122.36 W.

DOCUMENTS, PILOTAGE, HEALTH, etc.: Refer to "Tacoma".
ANCHORAGES: East End Guemes Channel, 54 ft. min. depth.
MAX. SIZE: Length, open. Draft, 54 ft.
TUGS: Join vessel in Guemes Channel at Anacortes – lines optional.
BERTHING: Pier no. 1, depth 31 ft.; Pier no. 2, depth 38 ft.
STEVEDORES: Request 24 hours notice.
FRESH WATER: Available from city water system.
FUEL: Available from Shell and Texaco.
GANGWAY/DECK WATCHMEN: Not required by port.
OPENING/CLOSING HATCHES: Stevedores.
CUSTOMS ALLOWANCES: No definite quantities prescribed; reasonable allowance at discretion of Customs Inspector.
CARGO GEAR: ILWU requirements.
IDENTIFICATION CARDS: Required.
REPAIRS: Minor repairs only.
AIRPORT: 75 miles Seattle International.
TIME: GMT minus 8 hours. From end April to end October, Pacific Daylight Saving Time, GMT minus 7 hours.
HOLIDAYS: See "Tacoma".
POLICE/AMBULANCE/FIRE: Police 293–3157; Ambulance 293–3183; Fire 293–3155.
TELEPHONES: Available at Pier 2 and at Pier 1 by Phone Co.
SHORE LEAVE: Allowed.
AUTHORITY: Port of Anacortes, Robert D. Keller, MGR. 293–3134.

ANCHORAGE, Alaska: 61.12 N. 150.00 W.

DOCUMENTS:
3 copies Cargo Manifest (Forms 7527.A or 7527.B), the original showing all cargo on board, and 2 copies showing only cargo for this port.
2 copies Crew Manifest (curio list).
2 copies Stores List.
2 copies Passenger List (Form I.418).
2 copies Crew List (Form I.418).
Customs boarding Officer will also examine Ship's Register and Load-line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad, or 24 hours from arrival from a United States port:
Health Pratique.
Master's Oath (Customs Form 3255).
All foreign clearances.
U.S. Certificates of payment of tonnage tax (Customs Form 1002)
Certified Crew List.
PILOTAGE: The pilot station for Anchorage is at Homer, Alaska Vessels may contact Pilot by radio telephone. Telegraphic address "Almarrpilot", ETA notice requested 24 hours. Guards VHF Channel 10. Pilot boat green and white. Pilot flag by day, pilot light at night. Pilot boat 1 mile South of Homer Spit (Coal Point) Homer Alaska. In bad weather, wait inside Homer Spit and advise via radio-telephone.
ANCHORAGES: The best anchorage for deep-draft vessels is West of Anchorage in depth of 10 to 12 fathoms, silt bottom. Holding ground is good.
TIDES AND CURRENTS: The diurnal range of tide is 29·6 ft, Currents from 1·7 to 6 knots or more in mid-channel.
RESTRICTIONS: Flow and pan ice is encountered in the Cook Inlet from approximately the end of November until the end of February. This ice does not freeze solid due to the tidal action. The port is in year-round use and expert information on winter conditions may be obtained from any of the highly qualified licensed ship pilots available in the area.
MAX. SIZE: All berths 35 ft. MLLW.
HEALTH: Vessels subject to quarantine are usually boarded at the wharves. There are several hospitals at Anchorage. Radio pratique may be granted basis information received prior to arrival of vessel provided no communicable diseases on board.
Normally, vessels are boarded by Medical Officers on arrival unless free pratique previously given at U.S. port in the same voyage. If granted free pratique, vessel may enter port and discharge passengers and cargo. If given provisional pratique, vessel may enter port but must take any additional measures specified in connection with discharging passengers and cargo, until free pratique is given.
RADIO: Port of Anchorage KBT 42, HF–AM, VHF–FM. Guards 2182, VHF Channel 16.
TUGS: Join vessel 1½ miles South-west of docks.
BERTHING: 600 ft. general cargo Terminal No. 1, apron width 47 ft., live load limit 600 lb. per sq. ft.
General cargo Terminal No. 2, 610 ft., apron width 69 ft. Depth alongside face at MLLW 35 ft.
Shore Cranes: Level luffing gantry and PACECO container cranes. Capacity: Level luffing gantry 7½ tons and 40 tons (5 ton high-speed whip lines). Container cranes 27½ tons.
Outreach from fender face is 70 ft. for the gantries and 81 ft. on the PACECO. Clear height above MLLW is 132 ft.
TANKERS: The Petroleum Terminal at the port of Anchorage is contiguous to the general cargo docks. The POL Dock is 612 ft, long and contains multiple petroleum manifolds in addition to those on Terminal No. 1. Depth 35 ft. alongside.
STEVEDORES: Working Hours: Stevedores do not work on January 1, September 6, November 25 and December 25. The first six hours of any shift between 8.00 a.m. and 3.00 p.m. is at the straight time rate. Work performed on Saturdays, Sundays, holidays and between 5.00 p.m. and midnight is at overtime rate. Meal breaks are 11.45 a.m. to 1.00 p.m.and 4.45 p.m. to 6.00 p.m. Stevedores do not normally work between midnight and 7.00 a.m.
DENSITY: From 1.0098 to 1.0102.
FRESH WATER: Public Heath Service certified watering station minimum charge $7.00. Maximum cost ton 23–3/4c, minimum cost ton 3–3/4c, volume rates apply.
WATCHMEN: Gangway/Dock Watchmen required shipside.
HATCHES: Opening/closing hatches by stevedores.
AIRPORT: Five miles; served by regular foreign and domestic airlines.
CUSTOMS ALLOWANCES: At the discretion of customs officer Normal allowance is 200 cigarettes or 2 lb. tobacco and one quart wine or spirits per man. Additional allowances may be given if considered necessary, due to length of vessel's stay in port.
IDENTIFICATION CARDS: Standard U.S. Immigration Forms I.–95 to be made up for each crew member on arrival. Not necessary for crew men already holding Form I.–95, issued for the same vessel
HOLIDAYS: New Year's Day (January 1st); Lincoln's Birthday (February 12th); Washington's Birthday (February 22nd); Seward's Day (March 30th); Memorial Day (May 30th); Independence Day (July 4th); Labour Day; Columbus Day (October 12th); Alaska Day (October 19th); Veterans' Day (November 11th); Thanksgiving Day; Christmas Day (December 25th).
POLICE/FIRE/AMBULANCE: Police 272–1414; Ambulance/Fire 272–1515.
TELEPHONES: Telephones available shipside in 1971.
AUTHORITY: Port Director, 2000 Anchorage Port Road, Anchorage, Alaska 99501. Tel. 272–1531.

ASHTABULA, Ohio: 41.53 N. 80.48 W.

Refer to "St. Lawrence Seaway" for important general information.
PILOTAGE: Nearest pilot station is the Welland Canal, Canada.
ANCHORAGES: No anchorage inside boundaries. Good anchorage outside to East of the entrance, depth approximately 20 fathoms,
MAX. SIZE: The Pinney Dock and Transport Company stevedoring dock handling overseas cargoes located just East of entrance to the port. Channel depth of 28 ft. Four berths, 27 ft. alongside; length of facilities up to 700 ft. by 75 ft. beam. No facilities for oil carriers.
RADIO: Contact Lorain, Ohio ship-to-shore station for local connections.
TUGS: Tugs normally join vessels just inside harbour entrance. Use ship's or tug's lines optional; tug lines used at additional charge of 10% of the tons will be added. For tug service call ship-to-shore tug Idaho, FM Channel 51.
STEVEDORES: Work gangs for loading and unloading provided by the Pinney Dock and Transport Company.
MEDICAL: Vessels requiring medical attention call U.S. Coast Guard station located in the main river by calling AM Channel 20. Ambulance and hospital service available. No inoculation, vaccinations, or fever certificates required.
DENSITY: Fresh water.
FRESH WATER: Available at stevedoring dock.
FUEL: Available on 24-hour notice.
FIRE PRECAUTIONS: City fire department. Also water line on face of the dock available.
GANGWAY/DECK WATCHMEN: Overseas stevedoring dock enclosed wire fence, watchmen on dock at all times, guard at main gate.
OPENING/CLOSING HATCHES: Optional by crew or stevedores.
CUSTOMS ALLOWANCES: Only allotments per person consumed aboard allowed.
IDENTIFICATION CARDS: Required.
CONSULS: Nearest at Cleveland.
REPAIRS: All types of deck and engine repairs available; also topside shell repairs.
REPATRIATION: Can be arranged.
AIRPORT: Nearest airport approximately 10 miles South with commuter services to Cleveland Hopkins Airport. Cleveland Hopkins Airport approximately 70 miles West.
TIME: Local Eastern Standard Time except from May to October – Daylight Saving Time.
HOLIDAYS: Stevedoring docks double time on holidays and time plus one-half on Sundays.
POLICE/AMBULANCE/FIRE: Police, 993–8281; Ambulance, 964–3121; Fire, 964–7123.
TELEPHONES: No provisions for placing telephones aboard vessels.
SHORE LEAVE: Crew allowed ashore.
AUTHORITY: Ashtabula Port Authority, 4400 Main Avenue, Ashtabula.

ATRECO, Texas: 29.59 N. 93.53 W.

DOCUMENTS, PILOTAGE, HEALTH, RADIO, etc.: Refer to "Port Arthur".

BALTIMORE, Maryland: 39.17 N. 76.35 W.

DOCUMENTS:
3 copies Cargo Manifest (Forms 7527–A or 7527–B), the original showing all cargo on board, and 2 copies showing only cargo for this port.
2 copies Crew Manifest (curio list).

2 copies Stores Lists.
2 copies Passenger List (Form I.–418).
2 copies Crew List (Form I.–418).
Customs boarding officer will also examine Ship's Register and Load-line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad, or 24 hours from arrival from a United States port.
Health Pratique.
Master's Oath (Customs Form 3255).
All foreign clearances.
U.S. Certificates of payment of tonnage tax (Customs Form 1002).
Certificate Crew List.

PILOTAGE: Each vessel entering the Chesapeake Capes under foreign flag or carrying foreign cargo is required to employ a Pilot of the Association of Maryland Pilots. The Association maintains a pilot boat which is anchored at the entrance of the Chesapeake Capes. Pilots will be furnished with a small transistorized portable radio unit, which provide ships bridge to bridge communication system to ensure navigational safety while traversing the waters of Chesapeake Bay. It is a positive means of communication to ensure ship's position reporting, the safety and movement of vessels, as well as messages related to the operational needs of vessels proceeding to the port, and provide the Pilots communications instructions expediting operations of vessels when they are aboard.

ANCHORAGE: Numerous anchorages located within harbour limits for ocean-going vessels. Nine such areas are available for vessels of light and heavy drafts. Four of these anchorages are located on the East side of the main ship channel between the entrance channel to the Pennsylvania Railroad Grain Elevator and Fort Carroll. Three are on the West side of the main ship channel. Two more are bounded by the Middle Branch channel on the North side of Curtis Bay channel.

At Sandy Point approximately 22 miles South of Baltimore there is an emergency anchorage in natural deep water with depths of 50 ft. or more.

RESTRICTIONS: There are two different approaches and exits to the sea lanes. The principal route is by way of the Southerly course through the Chesapeake Bay and Cape Henry to the ocean. The distance by this route is approximately 150 nautical miles. There is a main ship channel 20 miles long from Baltimore to deep water in the Chesapeake Bay, this channel being 800 ft. wide and 42 ft. deep.

The other route to the sea lanes is via the Chesapeake and Delaware Ship Canal. This offers a short protected route between Baltimore and other leading North Atlantic ports by way of Delaware Bay. The entrance to the Chesapeake and Delaware Ship Canal is located 50 miles North of Baltimore. The width of the channel is 400 ft. and the depth is maintained at 25 ft. The Canal itself is 27 miles in length and from the Delaware Bay side the distance to sea lanes is about 50 miles. Navigation lights are maintained so that the Canal is open to navigation day and night.

MAX. SIZE: Length 1250 ft., draft 42 ft. at Canton Ore pier.

HEALTH: Radio pratique may be granted basis information received prior to arrival of vessel, provided no communicable diseases on board.

Normally, vessels are boarded by Medical Officers on arrival unless Free Pratique previously given at U.S. port in the same voyage. If granted free pratique, vessel may enter port and discharge passengers and cargo. If given provisional pratique, vessel may enter port but must take any additional measures specified in connection with discharging passengers and cargo, until free pratique is given.

Quarantine office is located in the U.S. Custom House. Immigration and Quarantine board vessels at dockside. In the event of vessels not docking launch arrangements must be made by Agent.

TUGS: The port has an efficient fleet of tug-boats in operation The tugs usually take vessel in tow at Quarantine Station.

BERTHING: There are approximately forty-five important piers and terminals some of which are listed below.

Berth	*Length*	*Max. Beam*	*Max. Draft*
Canton R.R. Ore Pier (Cottman's)	1250 ft.	105 ft.	42 ft.
C & O/B & O Ore Pier	650 ft.	100 ft.	35 ft. 6 in.
Western Maryland Railway Ore Pier	1200 ft.	105 ft.	36 ft.
Sparrows Point Ore Pier (Beth. Steel Co.)	1500 ft.	105 ft.	40 ft.
Penn Central Grain Elevator	800 ft.	105 ft.	32 ft.
Peavey & Co. Elevator (C & O/B & O)	850 ft.	100 ft.	38 ft.
Louis Dreyfus Co. Elevator	1200 ft.	105 ft.	36 ft.
Hawkins Point Terminal (Eastalco Aluminium Co.)	850 ft.	100 ft.	37 ft.
C & O/B & O Railway Coal Pier	850 ft.	105 ft.	38 ft. 6 in.
Western Maryland Railway Coal Pier	470 ft.	98 ft.	40 ft.
Penn–Central Coal Pier	600 ft.	90 ft.	35 ft.

BRIDGES: The Chesapeake Bay Bridge-Tunnel is located across the entrance to the Bay, between Cape Henry and Cape Charles. This vehicular crossing consists of fixed causeways and bridges, and 2 tunnels – one under the Chesapeake Channel and one under the Thimble Shoal Channel.

No bridges cross the main ship channel in Baltimore Harbour. Vessels en route to the harbour from the ocean via the Chesapeake Bay pass under the Chesapeake Bay Bridge, about 151 statute miles above the ocean entrance to the bay. This bridge is 3·7 miles long from shore to shore; its western end is 0·5 miles South-west of Sandy Point and its Eastern end is on Kent Island, 4·0 miles South-west of Love Point. The Curtis Creek and Middle Branch sections of harbour are each crossed by a highway and a railroad bridge.

DENSITY: The salinity of Baltimore harbour waters allows full fresh water draft.

TANKERS:
American Oil Co: max. length 580 ft. draft 30 ft.
Cities Service: ,, 665 ft. ,, 34 ft.
Humble Oil Co: ,, 680 ft. ,, 33 ft.
Hess Oil Co: ,, 560 ft. ,, 32 ft.
and others. Slop disposal facilities available at Humble Oil Terminal.

MEDICAL: All facilities available.

FRESH WATER: Can be supplied at all berths. Water barges available.

FUEL: All grades supplied by numerous oil companies by barge or ex-wharf at the oil berths.

REPAIRS: *Bethlehem Sparrows Point Shipyards, Inc.* Vessels up to 30,000 deadweight are constructed here, and the facilities include all the necessary equipment for the construction of large and small vessels.

Bethlehem Steel Company, Shipbuilding Division. Two marine yards, one of which is located at Key Highway, while the second is located on the Eastern end of Locust Point adjacent to Fort McHenry. The facilities of these plants include three dry docks, two graving docks, and eleven outfitting piers. These facilities handle all types of dry-docking and ship repairs.

Maryland Drydock Company. This large marine shipyard is located on the waterfront at Fairfield. Plant facilities include four dry docks and five outfitting piers. All types of ship repairs are handled in this yard.

In addition to the above-mentioned facilities there are numerous similar companies specialising in minor ship repairs.

CUSTOMS ALLOWANCES: At the discretion of customs officers. Normal allowance is 200 cigarettes or 2 lb. tobacco and one quart wine or spirits per man. Additional allowances may be given if considered necessary, due to length of vessel's stay in port.

IDENTIFICATION CARDS: Standard U.S. Immigration Forms I.–95 to be made up for each crew member on arrival. Not necessary for crew man already holding Form I.–95, issued for the same vessel.

CONSULS:
Argentina: 908 Keyser Building 21202
Belgium: 33 S. Gay St. 21202
Bolivia: 5835 Arizona Avenue 21206
Brazil: 1 North Charles Street 21202
Chile: 604 Fairway Drive 21204
Columbia: 304 E. Lombard St., Suite 301
Costa Rica: 2925 N. Charles St. 21218
Denmark: 1605 Mercantile Trust Building 21202
Dominican Republic: 4802 Loch Raven Blvd. 21212
Equador: 1516 E. 36th St. 21218
El Salvador: 201 Keyser Building 21202
Finland: P.O. Box 5795, 21208
France: 529 North Charles Street 21201
Great Britain: 211 E. Pleasant Street 21202
Guatemala: 5803 Loch Raven Blvd. 21212
Honduras: 5803 Loch Raven Blvd. 21212
Italy: 2635 St. Paul Street 21218
Luxembourg: In care of Consulate of Belgium
Netherlands: 810 Keyser Building 21202
Norway: 711 Keyser Building 21202
Panama: 1 E. University Pkwy. 21218
Sweden: 810 Keyser Building 21202
Switzerland: Emerson Hotel 21202
Venezuela: 826 Munsey Building 21202

TIME: Eastern Standard Time, GMT minus 5 hours. Daylight saving time, GMT minus 4 hours from April to October.

AUTHORITY: Maryland Port Authority, Pier 2, Pratt Street.

BANGOR, Maine: 44.49 N. 68.47 W.

DOCUMENTS:
1 copy of Crew List.
1 copy of Passenger List.
2 copies of Stores Lists.
2 copies of Foreign Purchase Lists.
2 copies of Inward Foreign Manifest.
1 form 3251 (Master's Oath on entry of vessel).
2 forms 1374 outward foreign Manifest

PILOTAGE: Cable PENBAY via Chatham Radio. Ship's Agent usually notifies Pilot 48 hours and 24 hours before arrival at the pilot station. Pilot boat usually stands by on their radio one hour before ETA on RT 2182 and the VHF Channel 16 (156·8). Pilot boards at Monhegan Is, lat. 43°45′ N., long. 69° 22′ 5″ W. Pilot uses a white boat 36 ft. long and displays "H" by day and the pilot signals at night. Vessels awaiting Pilot in bad weather must heave-to outside.

ANCHORAGES: No restrictions on anchoring at Searsport and the Fort Point area.

RESTRICTIONS: Large ships are restricted to daylight navigation and high water. Small coastal ships of 14–15 ft. draft run day and night. South Brewer has a controlling depth of 16 ft. at low water. Lower Bangor has controlling depth of 15 ft. and upper harbour has depth of 11 ft. Average rise of tide is 13 ft.

MAX. SIZE: At present ships of 560 ft. are taken up the river two hours before high water during daylight. Size and draft of ship depend on the berth.

HEALTH: It is the practice of the Agent to notify the U.S. Public Health and arrange for an inspection at the pier. If any disease is found the vessel is quarantined. When vessel has once cleared U.S, quarantine and proceeds to other U.S. ports, the clearance is still valid. Contact Agents for radio pratique.

RADIO: Vessels arriving Bangor use radio station at Chatham Mass., or call on the RT through station WOU at Boston, Mass.
TUGS: Usually meet ship at Bucksport, and use ship's lines.
BRIDGES: One suspension bridge with a height of 135 ft. at high water. Horizontal clearance is 750 ft.
MEDICAL: No advance notice required. There are three large hospitals. Seaman required to have certificate for smallpox vaccination during past three years.
TANKERS: One berth for ocean-going vessels. One 8 in. hose with a 10 in. line. Twenty-two ft. at low water.
DENSITY: Nearly fresh water.
FRESH WATER: Supplied at ocean-going berth at the rate of 50 tons per hour.
FUEL: Only available at oil berth.
CERTIFICATES:
Load-line.
Foreign Clearance.
Safety Certificate.
Radio Operator's Licence.
CUSTOMS ALLOWANCES: 200 cigarettes per man, 1 bottle wine/spirits per man.
IDENTIFICATION CARDS: Form I.–95 must be filled out upon arriving unless seaman has made one out before on a previous trip.
CONSULS: None.
REPAIRS: Only machinery repairs.
REPATRIATION: Arrangements must be made ahead of time by telegram.
TIME: GMT minus 5 hours in the winter and minus 4 hours in the summer.
AIRPORT: Bangor International is 2 miles from the city.
POLICE/AMBULANCE/FIRE: Police 9427377; Ambulance 9893311 Fire 9422293.
TELEPHONES: None put aboard. One pay phone on ocean-going berth.
SHORE LEAVE: Allowed subject to Immigration approval.
AUTHORITY: City of Bangor, Depth. of Harbour and Wharves, Harbour Master.

BATON ROUGE, Louisiana: 30.28 N. 91.12 W.

DOCUMENTS:
Original and 3 Crew Lists.
Original and 3 Passenger Lists.
Clearance from last foreign port.
Original and 3 copies Inward Manifest.
Certified Derat Certificate.
Load-line Certificate.
Safety Certificate.
Ship's Register.
3 copies Curio List.
PILOTAGE: Advise Agents ETA sea-buoy 48 hours in advance. Agent then makes arrangements for pilots. Seven 46 ft pilot boats—red hulls white cabins, flying white and blue pilot flags. Suggest pilot ladder 6 ft. above water level, no life-line. Call channel 2738 or VHF channel 9, 30 to 40 miles out. Safe anchorage within two miles Southpass or South-west pass entrance.
ANCHORAGES: General anchorage Baton Rouge as directed by Pilots.
RESTRICTIONS: No night-time restriction for entry or clearance, docking or undocking.
MAX. SIZE: Humble Oil Docks can accommodate 1000 ft. vessels—unlimited breath; draft governed by South-west pass—project depth 40 ft. usually restricted from 37 ft. to 30 ft. draft May through August, due to low water and silting.
HEALTH: Vessels en route Baton Rouge from foreign port rig accommodation ladder and anchor off quarantine station New Orleans for pratique and immigration inspection. Infectious diseases referred to Agent for handling with U.S. Public Health Doctor. No pratique required for vessels arriving from another U.S. port. Radio free pratique may be requested through Agents about 36 hours prior arrival by advising no sickness, no animals, no passengers, etc.
RADIO CALLS: ETA cables can be routed through Tropical Radio WNU New Orleans.
TUGS: Available at Baton Rouge for docking and undocking. Ship's lines used.
BERTHING: No time restrictions on berthing.
BRIDGES: Sufficient clearance for all stages of river at all times; two bridges cross at New Orleans, one at Baton Rouge and one at Donaldsonville.
STEVEDORES: May be obtained by Agent with 4 hours notice.
MEDICAL: Agents should receive 24 hours notice when medical attention is required. Two excellent hospitals at Baton Rouge, U.S. Public Health Hospital at New Orleans.
TANKERS: Oil tankers load various petroleum and chemical products at Humble Oil Docks with sufficient hose, reducers, etc., available. Oil residue slop facilities available.
DENSITY: No tide—fresh water at all times.
FRESH WATER: At city docks—$30 per 1,000 U.S. gallons. At Humble Oil Terminal simultaneous with loading or discharging at no cost. Ship's crew to make water connections.
FUEL: All grades subject inquiry. Barging essential.
FIRE PRECAUTIONS: Usual fire lines and sprinkler systems.
GANGWAY/DECK WATCHMEN: Only if Master requires, at $2.50 per hour.
OPENING/CLOSING HATCHES: Depending on terms of charter, usually by ship's crew.
CUSTOMS ALLOWANCES: Tobacco, each crew member allowed 300 cigarettes. Master allowed reasonable quantity. Wine and/or Spirit, each crew member allowed one bottle each of wine and spirits. Master allowed reasonable quantity.
CARGO GEAR: Safety certificate required for ships gear in handling. Pkg. cargo, etc.
IDENTIFICATION CARDS: Usual passports.
CONSULS: Norwegian only, all other consuls at New Orleans – 80 miles distant.
REPAIRS: All types of deck and engine repairs may be carried out.
REPATRIATION: Crew repatriation and crew changes may be made.
AIRPORT: Six miles to Ryan Airport, served by regular airlines.
TIME: Local time is Central Standard Time—6 hours earlier than GMT; from April through October local time is CS daylight saving time, 5 hours earlier than GMT.
POLICE/AMBULANCE/FIRE: Tel. Nos. Public Dock: Police 343–5525; Ambulance 344–0566; Fire 343–4140.
TELEPHONES: No arrangements for placing telephones aboard.
GENERAL: Tankers in ballast advised of drift wood conditions in river and ballast their vessels accordingly so as to avoid propeller damage.
SERVICES: Because of restricted river inadvisable adjust compasses. This is usually accomplished below New Orleans where river of sufficient width to permit large vessels to swing. Two firms engaged in tank cleaning, namely, Two Twenty Eight Terminals Inc. and Port Allen Marine Cleaning Plant. Slop facilities available at the Humble Oil & Refining Co. dock.
SHORE LEAVE: Shore leave permitted except when detained aboard by U.S. immigration.
DELAYS: Normally no delays at Humble Oil docks in berthing except when vessel's tanks unsuitable for loading. Normal delay at city wharf is one day awaiting berth.
PORT AUTHORITY: Greater Baton Rouge Port Commission, PO Box 380, Port Allen, Louisiana 70767.

BAYTOWN, Texas: 29.44 N. 95.01 W.

DOCUMENTS, PILOTAGE, HEALTH, etc.: Refer to "Houston".
TUGS: Available if required.
BERTHING: Humble Oil & Refinery Co. Terminal, depth alongside 35 ft.
MEDICAL: All medical assistance available.
DENSITY: Brackish.
FRESH WATER: Available ex wharf.
FUEL: All grades available ex wharf.
GANGWAY/DECK WATCHMEN: Required only if crew detained by Immigration.
CUSTOMS ALLOWANCES: Each man 300 cigarettes or 100 cigars or 1 lb. tobacco; 1 quart wine/spirits.
AUTHORITY: Harris County Houston Ship Channel Navigation District, 1519 Capitol Avenue, Houston, Texas.

BEAUMONT, Texas: 30.05 N. 94.05 W.

DOCUMENTS, PILOTAGE, HEALTH, RADIO, etc.: Refer to "Port Arthur".
TUGS: Meet vessel in Neches River before arriving at berth. Normally two tugs used for docking, one for undocking.
BERTHING: Beaumont Elevator, distance from sea 50 m., depth alongside 38 ft. Texas Gulf Sulphur Co., distance from sea 47 m., depth alongside 34 ft.
STEVEDORES: Normal working hours 0800/1200 and 1300/1700. Monday to Friday.
HOLIDAYS: Longshore holidays are: Armistice Day; Thanksgiving Day; Christmas Day; New Year's Day; Washington's Birthday; Texas Independence Day (June 19th); Fourth of July; Labour Day; Decoration Day (May 30th). No work performed on Labour Day or Christmas Day.
TANKERS: Mobil Oil Co., distance from sea 49 m., depth alongside 36 ft. Pan American Pet. Co., distance from sea 45 m., depth alongside 38 ft.
MEDICAL: All facilities available.
DENSITY: Fresh water.
FRESH WATER: Available at berths, or by barge.
FUEL: Available ex-wharf at Mobil terminal. All grades available by barge to other locations.
GANGWAY/DECK WATCHMEN: Not required unless crewmen detained by immigration.
CUSTOMS ALLOWANCES: 300 cigarettes and one quart wine/spirits for each man.
IDENTIFICATION CARDS: Foreign crew require only Immigration landing permit.
CONSULS: Nearest at Houston.
REPAIRS, DRY DOCKS: See "Port Arthur".
AUTHORITY: Port Director, Port of Beaumont, PO Drawer 3626, Beaumont.

BELLINGHAM, Washington: 48.45 N. 122.31 W.

DOCUMENTS, PILOTAGE, HEALTH, etc.: Refer to "Tacoma".
TUGS: Available, join vessel in Bellingham Bay.
ANCHORAGE: Deep water available, but not good holding ground.
BERTHING: Terminal 1, Berthing length 1,350 ft., depth alongside 35 ft. MLLW. Terminal 2, Berthing length 450 ft., depth alongside 30 ft. MLLW. Georgia Pacific Dock, Berthing length 600 ft., depth alongside 30 ft. MLLW.

STEVEDORES: Eight local gangs. Additional gangs imported if required.
HOLIDAYS: See "Tacoma".
MEDICAL: All medical facilities available. Local hospital.
DENSITY: Salt water.
FRESH WATER: Available at all wharves.
FUEL: Available. Barge delivery only.
GANGWAY/DECK WATCHMEN: Required only if detainees aboard.
CUSTOMS ALLOWANCES: No definite quantities prescribed; reasonable allowance at discretion of Customs Inspector.
AUTHORITY: Port Manager, Port Bellingham, Washington.

BOSTON, Massachusetts: 42.21 N. 21.05 W.

DOCUMENTS:
3 copies Cargo Manifest (Forms 7527–A or 7527–B), two copies showing all cargo on board, and 1 copy showing only cargo for this port.
3 copies Crew manifest (curio list).
3 copies Stores List.
3 copies Passenger List (Form I.–418).
3 copies Crew List (Form I.–418).
Customs boarding officer will also examine Ship's register and Load-line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad, or 24 hours from arrival from a United States Port:
Health Pratique.
Master's Oath (Customs Form 3255).
All foreign clearances.
U.S. Certificates of payment of tonnage tax (Customs Form 1002).
Certified Crew List.
PILOTAGE: Is compulsory. Pilots cruise in boats which are designated by numbers painted in black figures 4 ft. high on sails. The outer boat cruises outside the Graves.
ANCHORAGES: ANCHORAGE NO. 1.
Upper Harbour Anchorage: Steam and motor vessels permitted to anchor in this basin anchor within the following area: South-easterly of a line bearing 205 degrees true from North-easterly corner of Boston and Albany Pier No. 5, East Boston; North-easterly of a line bearing 122 degrees true from South-easterly corner of Lewis Wharf, North Pier; South-westerly of a line bearing 392 degrees true from North-easterly corner of Southernmost Airport Approach Pier; North-westerly of a line bearing 025 degrees true from Buoy No. 12, F1.R.6 sec.
ANCHORAGE No. 2. *President Roads Anchorage* (40 ft. anchorage): All vessels anchoring in this basin anchor within an area beginning at a point bearing 237 degrees, 522 yards from Deer Island Light; thence to a point bearing 254 degrees, 2280 yards from Deer Island Light; thence to a point bearing 261 degrees, 2290 yards from Deer Island Light; thence to a point bearing 279 degrees, 2438 yards from Deer Island Light; thence to a point bearing 319 degrees. 933 yards from Deer Island Light; thence to a point bearing 319 degrees, 666 yards from Deer Island Light; and thence to point of beginning.
President Roads Anchorage (35 ft. anchorage): All vessels anchoring in this basin anchor within an area beginning at a point bearing 256 degrees, 2603 yards from Deer Island Light; thence to a point bearing 258 degrees, 3315 yards from Deer Island Light; thence to a point bearing 264 degrees, 3967 yards from Deer Island Light; thence to a point bearing 261 degrees, 2290 yards from Deer Island Light; and thence to point of beginning.
ANCHORAGE NO. 3. *Nantasket Roads Anchorage:* Vessels anchoring in this anchorage basin anchor within following area; Westerly of a line bearing 143 degrees from wharf at Gallups Island to Bell Buoy No. 2, South-west of Georges Island; Northerly of a line bearing 260 degrees from Bell Buoy No. 2, Georges Island, to the Northerly end of Rainsford Island; Northerly of a line bearing 273 degrees from the Northerly end of Rainsford Island to Bass Point, Long Island; Southerly of a line bearing 270 degrees from the wharf at Gallups Island to Long Island.
ANCHORAGE No. 5. *Peddocks Island and Explosive Anchorage:* Vessels anchoring in this anchorage basin anchor within following area; South-westerly of a line bearing 122 degrees true from the Easterly end of Rainsford Island to the North-easterly end of Rainsford Island to the North-easterly end of Peddocks Island, North-easterly of a line bearing 165 degrees true from the Westerly end of Rainsford Island to the South-easterly end of Peddocks Island.
RESTRICTIONS: There are three main channels of entrance from sea to President Roads.
Broad Sound North Channel from Broad Sound to President Roads from North-eastward. Dredged 35 ft. deep and 1,500 ft. wide and is deepened to 40 ft. in a width of 900 to 1,100 ft. This channel well marked by lighted buoys.
Broad Sound South Channel from Broad Sound South-westerly and Westerly to President Roads. Dredged 30 ft. deep and 1,200 ft. wide. This channel is well marked by buoys and ranges but most aids to navigation are not lighted.
The Narrows is channel leading into Boston Harbour from South-eastward between Boston Lighthouse and Lovells Island on the North-east and Point Allerton, Georges Island and Gallups Island on South-west. Depth is 27 ft. Width is generally 1,000 ft. except in a section between Narrows Light and Georges Island where shoaling on North-easterly side limits is to 700 ft. Channel is well marked.
The Main Ship Channel of Boston Harbour extends from President Roads to the mouths of the Chelsea and Mystic Rivers and to Charlestown Bridge on the Charles River. Channel has been dredged 35 ft. deep and 1,200 ft. wide to the inner end where widths decrease near the river mouths. It has been deepened to 40 ft. for 600 ft. width from President Roads to the mouth of the Mystic River, with a widening to 1,200 ft. at the bend just Northerly of Commonwealth Pier No. 5, South Boston.
Charles River is the approach by water to Cambridge and Watertown. About half a mile above the lower bridge there is a dam with a lock 45 by 350 ft. with depth of 17 ft. over the lower sill. Depths above dam decrease gradually to 9 ft., basin level, at head of navigation. *Mystic River* is approach by water to Everett, Malden and Medford. Controlling depths are 35 ft, from Mystic River bridge to approximately 1 mile above, thence 20 ft. from the 35 ft. Channel to 800 ft. above the Malden Bridge to a point abreast Monsanto Chemical Company plant. *Chelsea River* is approach to city of Revere. Channel from entrance to a point opposite the Tenneco Oil Co. terminal has a controlling depth of 35 ft. *Weymouth Fore River* is approach by water to Quincy and Weymouth. Controlling depth is 30 ft. to Fore River Bridge. Controlling depth for a distance of 2,800 ft. above Fore River Bridge is 30 ft. *Town River* extends North-westward from Weymouth Fore River at Quincy point. River has a controlling depth of 27 ft. from deep water in Weymouth Fore River to a point opposite the Quincy Oil Co. terminal. Opposite Quincy Oil Co. terminal there is a turning basin 18 ft. deep, 400 ft. wide and 1,000 ft. long.
HEALTH: Radio pratique may be granted basis information received prior to arrival of vessel, provided no communicable diseases on board. Normally vessels boarded by Medical officers on arrival unless free pratique previously given at U.S. port in same voyage. If granted free pratique, vessel may enter port and discharge passengers and cargo. If given provisional pratique, vessel may enter port, but must take any additional measures specified in connection with discharging passengers and cargo, until free pratique is given.
TUGS: Steamers can proceed from the sea to Boston Upper Harbour under own power. They are usually met by tow-boats, for docking while in the stream. Barges usually left by the outside tow-boats at the anchorage grounds, to be docked later by harbour tugs
BERTHING: There are 259 piers or wharves in the port of Boston providing 158,646 lineal ft. or 30 miles of berthing space measured along the sides and ends of piers and along bulkheads or shore wharves. Many of them have railroad connections. The depths of water available alongside these terminals range up to a maximum of 40 ft. at mean low water. Practically all terminals fronting on main ship channel are in close proximity to storage warehouses, both cold and dry which greatly facilitates transfer of cargo between vessel and warehouse.

Main Terminals:

Hoosac Pier, three berths,	depth alongside		35 ft.
Mystic Pier, four berths	,,	,,	35 ft.
Commonwealth Pier, five berths	,,	,,	40 ft.
South Boston, ten berths	,,	,,	35 ft.
Castle Island, seven berths	,,	,,	35 ft.
East Boston, five berths	,,	,,	32 to 35 ft.
Public Container Terminal, two berths	,,	,,	36 ft.

TANKERS: *At Chelsea*

Gulf Oil Terminal	30 ft. depth
Jenney Oil Co.	27 ft. depth
North East Petroleum Co.	31 ft. depth
Texaco Terminal	32 ft. depth
At East Boston	
Socony Mobil Berth	32 ft. depth
At Everett	
Humble Oil Terminal	36 ft. depth

STEVEDORES: Available at various rates.
FRESH WATER: Plentiful supply of excellent water in Boston, It is supplied by terminal at prevailing rates.
FUEL: All grades available in various viscosities. Normally supplied by barge subject to advance notices.
CUSTOMS ALLOWANCES: At the discretion of customs officers. Normal allowance is 200 cigarettes or 2 lb. of tobacco and one quart wine or spirits per man. Additional allowances may be given if considered necessary, due to length of vessel's stay in port.
IDENTIFICATION CARDS: Standard U.S. Immigration Forms I.–95 to be made up for each crew member on arrival. Not necessary for crew man already holding Form I.–95, issued for the same vessel.
GANGWAY/DECK WATCHMEN: Available. Usual charge is $24.89 per 8 hours shift Monday to Friday inclusive, and $34.12 per 8-hour shift Saturdays, Sundays and holidays.
OPENING/CLOSING HATCHES: Performed by stevedores.
CONSULS:

Argentina	France	Luxembourg
Austria	W Germany	Mexico
Belgium	Great Britain	Netherlands
Bolivia	Greece	Norway
Brazil	Guatemala	Panama
Canada	Haiti	Peru
Chile	Honduras	Portugal
Colombia	Iceland	Spain
Costa Rica	Ireland	Sweden
Denmark	Israel	Switzerland
Equador	Italy	Thailand
El Salvador	Japan	Uruguay
Finland	Lebanon	Venezuela

REPAIRS: Any type of repair undertaken.
DRY DOCKS:

Naval Dry Docks	*Length overall*	*Maximum berth length*
Boston Naval Shipyard Dry Dock No. 1	415 ft.	403 ft.
Boston Naval Shipyard Dry Dock No. 2	739 ft.	719 ft.

Boston Naval Shipyard South Boston Annex Dry Dock No. 3	1176 ft.	1152 ft.
Boston Naval Shipyard South Boston Annex Dry Dock No. 4	693 ft.	677 ft.
Boston Naval Shipyard Dry Dock No. 5	516 ft.	506 ft.

Note: Naval Dry Docks are not generally available for use of private parties. However, it may be possible at times, depending on Naval needs, to make arrangements with Navy Department for docking services for private parties if no privately-owned facilities are available. Naval needs govern and Navy does not enter into competition with privately-owned facilities if such services are available.

Bethlehem Steel Co., Shipbuilding

Division, East Boston, Massachusetts	*Length*	*Capacity*
Floating Dry Dock No. 1	622 ft.	18,000 tons
Floating Dry Dock No. 2	479 ft.	20,000 tons
Graving Dry Dock No. 4	256 ft.	

Modern facilities for repair, overhaul, and conversion of vessels of all sizes:

(*a*) A 10,000 ton capacity floating dry dock serviced by two 150 ton overhead cranes with a yoked capacity of 350 tons. The five-section dock is 415 ft. long, 120 ft. wide, and has an inside dimension of 85 ft. 7 in.

(*b*) 3 building basins (actually a three-positioned graving dock), 2 are 132 ft. wide, 867 ft. long; 1 is 150 ft. wide, 938 ft. long Each basin serviced by two whirley type cranes of 75 and 50 ton capacity.

(*c*) Four outfitting piers capable of handling up to 10 ships simultaneously provide adequate space for dockside work and for mooring personnel or service barges.

(*d*) Three conventional "sliding" ways capable of handling ships up to 1,000 ft. in length.

Major Shops: Two-bay fabricating shop served by 17 bridge cranes Machine shop equipped with large vertical and horizontal mills planers, lathes and a complete small machine complement. Fully equipped sheet metal, joiner, boiler, blacksmith, pattern, foundry galvanizing, pipe and copper, and electrical shops. Complete facilities for inspection of all types including nondestructive testing such as radiography, magnetic particle, liquid penetrant and ultrasonic.

REPATRIATION: Good facilities exist.

HOLIDAYS: New Year's Day (1st January); Washington's Birthday (22nd February); Patriots' Day (19th April); Memorial Day (30th May); Bunker Hill Day (17th June); Independence Day (4th July); Labour Day (first Monday in September); Columbus Day (12th October); Veteran's Day (11th November); Thanksgiving (fourth Thursday in November); Christmas Day (25th December). *Note:* "Or any day celebrated in lieu thereof".

TIME: Eastern Standard Time, GMT minus 5 hours. Daylight saving time, GMT minus 4 hours from April to October.

AUTHORITY: Massachusetts Port Authority, 470 Atlantic Avenue Boston.

BROWNSVILLE, Texas: 25.54 N. 97.28 W.

DOCUMENTS: See "Houston".

PILOTAGE: When a vessel is scheduled to arrive at the port of Brownsville the vessel's Agent notifies the Harbour Master's office of the approximate ETA. Later, when a firm ETA is received, the Harbour Master's office notifies the pilot office that the vessel is expected on the bar at a certain time and also gives the time which she would like to enter.

The telegraphic address of the pilot office is: Brazos-Santiago Pilots, 411 First National Bank Bldg., Brownsville, Texas.

If possible, it is desired that the pilot office be notified two hours in advance of the ETA of any vessel.

The VHF Channel to be used when contacting the pilot boat is 16. When contact is made, this will be switched to Channel 13.

The pilot boat is an oil screw vessel, powered by a Caterpillar diesel engine. Her gross tonnage is 1,782, length 45 ft., beam 12 ft 7 in. and draft 6 ft.

No light or sound signals are necessary from vessels requiring a Pilot, although light signals may sometimes be used at night – ordinarily a vessel is picked up by visual sighting.

The pilot boat is located on the South tip of Padre Island – the pilot station is adjacent to the entrance to ship channel with a clear view of the approach to the jetties.

The Pilot is taken on board an incoming vessel at the sea buoy which is located 2 miles off shore.

The anchorage for a vessel awaiting Pilot is 1½ miles North of sea buoy.

ANCHORAGES: Anchorages are marked on charts.

MAX. SIZE: The maximum permissible: Length 800 ft., beam 100 ft., draft 35 ft.

RADIO: ETA cables to Agent, etc., should be addressed to the Agent via Mackay Radio at Galveston or RCA in Port Arthur. When within a 60 miles range of the port, calls may be made through the Harbour Master's office on VHF Channel 16 or 26 and the calls will then be transferred to land lines to any point.

TUGS: Tugs normally join an incoming vessel 1¼ miles before she enters the turning basin. The tug's lines are used for which there is no charge.

STEVEDORES: To arrange for gangs the vessel needs to notify the ship's Agent of ETA; the Agent will in turn notify the stevedore. It is necessary that the Agent be advised of an ETA before 1900 for an 0800 start.

Main commodities and average load and discharge rates:

Grain	Bulk carrier 1,200 tons per hour
"	between deck 600 tons per hour
Cotton	100 bales per hour per gang
Lead and zinc pigs	25 tons per hour per gang
Citrus in boxes	18 tons per hour per gang
Onions and carrots in bags	18 tons per hour per gang
General cargo	15 tons per gang per hour

VHF: A vessel approaching the port of Brownsville may contact the Harbour Master's office on VHF Channel 16 or 26.

MEDICAL: When medical attention is required, advance notice should be given the Agent by ship's radio. U.S. Public Health radio pratique questionnaire should be complied with to expedite vessel's clearance on arrival from a foreign port.

TANKERS: Ballast facilities are available – 1,000 barrels per hour The port loads residual crude only – about 13·2 API. The port has three tankers berths, with 34 ft. 7 in. maximum draft.

DENSITY: The average density is 32 parts per 1,000.

FRESH WATER: Fresh water is available and can be delivered to a vessel through hose or pipe line at 150 gallons per minute. The cost is 50c per 1,000 gallons, plus a $5 connection charge.

FUEL: No fuel is available locally. It must be barged in from Corpus Christi – advance arrangements are necessary.

FIRE PRECAUTIONS: Tankers are required to berth head out.

DEVELOPMENTS: The Federal Government has made an appropriation to initiate a study on deepening ship channel from 36 ft. to 40 ft. and to widen the channel from 200 ft. to 400 ft., bottom width. Two additional barge docks will be completed in 1971. Plans are being made to build another grain elevator/bulk materials dock, a bulk liquid cargo dock, and another chemicals dock within two years. Grain elevator storage capacity will be increased from 2·9 million bushels to 3·8 million bushels by mid-1971.

GANGWAY/DECK WATCHMEN: Such services are necessary only when detainees are held on board. The pay for such service is $1.60 per hour.

OPENING/CLOSING HATCHES: This work is done by the stevedores.

CREW IDENTIFICATION CARDS: Immigration requires form No. 1–95 Landing Permit.

CONSULS: Mexico: tel. 542–4431; Guatemala and Honduras tel. 542–3506; Nicaragua, tel. 546–6861.

REPAIRS: Howard Iron Works, located at the port, is equipped to handle all normal temporary ship repairs.

DRY DOCKS: None available.

REPATRIATION: There are facilities for this service.

AIRPORT: The local airport is located 2 miles from the port Braniff Airways operates two flights daily and Rio Airlines operates three flights.

TIME: Local Time is 6 hours behind GMT.

HOLIDAYS: The following holidays are observed here: Armistice Day (Nov. 11); Thanksgiving; Christmas; New Year; Washington's Birthday (Feb. 22); Texas Independence Day (March 2); Emancipation Day (June 19); July 4th; Labour Day (first Monday in September) Decoration Day (May 30).

No work shall be performed on Labour Day or Christmas Day except in case of fire or where property is in danger. When holidays come on Sunday, the following day will be recognised as the holiday. Also, no work will be performed between 4 p.m. and 7 p.m. on election days.

POLICE/AMBULANCE/FIRE: Brownsville Police 546–3751; Brownsville Fire Dept. 542–4375; Ambulance Service 542–2121.

TELEPHONES: Telephones are not available for placing on ships.

SERVICES: Tank cleaning service is available through the Howard Iron Works at the port. Ballast facilities are available at oil docks 1 and 2. The Gulf Radio Electronics Company can take care of compass adjusting, etc.

DELAYS: There are no delays unless an incoming ship has been assigned to a berth now occupied. Bunkers must be barged in; arrangements may be made ahead of time to avoid delay.

AUTHORITY: Port Director, PO Box 231, Brownsville, Texas. Tel. 542–4351.

BRUNSWICK, Georgia: 31.09 N. 81.30 W.

DOCUMENTS:

Crew Lists: 1 certified copy for Immigration; 2 copies uncertified for Customs.
1 copy Pratique.
3 copies Inward Customs Manifests.
3 copies each Stores, Curio & Narcotics List.

PILOTAGE: Compulsory. 24-hour pilot service arranged by Agent with 48–24 hour prior notice from ship. Pilot station at Buoy "St. S." Pilot reached through UHF Channels 12, 14, 16 on voice radio (R/T). Pilot boat is 35 ft. white hull. No special signals required to pilot other than International code flag "G" if desired.

ANCHORAGES: 3 miles S.E. of buoy "St. S." sand and mud bottom. In event deep draft (30 ft.) and high winds, anchorage near Ocean Buoy 2B and inform pilot as in "Pilotage". Vessels in need or for other good reason, may anchor in St. Simon's Sound.

RESTRICTIONS: No restrictions unless vessel drawing 30 ft. or more, then must await high tide to cross bar.

MAX. SIZE: 650 ft. length maximum permissible.

HEALTH: Pratique obtained from Boarding Officer upon mooring alongside.

RADIO: Prior arrival, use commercial Lantana, Chatham Radio for advices to Agent, 48–24 hours in advance.

TUGS: 2 tugs, 500 h.p. each. Join vessel in St. Simon's Sound after passing lighthouse. Tug lines used.

BERTHING: 1,600 ft. continuous marginal wharf; steel & concrete construction, 57 ft. wide apron. Vessels normally turned to moor port side alongside unless deck cargo or other vessel obstruction means cargo may not be worked over port side.
BRIDGES: One: Lanier Bridge draw bridge; 250 ft. horizontal clearance, 139 ft. vertical clearance, up position, high water. Vessels under pilot and tugs when passing through.
STEVEDORES: Wireless to Agent 48–24 hours prior arrival with number of gangs, working hatches and space in hatch, and special factors, e.g., pilferable cargo, autos, heavy-lifts, etc.
RADAR: No port radar. Buoy "St. S." has good reflector, 10–12 miles.
MEDICAL: Advance notice to Agent, or notify on arrival.
TANKERS: Petroleum tankers do not now call at Brunswick. Liquid bulk cargo is pine oil distillates loading.
DENSITY: Average 1.0166 (high) to 1.0141 (low). Water inside considered brackish.
FRESH WATER: From shore connections at 20 tons per hour.
FUEL: Not available locally. Must be delivered from Jacksonville, Florida. If required, 72 hour advance notice to Agent, giving type & quantity.
DEVELOPMENTS: Tanker and solid-bulk facility, 1974.
GANGWAY/DECK WATCHMEN: Not required but available at $2.50/hour, U.S.
OPENING/CLOSING HATCHES: "MacGregor" hatches must be opened by vessel prior working. All others may open at discretion to save turn-around time.
CERTIFICATES: Registry, U.S. tonnage tax.
CUSTOMS ALLOWANCES: Tobacco, 2 cartons. Customs will open bonded stores on request. Spirits, reasonable amount.
IDENTIFICATION CARDS: U.S. Immigration Landing Permits.
CONSULS: None, consulates at Savannah, Ga., and Jacksonville, Fla., may be used as required by vessel.
REPAIRS: Limited to minor replacement parts to engine, radio, radar of standard makes. Major repairs may be arranged with shipyards of Savannah or Jacksonville.
DRY DOCKS: None.
REPATRIATION: Through Agent.
AIRPORT: 20 minutes drive from quays; 4 flights daily.
TIME: GMT plus 5. Daylight Saving Time, 15 April through last Sunday October. April: advance; October: retard.
HOLIDAYS: 1 Jan., 15 Jan., 12 Feb., 22 Feb., 30 May., 4 July, 1st Monday in September, 12 October, 11 November, 4th Thursday in November, 25 December.
POLICE/FIRE/AMBULANCE: Numbers given in Boarding Brochure.
TELEPHONES: None placed aboard. Public pay (coin) telephones on quay clearly marked.
GENERAL: Brunswick, Georgia, is a small port specialising in export of woodpulp in bales, pine-tree products in drums. Imports bulk salt, salt-cake, and gypsum, little break-bulk general cargo. Vessel requirements handled by Agent in residence, communication by wireless or R/T essential in advance.

AGENT: Southern Shipping Company, State Port Bldg. Tel. 912/256/7588. Cables: Soshipco.

BURNSIDE, Louisiana: 30.08 N. 90.55 W.

East bank of Mississippi River, about 200 miles from sea.
DOCUMENTS/HEALTH/PILOTAGE: For all general information refer to "New Orleans".
TUGS: Not normally required.
BERTHING: Bulk Marine Terminal: berth 800 ft. long, 40 ft. depth; Ormet Corporation berth 825 ft. long, 50 ft. depth.
FRESH WATER: Available ex-berth.
FUEL: Not available.
DENSITY: Fresh water, 1000.

CAPE COD CANAL, Massachusetts

The Cape Cod Canal is a sea-level canal, extending from a point on Cape Cod Bay about 50 miles South-east of Boston Harbour, Mass., to the head of Buzzards Bay, Mass. In general direction the canal trends from Cape Cod Bay Westerly to Buzzards Bay.
PILOTAGE: The Corps of Engineers, Department of the Army, does not maintain pilot service but independent Pilots, licensed by the U.S. Coast Guard, are usually available at the canal. Messages will be transmitted to Pilots with the understanding that the Government will assume no responsibility in connection therewith.
RESTRICTIONS:

	Width bottom Feet	*Length Miles*
Easterly Entrance to Station 430	480*	8·4
Station 430 to Wings Neck (Hog Island Channel)	500	4·3
Wings Neck to Cleveland Ledge (Cleveland Ledge Channel)	700	4·7

* Except narrows to 450 ft. opposite State Pier.

The canal and approach channels have been dredged to the project depth of 32 ft. below mean low water.
RADIO: Direct communication with the Cape Cod Canal Suboffice, New England Division, Corps of Engineers, is available at all hours by means of telegraph, telephone or radio. The tel. number is Plaza 9–4431. The nearest ship-to-shore telephone station is at Scituate (call letters WOU). Bridge to Bridge radio-telephone facilities are available on 156·65 Mc.
TUGS: Not available.
BERTHING: Mooring basins are located at the East and West ends of the canal. The East Mooring Basin, located on the North side of the canal is 3,000 ft. in length, 550 ft. in width and has been dredged to a depth of 25 ft. at mean low water. The West Mooring Basin, located on the South-east side of the Hog Island Channel is 4,000 ft. in length, 350 ft. in width and has been dredged to a depth of 32 ft. at mean low water. Mooring dolphins are provided in both mooring basins.
BRIDGES: Two fixed span high-level highway bridges and one vertical lift railroad bridge cross the canal.
COAST GUARD STATION AND WEATHER SIGNALS: A U.S. Coast Guard Station is located near the Eastern entrance. U.S. Weather Bureau Signals are displayed at the eastern entrance and at Wings Neck.
TRAFFIC LIGHTS: Red, green and amber electric lights, visible for a distance of about 2 miles in clear weather, day or night, are located at the following points:

(*a*) Eastern or Cape Cod Bay entrance, on South side of entrance at an elevation of about 55 ft. above high water.

(*b*) Supplemental traffic lights at a mean elevation of 28 ft. above MHW are installed at the Easterly side of the Sandwich Control Station, South side of canal, canal station 35+00 and will be energised at such times as power failures and/or other conditions make the regular traffic lights at the Easterly canal entrance inoperative.

(*c*) Western or Buzzards Bay entrance, (1) Wings Neck, near Wings Neck Light at an elevation of about 48 ft. above high water.

(*d*) Station 389 – on North side, near the U.S. Engineer Sub-office, elevation of about 37 ft. above high water, for East-bound traffic only.

AUTHORITY: Corps of Engineers, Dept. of the Army, Waltham, Massachusetts.

CHARLESTON, South Carolina: 32.47 N. 79.56 W.

DOCUMENTS:
3 Crew Lists.
3 Curio Lists.
3 Stores Lists.
3 Manifests.
At least 1 copy of Bill of Lading, if provided by shipper, and 1 copy of Parting Crew List.
PILOTAGE: Shipmasters to notify Agent 24 hours prior to arrival at C-2 Buoy.
ANCHORAGES: Rarely required.
RESTRICTIONS: Only restriction affecting operation relates to channel depth of 35 ft. at low tide.
MAX. SIZE: Can handle vessels 950 ft. long. Present facilities measure 475 ft. from centre of discharge pipeline to end of dock.
HEALTH: Recommend shipmaster's use of free radio pratique request when arriving direct from a foreign port. If Master fails to radio for pratique, automatically arranged for boarding of vessel by proper Health authority. No pratique necessary if foreign vessel is arriving from another U.S. port.
RADIO: Normal procedure. No special or unusual procedures required.
TUGS: Tugs usually join tankers between Cooper River Bridge and Coal Pier, approximately ½ mile from dock. Tug lines used. No charge made for this service.
BERTHING: No specific requirements exist other than 35 ft. deep draft at low tide.
STEVEDORES: Not used.
RADAR/VHF: Services required are handled through Agent.
MEDICAL: Advance notice when possible.
TANKERS: Discharge lines all 8 in. dia. and 1 solvent line 8 in. Adapter to conform to ship's discharge lines supplied. Draft not to exceed 35 ft. low tide. Tanker berths operated by Humble Oil, Shell Oil, Hess Oil, BPT, and Phillips Petroleum, all suitable for 35 ft. draft. Gulf Oil berth, max. draft 30 ft. Texaco berth, max. draft 32 ft.
FRESH WATER: Available via 2½ in. hose at a rate of 500 bbls. per hour.
FUEL: Bunker "C" at API of 14.4 to 16.6 (approx.) and blended Bonded Intermediate grades from 1 to 30.
FIRE PRECAUTIONS: Normal precautions.
DEVELOPMENTS: No changes planned in present facilities until channel depth is increased.
GANGWAY/DECK WATCHMEN: Supplied by Agent upon request from Shipmaster only. Cost: $20.00 per 8-hour shift or part thereof.
CERTIFICATES: Normal International certificates.
CUSTOMS ALLOWANCES: Tobacco, Wine and/or Spirits, governed by length of time in port and existing Customs regulations.
CONSULS:
Danish Vice-Consulate 722–7016
Norwegian Vice-Consulate 723–9241
REPAIRS: Available.
DRY DOCKS: One 10,000-ton floating dock, one 1,500-ton, and two 1,000-ton floating docks.
REPATRIATION: Facilities available.
AIRPORT: Ten miles from Terminal, served by regular airlines.
HOLIDAYS: Work continues on holidays.
POLICE/AMBULANCE/FIRE: Contact dockmaster at any time.
TELEPHONES: No arrangements exist for placing phones aboard vessels. Phone facilities are situated within 100 ft. of vessel at dock.
SERVICES: No tank cleaning/washing facilities available at dock. Can be arranged and handled at local shipyard. Practically any other service available at dockside.

SHORE LEAVE: Subject Shipmaster's permission and existing Immigration regulations.
DELAYS: Normally, no delays beyond normal time required to connect/disconnect hoses.
AUTHORITY: Superintendent, Humble Oil and Refining Co., Charleston Terminal, Charleston, South Carolina 29411.

CHICAGO, Illinois: 41.50 N. 87.45 W.

DOCUMENTS:
For Agent in Montreal:
3 unfreighted copies of Complete Manifest for Seaway Toll purposes covering all cargo to be discharged in the Great Lakes.
In first U.S. port: a "Traveller" is made up by the Customs Inspector with the following documents:
2 complete sets of U.S. Cargo Manifests, plus 6 copies for Agents.
1 set Manifest of Cargo for first U.S. port.
4 Stores Lists.
4 Personal Effects Lists.
4 Firearms and Ammunition Lists.
4 Crew Lists, Form I418.
4 Narcotics Lists.
4 Vessel's Itinerary Lists.
Vessel's Registry and copies of Pai Tonnage Tax Certificates.
Health Pratique.
Clearance from previous port.
2 sets Bills of Lading.
3 copies Stowage Plan.
In subsequent U.S. ports the following are required:
5 sets Manifest of Cargo for that port.
The "Traveller" and Permit to Proceed issued in previous port.
2 Stores Lists.
2 Personal Effects Lists.
2 Firearms and Ammunition Lists.
2 Crew Lists.
2 Narcotics Lists.
2 sets Bills of Lading.
3 copies Stowage Plan.
PILOTAGE: Compulsory unless Master holds exemption "B" license. 24 hours notice of arrival required by Agents who arrange Pilot.
ANCHORAGE: In Chicago Harbour, anchorages A, B and F designated for merchant ships and marked on charts. In Calumet Harbour vessels should not anchor within 1,000 ft. of the breakwaters.
RESTRICTIONS: St. Lawrence Seaway navigation season approximately from April 15th to November 15th. Controlling depth 27 ft.
MAX. SIZE: Limited at Seaway Locks. 730 ft. length, 25 ft. 9 in. draft.
RADIO: Port can be contacted by Illinois telephone station WAY.
Notice of arrival; Master must give at least 24 hours notice to Commander 9th Coast Guard District, Cleveland, Ohio, of the vessel's ETA at Snell Lock. Also at least 24 hours notice of ETA at first U.S. discharge port is required.
HEALTH: All ocean-going vessels must obtain a free pratique before entering the Seaway. Vessels may obtain quarantine inspection and clearance from the Canadian Authorities at Montreal while awaiting entrance to the Seaway.
TUGS: Available, not compulsory but recommended.
BERTHING:
Navy Pier: 5 berths, 2,000 ft. length; 27 ft. depth alongside.
Calumet Harbour: 7,300 ft. berthing length; 15 berths up to 27 ft. alongside; 4 grain elevators up to 40,000 bushels per hr. capacity.
Lake Calumet: 10 berths up to 21 ft. depth alongside; 2 grain elevators up to 40,000 bushels per hr. capacity.
Indiana Harbour: Located about 7 miles South-east of Calumet Harbour and has 2 miles of waterfront along Indiana Harbour Canal. Depth of water alongside 22–29 ft. depending on berth.
Buffington Harbour: Private harbour owned by Universal Atlas Cement. Located about 9·5 miles South-east of Calumet Harbour. A concrete dock 1,755 ft. long, enclosed by a breakwater with entrance 880 ft. wide. Exposed to heavy North-easterly swell. Depth alongside from 25 to 31 ft.
DENSITY: Fresh water.
MEDICAL: Doctors, hospital and all facilities available.
FRESH WATER: Available at most berths.
FUEL: All grades available, ex-wharf, or delivered by barge.
REPAIRS: All marine repairs can be effected.
DRY DOCKS: No. 1, 570 ft. length, 71 ft. 8 in. wide, 16 ft. sill depth. No. 2, 727 ft. length, 90 ft. 2 in. wide, 16 ft. 3 in. sill depth.
GENERAL: Refer to "St. Lawrence Seaway" for important general information.
AUTHORITY: Department of Port of Chicago, Navy Pier, Chicago.

CLEVELAND, Ohio: 41.31 N. 81.43 W.

DOCUMENTS:
For Agent in Montreal:
3 unfreighted copies of Complete Manifest for Seaway Toll purposes covering all cargo to be discharged in the Great Lakes.
In first U.S. port: a "Traveller" is made up by the Customs Inspector with the following documents:
2 complete sets of U.S. Cargo Manifests, plus 6 copies for Agents.
1 set Manifest of Cargo for first U.S. port.
4 Stores Lists.
4 Personal Effects Lists.
4 Firearms and Ammunition Lists.
4 Crew Lists, Form I418.
4 Narcotics Lists.
4 Vessel's Itinerary Lists.
Vessel's Registry and copies of Paid Tonnage Tax Certificates.
Health Pratique.
Clearance from previous port.
2 sets Bills of Lading.
3 copies Stowage Plan.
In subsequent U.S. ports the following are required:
5 sets Manifest of Cargo for that port.
The "Traveller" and Permit to Proceed issued in previous port.
2 Stores Lists.
2 Personal Effects Lists.
2 Firearms and Ammunition Lists.
2 Crew Lists.
2 Narcotics Lists.
2 sets Bills of Lading.
3 copies Stowage Plan.
PILOTAGE: Not compulsory. Seaway Pilots will assist if required.
ANCHORAGE: In the outer harbour, 28 ft. depth, mud and sand bottom.
RESTRICTIONS: St. Lawrence Seaway navigation season approximately from April 15th to December 15th. Controlling depth 25 to 27 ft. Access to berths in the River is limited by height restriction of 97 ft. above waterline.
MAX. SIZE: Limited at Seaway Locks. 730 ft. length, 26 ft. draft.
HEALTH: All ocean-going vessels must obtain a free pratique before entering the Seaway. Vessels may obtain quarantine inspection and clearance from the Canadian Authorities at Montreal while awaiting entrance to the Seaway.
TUGS: Available and use is compulsory in Cuyahoga River and Old River channel.
RADIO: U.S. Coast Guard can be contacted by R/T on 2182 kc/s.
Notice of arrival: Master must give at least 24 hours notice to Commander 9th Coast Guard District, Cleveland, Ohio, of the vessel's ETA at Snell Lock. Also at least 24 hours notice of ETA at first U.S. discharge port is required.
BERTHING:
Outer Harbour: West 3rd. St. Pier, 5 berths, 29 ft. depth. Dock 26, 2 berths, 680 ft. long, 27 ft. depth. Nicholson Cleveland Terminal, 574 ft. long 23 ft. depth. Lederer Terminal, 2 berths, 720 ft. long 27 ft. depth. Ore Dock, 1,800 ft. long, 27 ft. depth.
Cuyahoga River: Dock 20, 900 ft. long, 27 ft. depth. Riverfront Terminal, 1,227 ft. long, 23 ft. depth. Sycamore Dock, 425 ft. long, 23 ft. depth.
Old River: Dock 1, 450 ft. long, 23 ft. depth. Ore Dock, 2,000 ft. long, 23 ft. depth.
DENSITY: Fresh water.
MEDICAL: Doctors, hospital and all facilities available.
FRESH WATER: Available at most berths.
FUEL: All grades available, ex-wharf, or delivered by barge.
REPAIRS: All marine repairs can be effected. Dry dock 730 ft. length at Lorain, Ohio.
GENERAL: Refer to "St. Lawrence Seaway" for important general information.
AUTHORITY: Cleveland–Cuyahoga County Port Authority.

COOS BAY, Oregon: 43.22 N. 124.13 W.

DOCUMENTS: Local Port Authority does not require any documents from merchant vessels entering this harbour. This does not preclude United States Customs requirements for documents.
PILOTAGE: No specified amount of advanced notice of ETA required. Radio contact may be made on frequency 8182, also on frequency 2182. Pilot will be taken on board at entrance of Coos Bay channel. No designated anchorages for vessels awaiting a Pilot.
ANCHORAGES: Only anchorage in Coos Bay is South of buoy 23. Limiting draft 30 ft.
RESTRICTIONS: Only entry restriction is vessel's draft which is normally acceptable at 28½ ft. maximum flood tide, depths of 30 ft. to 33 ft. have been accommodated.
MAX. SIZE: Maximum permissable length is 650 ft. Breadth 100 ft. and draft normally 28½ ft. with above-mentioned exceptions. A 2 ft. clearance under keel is considered necessary for safe navigation. Vessels entering Coos Bay from sea draw down about $\frac{1}{6}$" per foot of draft because of difference of density.
HEALTH: International code of signals are used as prescribed in code book. Pilot vessel will advise any local public health requirement. Radio pratique available on request to Agent.
RADIO: Independent Stevedore Co. KOK 495, Radio frequency 156.9 MEG.
TUGS: Pilot vessel acts as Tug. Emergency small harbour tugs available and ship's lines generally used.
BRIDGES: Only one bridge, which remains open unless train approaching, which may be almost any time of day.
STEVEDORES: Should have minimum of 48 hours to arrange gangs. Also see "Radio".
MEDICAL: Advance notice of required medical attention is desirable, in order to expedite use of ambulance, if necessary.
TANKERS: No discharge facilities available. One tanker berth with 30 ft. draft. Union Oil Co. bunkering agent.
FRESH WATER: Available. Cost per ton is negotiable.
FUEL: Twenty-four hours advance notice desirable, both bunker and diesel fuel available.
DEVELOPMENTS: Depth of channel at entrance 40 ft. Inner channel, to head of channel 30 ft. It is expected entrance channel to

be dredged to 45 ft., inner channel to depth of 35 ft. An additional anchorage will be installed, directly East of beacon 17.
GANGWAY/DECK WATCHMEN: Service of watchman at discretion of ship's master.
OPENING/CLOSING HATCHES: Normally by stevedores.
IDENTIFICATION CARDS: Not required by local authorities.
CONSULS: None.
REPAIRS: Only minor deck and engine repairs possible.
DRY DOCKS: Largest dry dock handles vessels not exceeding 125 ft.
REPATRIATION: All repatriation handled in Portland, Oregon.
AIRPORT: All docks within 5 miles of airport. Airport served by regular airlines.
TIME: GMT minus 8 hours, clocks advanced 1 hour on 1st May, clocks retarded 1 hour, 1st November.
HOLIDAYS: Only legal holidays observed. Cargo work through negotiations with longshore unions, with premium wages.
POLICE/AMBULANCE/FIRE: Police: Coos Bay 269–1181, North Bend 756–3161; Ambulance 756–3234; Fire Coos Bay 267–4123, North Bend 756–6111.
SHORE LEAVE: Crew members allowed ashore except when Federal directives may be applied to a specific vessel.
DELAYS: No delays in berthing, loading or discharging, or bunkering can normally be expected.
AUTHORITY: General Manager, Port of Coos Bay, PO Box 787, Coos Bay, Oregon 97420. Tel. 269–1131.

CORPUS CHRISTI, Texas: 27.48 N. 97.23 W.

DOCUMENTS:
3 copies Cargo Manifest (Forms 7527–A or 7527–B), the original showing all cargo on board, and 2 copies showing only cargo for this port.
2 copies Crew Manifest (curio list).
2 copies Stores List.
2 copies Passenger List (Form I.–418).
2 copies Crew List (Form I.–418).
Customs boarding Officer will also examine Ship's Register and Load-line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad, or 24 hours from arrival from a United States port:
Health Pratique.
Master's Oath (Customs Form 3255).
All Foreign clearances.
U.S. Certificates of payment of tonnage tax (Customs Form 1002).
Certified Crew List.
PILOTAGE: Pilot boards off Port Aransas.
PORT LIMITS: Corpus Christi's port limits include all of Nueces County, which has been officially designated as Nueces County Navigation District No. 1. The Corpus Christi turning basin, Avery Point turning basin, Chemical turning basin, Tule Lake turning basin and the Viola turning basin are interconnected by the Industrial Canal, the Tule Lake Channel and the Viola Channel and constitute the Corpus Christi Main Harbour. Other Bay points included in the port of Corpus Christi area are: Harbour Island, the North end of Mustang Island, near the inner end of the Aransas Pass entrance, and Port Ingleside and La Quinta along the route of dredged deepwater channels on North side of Corpus Christi Bay.
RESTRICTIONS: The port of Corpus Christi is situated on the West side of Corpus Christi Bay, in South-western Texas. Port facilities at Corpus Christi lie along a 9½ miles stretch of dredged channels and basins about 18 miles from Aransas Pass entrance at the Gulf of Mexico, Channel depth 40 ft., width 400 ft.
Turning Basins: 3 turning basins in Main Harbour are each 1,000 ft. wide and more than 1,000 ft. in length.
MAX. SIZE: Cargo vessels: 39 ft. draft. Tankers: 39 ft. draft.
HEALTH: Radio pratique may be granted basis information received prior to arrival of vessel provided no communicable diseases on board. Normally, vessels are boarded by Medical Officers on arrival unless free pratique previously given at U.S. port in same voyage. If granted free pratique, vessel may enter port and discharge passengers and cargo. If given provisional pratique, vessel may enter port, but must take any additional measures specified in connection with discharging passengers and cargo, until free pratique is given.
TUGS: Tug assistance available.
BERTHING: The main basin is over a mile long and 1,000 ft. wide. There are four additional basins in main harbour, which extends Westward from Corpus Christi Harbour Bridge for 9½ miles. The water in all basins, channels and canals is 40 ft. deep, enabling port to handle largest merchant ships operating in Gulf trade. Depth alongside docks:

Southside Docks 1–8	32 ft.	Northside Docks 9, 10 & 11	36 ft.
Southside Docks 14 & 15	36 ft.	Bulk Materials Dock	38 ft.

Note: Staging area back of cargo docks 14–15 for storing containers, vehicles, etc.
TANKERS: Between Main Basin and Viola Basin are 12 public and 5 private Oil Docks, some capable of berthing tankers of 67,000 DWT capacity.
Oil Docks:

No. 1	depth alongside		36 ft.	No. 7	depth alongside		40 ft.
2	,,	,,	33 ft.	8	,,	,,	40 ft.
4	,,	,,	40 ft.	9	,,	,,	34 ft.
5	,,	,,	36 ft.	11	,,	,,	40 ft.

CARGO GEAR: *Heavy Lift facilities:* Derrick at Cargo Dock 14 has 100 tons capacity at 53 ft. radius, can handle containers, 40 ft. or larger. Locomotive cranes (5) 30 tons capacity.
Facilities are available for all types of liquid cargo, dry bulk and general cargo, except cannot handle restricted cargo such as ammunition and explosives.
IDENTIFICATION CARDS: Standard U.S. Immigration Forms I.–95 to be made up for each crew member on arrival. Not necessary for crew man already holding Form I.–95, issued for same vessel.
DEVELOPMENTS: Channel to be deepened to 45 ft.
CUSTOMS ALLOWANCES: At the discretion of customs officers. Normal allowance is 200 cigarettes or 2 lb. tobacco and one quart wine or spirits per man. Additional allowances may be given if considered necessary, due to length of vessel's stay in port.
GENERAL: Refer to Houston for all general information.
AUTHORITY: The Nueces County Navigation Commission, Port Director, PO Box 1541, Corpus Christi, Texas 78403.

DEER PARK, Texas: 29.44 N. 95.08 W. Refer to "Houston.

DESTREHAN, Louisiana: 29.56 N. 90.21 W.

East bank of Mississippi River about 135 miles from sea.
DOCUMENTS/PILOTAGE/HEALTH: For all general information refer to "New Orleans".
TUGS: At least one tug required for mooring/unmooring.
BERTHING: St. Charles Elevator, berth 800 ft. length, 45 ft. depth. Loading rate, 70,000 bushels per hour; two loading belts. Bunge Grain Elevator, berth 600 ft. length, 40 ft. depth. Loading rate, 50,000 bushels per hour; two loading belts.
FRESH WATER: Available ex-berth.
FUEL: Not available. Barge not permitted alongside at Bunge Elevator.
DENSITY: Fresh (1000).

DETROIT, Michigan: 42.19 N. 83.05 W.

Refer to "St Lawrence Seaway" for important general information.
PILOTAGE: Compulsory unless Master holds exemption "B" license. 24 hours notice of arrival required by Agents who arrange Pilot.
ANCHORAGE: In depths from 29–51 ft. in the Detroit River off the marine terminals and away from main channel.
RESTRICTIONS: St. Lawrence Seaway navigation season approximately from April 15th to November 15th. Controlling depth 27 ft. Minimum depth of 25 ft. in the Detroit River. The Amherstburg Channel has a depth of 27 ft. 6 in. for up bound traffic.
MAX. SIZE: Limited at Seaway Locks. 730 ft. length, 25 ft. 9 in. draft.
HEALTH: All ocean-going vessels must obtain a free pratique before entering the Seaway. Vessels may obtain quarantine inspection and clearance from the Canadian Authorities at Montreal while awaiting entrance to the Seaway.
TUGS: Available, not compulsory but recommended.
BERTHING: Detroit Harbour Terminals: 2,120 ft. length, 25 ft. depth. Nicholson Terminal: 3,055 ft. length, 27 ft. depth. Detroit Marine Terminal: 3,000 ft. length, 25–26 ft. depth. Detroit Processing Terminal: 25 ft. 6 in. depth alongside. Federal Marine Terminal: 25 ft. 6 in. depth alongside. Grain Elevator: Unloading capacity 20,000 bushels per hour; loading capacity 10,000 bushels per hour.
DENSITY: Fresh water.
MEDICAL: Doctors, hospital and all facilities available.
FRESH WATER: Available at most berths.
FUEL: All grades available, ex-wharf, or delivered by barge.
REPAIRS: All marine repairs can be effected.
AUTHORITY: Detroit-Wayne County Port Commission.

DULUTH-SUPERIOR, Minnesota: 46.49 N. 92.09 W.

Refer to "St. Lawrence Seaway" for important general information.
PILOTAGE: U.S. or Canadian Pilot compulsory except when Master or officer specially qualified to navigate waters concerned. Pilots obtained from Upper Great Lakes Pilots Inc., Clure Marine Terminal, Duluth. Duluth entry – Pilots picked up at point 2 miles due East of pierhead lights. Superior entry – pick up Pilot 2 miles North North-east of lighthouse. Advise Agents 24 hours in advance of ETA for scheduling Pilot, Customs, Immigration, and agricultural inspection. Masters should hold to the South of convergence of shipping lanes at the Duluth Entry and to North of this convergence at Superior Entry when approaching to embark a Pilot.
ANCHORAGES: Anchorage areas near Duluth and Superior entries are South and Eastward and North and Eastward respectively of main channel through harbour. Marked by anchorage buoys. Vessels must only anchor clear of channels at all times.
RESTRICTIONS: Because of varying conditions of wind and current, no restriction placed on speed passing through entry piers at either Duluth or Superior entry. Speed throughout harbour limited to 7 knots. Speed through bridges other than the Aerial Bridge at Duluth entry limited under normal conditions to 6 miles per hour. Because of current conditions at inner end of Duluth entry, both inbound and outbound vessels must leave vertical black/white striped mid-channel or traffic buoy on starboard hand. This gives outbound ships maximum straight run.
MAXIMUM SIZE: Draft 25 ft. 9 in. Duluth Harbour Entry: Duluth ship's canal, minimum width 300 ft. Superior Entry: Minimum width 500 ft. minimum depth at inner end of 27 ft.
RADIO: Prior to entering harbour vessels must make 'Security Call' on Channel 51 (2185 kc/s) from 10 to 20 minutes in advance

advising intended movement. All vessels should monitor Channel 51 all times when under way to determine position and intent of other vessels moving in constricted areas within harbour and approaches.
TUGS: Available, not compulsory.
BRIDGES: Aerial bridge spanning Duluth entry vertical clearance of 138 ft. Signal for opening bridge shall be given by vessels approaching from lakes, in all circumstances, when not less than 1 mile from bridge. A flashing amber light on harbour side of Aerial bridge warns outbound vessel of approach of inbound vessel in lake.
BERTHING:
Duluth: Two general berths, five Layby berths, five grain elevators, capacity 40–50,000 bushels/hour.
Superior: Seven grain elevators, capacity 40–50,000 bushels/hour.
MEDICAL: All medical assistance available.
DENSITY: Fresh water.
FRESH WATER: Available at most docks in both ports.
FUEL: Available from dock or by barge.
FIRE PRECAUTIONS: No open fire permitted on deck of any vessel while in harbour. This restriction does not apply to a vessel at a shipyard which will be governed by this shipyard's local rules, nor to vessels in lay-up or fit-out status at ore docks.
Ocean vessels, upon docking, shall put on off-shore side of vessel, wire rope lines fore and aft as tow lines for use in pulling ship off dock face in case of fire. Such tow line shall be securely made fast to bitts with eye about 1 ft. above the water.
CERTIFICATES: Masters are required to present Safety Inspection Certificate of cargo handling equipment and gangways to stevedoring companies and other employers of harbour labour upon request.
IDENTIFICATION CARDS: Required by Immigration.
REPAIRS: All ship repairs can be effected.
DRY DOCKS: At Superior, one 831 ft. by 95 ft. and one 628 ft. by 76 ft.
SHORE LEAVE: Allowed.
AUTHORITY: Seaway Port Authority of Duluth, Superior Board of Harbour Commissioners.

ERIE, Pennsylvania: 42.10 N. 80.05 W.

Refer to "St. Lawrence Seaway" for important general information.
PILOTAGE: Not compulsory. Seaway Pilots will assist if required.
RESTRICTIONS: Navigation season from mid-April to end-December approx. The port is connected to Lake Erie by an entrance channel, depth 27 ft. Vessels size restricted by Seaway locks.
MAX. SIZE: 730 ft. length; 25 ft. 9 in. draft.
HEALTH: All ocean-going vessels must obtain a free pratique before entering Seaway. Vessels may obtain quarantine inspection and clearance from the Canadian Authorities at Montreal while awaiting entrance to the Seaway.
RADIO: Master must give at least 24 hours notice to Commander 9th Coast Guard District, Cleveland, Ohio, of the vessel's ETA at Snell Lock. Also, at least 24 hours notice of ETA at first U.S. discharge port is required.
TUGS: Available. Not compulsory, but sometimes necessary in bad weather.
BERTHING: Duquesne Marine Terminal: berth 600 ft. length, 27 ft. depth; berth 600 ft. length, 18ft. depth; berth 1,000 ft. length, 22 ft. depth; berth 1,500 ft. length, 28 ft. depth.
Ore and Coal Docks: berth 1,100 ft. length, 26–17 ft. depth.
Grain Elevator: berth 980 ft. length, 22 ft depth. Average capacity: 16,000 bushels per hour.
DENSITY: Fresh water.
MEDICAL: All facilities available.
FRESH WATER: Obtainable by pipe-line at all docks.
FUEL: All grades available by pipeline at all docks.
REPAIRS: Local shipbuilding company can handle most repairs. Dry dock available.
AUTHORITY: City of Erie, Port Commission.

EUREKA, California: 40.48 N. 124.10 W.

DOCUMENTS: In addition to the documents detailed below, Agent will present to Master normal Customs forms to be signed, such as Master's Oath, Permit to Lade, Inward & Outward Manifest, etc. These forms will be filled out by local Agent and Customs Broker and presented to local Customs house when entering and clearing vessel:
Foreign Flag Vessels: I. Entering from another U.S. port:
3 Crew Lists.
3 Passenger Lists (only if passengers on board).
3 Curio Lists.
3 Store Lists.
Permit to Proceed (issued at last U.S. port).
Travelling Manifest (only if there is foreign cargo on board).
Ship's Register.
II. Entering from a foreign port:
3 Crew Lists.
3 Passenger Lists (only if passengers are on board).
3 Curio Lists.
3 Store Lists.
Travelling Manifest.
Permit to Proceed.
Ship's Register.
Ship's tonnage tax Certificate.
Clearance from a foreign port.
PILOTAGE: Telegraphic address of pilot station "Humbar". 24 hours advance notice of ETA; in case of change in ETA give minimum 4 hour notice. Contact pilot boat on VHF 156.8 (Channel 16) or Radio Watch on 2182.
No pilot boat on station. Local Pilots use tug "Thor" length 65 ft. horsepower 800. Tug colours: black funnel, red and white superstructure and black hull. As no pilot boat on station, sound signals not required. Visual international flag and light signals observed. Pilot will board vessel within 1 mile radius North, South and West of sea-buoy. Sea-buoy located 1.4 miles from end of North jetty lined up with range lights bearing 105 degrees true.
Specific requirements: (*a*) Pilot ladder with spreaders in accordance with Solas regulations, and 9 ft. above water. (*b*) At night – brilliant light to illuminate ladder. (*c*) Recommended anchorage outside Humboldt Bay located 1 mile South of sea-buoy in 15 fathoms of water.
ANCHORAGES: Inside harbour, weather permitting. Light draft vessel (22 ft or less) South of Fairhaven Dock (Crown Simpson) and West of Standard Oil Dock. Deep draft vessels (22 ft. to 32 ft.) will anchor North of Union Oil Terminal and South of Samoa Channel entrance buoys.
RESTRICTIONS: Humboldt Bay is a 24-hour port; restrictions if any would depend upon manoeuvrability and horsepower of vessel during peak tide. Range of tide normally 8 ft. extreme cases 10 ft. At present vessels normally limited to a deep draft of 30 ft. at zero tide.
MAX. SIZE: Largest vessel to enter Humboldt Bay to date had LOA 657 ft. and beam 90 ft. Draft limitation 30 ft. at zero tide. Vessels of this size and draft normally enter and depart about 1½ hours before high water.
HEALTH: No specific health or quarantine requirements for vessels coming from another U.S. port; *unless vessel is under Public Health remand* (example: Derat Certificate expired). If this is the case, it would be necessary for Public Health Officer to board and inspect vessel. Same regulations apply in Eureka as in other major U.S. West Coast ports when pratique required. Radio pratique may be granted through the Quarantine officials in San Francisco. For details contact Agent.
RADIO: Send cables through one of following stations:
ITT World Communications, Inc.—San Francisco Marine Radio Station KFS.
RCA Global Communications—San Francisco Marine Radio Station KPH.
TUGS: Two 800 h.p. tugs available, one tug acts as pilot boat, other tug joins vessel when in harbour. Tug lines are normally used, occasionally a ship's line is used. No extra charge assessed for use of tug's line. Depending upon size of vessel and weather conditions, Pilots will use one or two tugs.
BERTHING: No specific requirements relating to berthing; normal procedures prevail. Vessel normally docks stemming the tide.
Presently available berths at Eureka as follows:
Crown-Simpson Pulp Co.
Eureka Forest Products
Georgia-Pacific Corporation
Humboldt Dock & Shipping Co.
Kramer Lumber Sales
Olson Terminal
Standard Oil of California
Union Oil of California
Harbour channels maintained to 30 ft. zero tide. Most of berths at above-mentioned docks also maintained at 30 ft. zero tide; however, some occasionally fill in and recommended check with Agent as to depth available at specific dock which Vs. intends moor and load.
STEVEDORES: Groups ordered at 0630 in the morning for both day and night gangs. Therefore essential that local Agent or stevedore company receives accurate ETA by 0600 in the morning. Normally, vessel will advise arrival sea-buoy with a 24-hour ETA and correct ETA at a later time if necessary. The basic commodities exported from Eureka are woodpulp, logs and lumber.
Westfall Stevedore Co. Cable Address: Westfall, Eureka. Tel. (707) 443–5688.
MEDICAL: Not necessary for Agent to receive advance notice of required medical attention unless ambulance and doctor are required on arrival. Three hospitals in immediate area. Inoculation and vaccination certificates should be up-dated.
TANKERS: Two tanker berths available: Standard Oil of California – deepest draft 25 ft. at zero tide. Union Oil – deepest draft 30 ft. at zero tide. Normally only Company tankers use own facilities. Facilities privately owned and are not available for bunkering other vessels.
DENSITY: Pure salt water. No fresh water allowance on any tide.
FRESH WATER: Available all berths Delivery by hose. Rate of delivery: 10 tons per hour and cost per ton about 25 cents per 2,000 lb.
FUEL: If bunkers required, Agent must go through major contractors, who in turn will inform their local supplier of requirements. Generally speaking bunkers are only supplied to vessels on an emergency basis in limited quantities. The bunkers usually diesel grade and delivered by truck on a prearranged schedule.
DEVELOPMENTS: Federal Government has authorised expenditure of $3,800,000 for future developments as follows: Deepen North bay channel to 35 ft. and widen bends in channel at channel miles 0·74 and 2·6. Deepen Samoa channel and outer reach of the Eureka channel to 35 ft. Provide an anchorage area in North bay, at a suitable location between jettied entrance channel and Gunther Island, 35 ft. deep, 1,200 ft. wide and 1,200 ft. long.
GANGWAY/DECK WATCHMEN: Services of gangway guards available if required by ship. Current rate is $3.00 per hour, per guard.
OPENING/CLOSING HATCHES: Normally stevedores' work.

Vessel's crew may assist in opening and closing hatches, if hatches require special attention.
CERTIFICATES:
Ship's Register.
Load-line Certificate.
valid Derat Certificate.
Cargo Gear Certificate.
Tonnage Tax Certificate and all other usual certificates required.
CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes and one pound of tobacco. Wine and/or Spirit, one bottle (approx. one quart).
CARGO GEAR: Must be in good order and safe operating condition and all cargo gear certificates must be valid.
IDENTIFICATION CARDS: Alien seamen require Crewman Landing Pass (U.S. Form I-95).
CONSULS: None. Nearest consuls at San Francisco.
REPAIRS: Small welding jobs, and minor machine work only. Major repairs normally carried out in San Francisco.
DRY DOCKS: None.
REPATRIATION: Normally done in conjunction with San Francisco, Portland, Los Angeles or Seattle Agent.
AIRPORT: Airport located approximately 20 miles North of Eureka. Limousine service available. Major airlines. Air West and Golden Pacific Airlines. At present 8 flights per day to San Francisco and 2 flights per day to Portland.
TIME: Eureka local time is Pacific Standard Time and is GMT minus 8 hours. However, from the last Sunday in April to the last Sunday in October, Eureka is on Daylight Saving Time.
HOLIDAYS: No work performed on following holidays: New Year's Day (January 1); Independence Day (July 4); Bloody Thursday (July 5); Labor Day (first Monday in September); Thanksgiving Day (last Thursday in November); Christmas Day (December 25).
POLICE/AMBULANCE/FIRE: Eureka City Police 442–4545; Eureka City Ambulance 442–4551; Eureka Fire Department 443–5656; Humboldt County Sheriff Department 443–5671; Arcata Fire District 822–2424; Humboldt Fire District No. 1 442–1212.
TELEPHONES: No arrangements for placing telephones on board; however, there are pay phones nearby at each dock as well as phones in nearby offices. Phone numbers at each individual dock are:
Crown–Simpson Pulp Co. 443–9771 Pay phone 445–9903
Eureka Forest Products 443–7039, Pay phone 445–9943
Georgia–Pacific Corp. 443–7511, Pay phone (2 berths) 442–9720
Humboldt Dock & Shipping Co. 442–5757, Pay phone – Dock A 442–9822, Pay phone – Dock B 442–9963
Kramer Lumber Sales, Pacific Lumber Dock 443–7355, Pay phone 445–9909
Olson Terminal 443–3191, Pay phone 442–9961
Standard Oil of California 442–4526
Union Oil of California 443–1645
SERVICES: Specific services such as tank cleaning, compass adjusting, tank washing, etc., are not normally performed in the port of Eureka and are usually performed in one of the close major ports such as San Francisco; however, there are facilities available for minor repair.
SHORE LEAVE: Crew members allowed ashore unless restricted for customs or immigration reasons.
DELAYS: Berthing delays seldom incurred primarily due to the fact that the prime Agents are always in contact with the local Agent at Eureka informing them of vessel's ETA and prime Agent is always advised with regard to all arrivals and possible berth conflicts at this port.
AUTHORITY: State of California, Board of Harbor Commissioners for Humboldt Bay, Foot of Washington Street, PO Box A, Eureka, California. Tel. (707) 443–5680. Teletype 510–742–6015.

EVERETT, Washington: 47.59 N. 122.13 W.

DOCUMENTS, PILOTAGE, HEALTH, etc.: Refer to "Tacoma".
PILOT: Boards off Port Angeles pilot station.
TUGS: Available, join vessel off berth.
ANCHORAGE: Unlimited deep water anchorage in Possession Sound.
BERTHING:
Pier 1. North berth, 45 ft. MLLW; South berth, 35 ft. MLLW.
Pier 3. North berth, 32 ft. MLLW; West berth, barge dock, 15 ft. MLLW.
Scott Paper Co. berth, 29 ft. MLLW.
Weyerhauser Berth, 32 ft. MLLW.
STEVEDORES: Seven local gangs, additional gangs may be imported if required.
HOLIDAYS: See "Tacoma".
MEDICAL: Doctors and local hospital available.
DENSITY: Salt water.
FRESH WATER: Available at wharves.
FUEL: Available by barge.
GANGWAY/DECK WATCHMEN: Required only if detainees aboard.
CUSTOMS ALLOWANCES: No definite quantities prescribed;; reasonable allowance at discretion of Customs Inspector.
AIRPORT: Seattle–Tacoma International Airport is 45 miles South of city of Everett on excellent highway. Driving time is approx. 45 minutes.
POLICE/AMBULANCE/FIRE: Port of Everett Security: 259–3164; Everett City Police: 259–8711; Everett City Fire Dept.: 252–1111; Ambulance Service: 252–1234.
TELEPHONES: Will be placed on board vessel on request. Charges are made only for calls made. Arrangements should be made through ships Agent.
SHORE LEAVE: Crew members are able to visit Everett at all times.
AUTHORITY: Port of Everett, Pier 1, Everett, Washington. Tel. 259–3164.

FALL RIVER, Mass.: 71.10 W. 41.42 N.

DOCUMENTS: If first port of call in U.S., 2 complete Custom's Manifests describing all cargo on board and ports of discharge. Also 1 Cargo List for Fall River cargo; 3 crew's lists; 3 store lists; 3 curios list; the Ship's Register, Load-line Certificate and Tonnage Tax Certificate.
PILOTAGE: Vessel first contact ship's Agents for Pilot and tug arrangements. R.I. State Pilots Association radio call letters KDF-375 on frequency 156.9 kc/s., Channel 18. Usual Pilot pick-up is at Brenton Reef Light Tower off Newport, R.I.
RADIO: Chatham Radio or Amagansett Radio.
HEALTH: Free Health pratique only when vessel is arriving from another U.S. port. Master should radio to vessel's Agent prior to arrival at Fall River if it is first port, and pratique will be granted by Health office in Boston, based on information available at the time.
TUGS: Tugs for N.E. Power Station met at Buoy 6; all other berths north, meet tugs at Buoy 10. Tugs provide own lines at no extra charge. Coastline Towing Corp., Fall River, Mass. has 5 tugs available for 24-hour operation.
BERTHING: Vessels berth at State Pier. Depth alongside 35 ft.
BRIDGES: All bridges have 135-ft. clearance with exception of Brightman Street Bridge at approach to Montaup Electric Co. and Shell Oil docks. This bridge has a draw clearance of 975 ft. and passage allowed for vessels with less than 75 ft. beam. No unusual requirements. Practice is to depart on flood tide. (See "Developments".)
TANKERS: Berth at Shell Oil Docks, up to 25,000 dwt.
FRESH WATER: Available at most berths. State Pier delivery is at 125-pounds pressure. Charged at $.40 per ton, minimum $7.00.
OPENING/CLOSING HATCHES: Usually performed by stevedores.
SHIP CERTIFICATES: All certification of vessel, safety conditions and radio facilities should be available for U.S. Coast Guard.
CARGO GEAR: No additional safety requirements.
TELEPHONES: Available at most berths. Contact Agents.
DEVELOPMENTS: Plans for construction of a new 300-ft. wide draw bridge to replace the existing Brightman Street Bridge. Completion not expected before 1975. This will mean unobstructed use of the entire port area. Channel deepening work under way with depths to 40-ft. MLW.
SHORE LEAVE: Permitted, but consult Agents.
IDENTIFICATION CARDS: Standard U.S. Immigration Forms I.95 to be made up for each crew member on arrival. Not necessary for crew man already holding Form I.95. issued for the same vessel.
TIME: Eastern Standard Time, GMT minus 5 hours. Daylight Saving Time, GMT minus 4 hours from April to October.
HOLIDAYS: New Year's Day (January 1); Washington's Birthday (February 22); Patriots' Day (April 19); Memorial Day (May 30); Independence Day (July 4); Labour Day (first Monday in September); Columbus Day (October 12); Veterans' Day (November 11); Thanksgiving Day (last Thursday in November); Christmas Day (December 25); or any day celebrated in lieu thereof.
AUTHORITY: Fall River Port Authority, State Pier, Fall River.

FERNDALE, Washington: 48.59 N. 122.43 W.

Mobil Oil Tanker Terminal
DOCUMENTS/HEALTH/ETC.: Refer to "Seattle".
PILOTAGE: Compulsory. Pilot boards at Port Angeles.
TUGS: Available up to 1,200 h.p. Additional tugs ordered from Seattle if required.
RESTRICTIONS: Vessels enter any hour day or night, 4 ft. keel clearance required. Deep water channel.
MAX. SIZE: 850 ft. length, 42 ft. maximum draft depending weather and tides.
BERTHING: Terminal used for crude and product discharging. Vessels berth alongside finger pier, lines to bollards. Inner berth 700 ft. long, depth alongside 35 ft. Outer berth 700 ft. long, depth alongside 42 ft. Slop discharge facilities available, capacity 40,000 barrels.

FREEPORT, Texas: 28.57 N. 95.21 W.

DOCUMENTS: Refer to "HOUSTON".
PILOTAGE: VHF Channels 6, 8, 12, 14, 16 – at sea bouy – Pilot Office (tel. 233–1120) – 304 West Park, Freeport, Texas; – Pilot boards $\frac{1}{4}$ mile North of sea buoy. Anchor one mile from end of sea buoy if awaiting Pilot.
ANCHORAGES: One to two miles from end of sea buoy.
RESTRICTIONS: Depth 36 ft. at bar.
MAX. SIZE: Length 650 ft., draft 35 ft. Tide governing these dimensions – plus or minus 3 ft.
HEALTH: Agent notifies Department of Health and U.S. Department of Agriculture.
RADIO: Galveston Marine Operator.
TUGS: Join vessel at shore line. Tug's lines to be used, and no charge for use.
BERTHING: One hour to reach berth. Deep water terminals consist of 1,250 linear ft. of deep water bulkhead wharf. Two very modern transit sheds each 400 ft. long, 150 ft. wide with no obstructions

A new and modern warehouse is now complete. The railroad tracks at the terminal transit sheds are under cover, permitting all-weather work and preventing cargo damage.
The Navigation District owns a total of 1,285.30 acres of land for future port and industrial development. 2,400 ft. of this land is situated on the Brazos River which has a controlling depth of 36 ft.
STEVEDORES: Obtained through Agent.
MEDICAL: Obtained through Agent and advance notice required. Doctors, hospital available.
DENSITY: 1020.
FRESH WATER: Brazos Harbor. 50c per 1,000 gallons – minimum sale of water to be $7.00 per service for ships.
FUEL: All grades available.
GANGWAY/DECK WATCHMEN: Watchman charges at rate of $5.00 per day and assessed against vessel. Special watchman required for certain commodities and the rate is $3.00 per hour.
OPENING/CLOSING HATCHES: Stevedore contract.
CUSTOMS ALLOWANCE: See "Port Arthur".
IDENTIFICATION CARDS: None needed.
CONSULS: None. Nearest at Port Arthur or Houston.
REPAIRS: Available.
DRY DOCKS: None.
REPATRIATION: All changes made through Houston, Texas.
AIRPORT: Hobby International Airport at Houston, Texas – 60 miles to Brazos Harbor.
TIME: GMT minus 6 hours. Daylight saving time starts last Sunday in April and ends the last Sunday in October – GMT minus 5 hours.
HOLIDAYS: New Year's Day (January 1); Washington's Birthday (February 22); Texas Independence Day (March 2); Memorial Day (Decoration Day) (May 30); Independence Day (July 4); Labour Day (First Monday in September); Veterans' Day (November 11); Thanksgiving Day (Fourth Thursday in November); Christmas Day (December 25).
If any of the above holidays fall on Sunday the following Monday will be observed as a holiday.
POLICE/AMBULANCE/FIRE: Police 233–5434; Fire 233–6161; Ambulance Service 233–4700.
TELEPHONES: Arrangements exist for placing telephones on board through Southwestern Bell Telephone Co. The rate is $10.60 for first line – first 20 ft. cord no charge. 75c. for each additional 5 ft. $7.50 for one plain jack.
SERVICES: Tank-cleaning facilities available locally. Compass adjusting available from Houston, Texas.
SHORE LEAVE: Crew members allowed ashore.
AUTHORITY: Brazos River Harbour Navigation District, Brazoria County, Brazosport, Texas.

GALENA PARK, Texas: 29.44 N. 95.14 W. Refer to "Houston".

GALVESTON, Texas: 29.17 N. 94.50 W.

DOCUMENTS:
1 visaed Crew List.
3 Passenger Lists.
3 or more copies of complete Manifests of Cargo for discharge at all United States ports.
2 or more copies of Manifest of Cargo for each United States port.
1 Souvenir List.
1 Stores List.
Ship's Register.
Tonnage Tax.
Load Line Certificate.
Nationality Certificate.
No health document required.
PILOTAGE: Radio to local agent who arranges Pilot and specifies boarding time. United States Coast Guard require 24 hours notice of arrival at Galveston Bar. Contact pilot boats and pilot station on VHF Channel 12. Pilot boats marked HP No. 1, 53 ft. long; HP No. 2, 61 ft. long; HP No. 3, 106 ft. long. Pilot boats can be signalled by light in international code. Pilot taken on board at sea buoy No. 1 located 6·7 miles from Galveston.
ANCHORAGE: In Bolivar Roads, 6·7 miles inwards from sea buoy No. 1. Depths 32–34 ft.
RESTRICTIONS: Prolonged North winds can reduce water level as much as 4 ft. in winter.
MAX. SIZE: No length restrictions. Draft according to berth depth.
HEALTH: Vessel is boarded by quarantine officers when alongside in dock. Radio pratique available on request to Agent.
RADIO: International Telephone and Telegraph station Galveston, call sign KLC.
TUGS: Available if required.
BERTHING:

Grain elevators	Continental Grain Co.	depth alongside		34 ft.
	Port Richmond El. Co.	,,	,,	35 ft.
Bulk loading	Pier 14 East	,,	,,	36 ft.
	Pier 14 West	,,	,,	32 ft.
	Pier 34 (Sulphur)	,,	,,	32 ft.
	Pier 38	,,	,,	33 ft.
	Imperial Sugar Dock	,,	,,	35 ft.

STEVEDORES: Order before 1700 for 0700 or 0800 following day. During day can be ordered at two hours notice. Gangs must be ordered before 1900 on Saturday for Sunday or holiday.
MEDICAL: All medical assistance available.
FRESH WATER: at all wharves.
FUEL: All grades available. Delivery only by barge from Houston.
GANGWAY/DECK WATCHMEN: Required only if crewmen detained by Immigration.
OPENING/CLOSING HATCHES: By stevedores only.
CUSTOMS ALLOWANCES: Each man 300 cigarettes, or 100 cigars or 1 lb tobacco; 1 quart wine/spirits.
IDENTIFICATION CARDS: Immigration form 1–95 card required.
CONSULS: See "Houston".
TIME: Central Standard Time. Daylight Saving Time effective from April to October.
HOLIDAYS: January 1st; February 22nd; March 2nd; May 30th; June 19th; July 4th; First Monday in September; November 11th; December 25th; No work on Labour Day or Christmas Day.
POLICE/AMBULANCE/FIRE: All services provided.
SHORE LEAVE: No restrictions unless detained by Immigration.
AUTHORITY: Galveston Wharves (The Port of Galveston), P.O.B. 328 Galveston, Texas 77550.

GEISMAR, Louisiana: 30.13 N. 91.01 W.

East bank of Mississippi River, about 187 miles from sea.
DOCUMENTS/PILOTAGE/HEALTH: For all general information, refer to "New Orleans".
TUGS: Available if required; normally not used.
BERTHING: Wyandotte Chemical Co: berth 620 ft. long, 32 ft. depth.
FRESH WATER: Available ex-wharf.
FUEL: Not available.
DENSITY: Fresh water (1000).

GOOD HOPE, Louisiana: 29.59 N. 90.24 W.

East bank of Mississippi River, about 140 miles from sea.
DOCUMENTS/HEALTH: For all general information, refer to "New Orleans".
ANCHORAGE: South of berth in river for unlimited number of ships.
TUGS: One tug used for mooring/unmooring.
BERTHING: General American tank storage terminal; tanker berth, 40 ft. depth alongside. Two 8-in. hoses. Loading 17,000 bbls. per hour. No ballast facilities.
Norco: Shell Oil Co. two tanker berths 45 ft. alongside. Two 8-in. hoses, loading 10,000 bbls. per hour. Ballast line 12-in., max. capacity 20,000 barrels.
FRESH WATER: Available ex-wharf.
FUEL: Bunker "c" available ex-wharf.
DENSITY: Fresh water, 1000.

GRAMERCY, Louisiana: 30.03 N. 90.41 W.

East bank of Mississippi, about 144 miles from sea.
DOCUMENTS/HEALTH/PILOTAGE: For all general information, refer to "New Orleans."
TUGS: Available if required; normally not used.
BERTHING: Colonial Sugar Refinery: berth 600 ft. long, 40 ft. depth. Kaiser Aluminium and Chemical Corp: berth, 40 ft. depth.
FRESH WATER: Available ex-wharf.
FUEL: Not available.
DENSITY: Fresh water, 1000.

GRAYS HARBOUR, Washington: 46.55 N. 124.08 W.

DOCUMENTS, HEALTH, etc.: Refer to "Tacoma".
PILOTAGE: A vessel approaching requested to give 24 hours advance notice of arrival to Grays and Willapa Pilots through local station, run by Olympic Radio Service, local call number KJQ, and which runs on a calling frequency of 500 kc/s. and a working frequency of 482 kc/s. Pilot boat, "Mercury", 65 ft. long, with an 18 ft. beam, powered by a 330 h.p. GM diesel engine. "Mercury" moored at Westport Fishing Basin, and delivers Pilots to vessels outside Grays Harbour bar.
ANCHORAGE: No specific areas in Grays Harbour have been designated as anchorage grounds. The best area is southward of Sand Island Shoal in depths of 35 to 40 ft.; the holding ground is good.
RESTRICTIONS: Bar Channel and Approach Channel, depth 30 ft. MLLW. Mean tidal range, about 10 ft.
BERTHING: Seven wharves in port dock. Depths alongside from 20–35 ft.
STEVEDORES: Twelve local gangs. Additional gangs imported if required.
HOLIDAYS: See "Tacoma".
MEDICAL: All medical facilities available. Local hospital.
DENSITY: Salt water.
FRESH WATER: Available at all wharves.
FUEL: Available.
GANGWAY/DECK WATCHMEN: Required only if detainees aboard.
CUSTOMS ALLOWANCES: No definite quantities prescribed; reasonable allowance at discretion of Customs Inspector.
AUTHORITY: Port of Grays Harbour, PO Box 660, Aberdeen, Washington 98520. Tel. Area Code 206 533–3620.

GREEN BAY, Wisconsin 44.32 N. 88.02 W.

DOCUMENTS: No special port documents required. All U.S. customs, immigration and St. Lawrence Seaway documentation should be accomplished prior arrival.
PILOTAGE: Pilot not compulsory although some masters prefer Pilot aboard.
CHANNEL: From Grassy Island, at mouth of Fox River, to just upriver of the C. & N. W. railroad bridge, channel is maintained at 24 ft. below low water datum (576.8 ft. above Father Point, Quebec) and 300 ft. width. Upriver to DePere, channel maintained at 18 ft., and 150 ft. width. From Grassy Island lakeward, deepening to 26 ft. This portion of channel will vary from 300 to 500 ft. width for approximately 8 miles. Turning basins maintained at 24 ft. depth opposite Fort Howard Paper Company and at confluence of Fox and East Rivers. Currents will flow up and down river and will influence water depth at times.
MAX. SIZE: Subject water depths and width of bridge openings.
HEALTH: No particular port regulations. St. Lawrence Seaway and U.S. Immigration procedures.
RADIO: Ships' Agents located at Milwaukee and Chicago, ETA should be directed accordingly.
TUGS: Join vessel lakeward of Grassy Island or at any designated point. Charges should be obtained from tug operators.
BERTHING: No particular arrival times necessary. Docks for general cargo operated by Leicht Transfer and Storage Co. who assign berths.
BRIDGES: No bridge opening restrictions for railroad bridges. City bridges permit vessels of 300 tons or over to transit at any time. However, heavy land traffic occurs about 7.30–8.30 a.m., 11.45 a.m.–1.15 p.m. and 4.30–5.30 p.m., and co-operation of Masters is urged during these times so that city bridges may remain closed.
STEVEDORES: Services performed by Leicht Transfer and Storage Co. and arrangements should be handled by ship's Agent or directly with Leicht's.
MEDICAL: Subject to regulations of U.S. Customs and Immigration and St. Lawrence Seaway authorities. Three excellent hospitals.
CURRENTS: Atmospheric conditions cause currents to flow upriver as well as downriver.
FRESH WATER: Available in any quantity.
FUEL: Coal and oil available in any quantity.
DEVELOPMENTS: No definite plans at this time.
GANGWAY/DECK WATCHMEN: May be engaged at Master's option. Ship's Agent can make arrangements with Sheriff's department.
OPENING/CLOSING HATCHES: Can be performed by ship's crew or stevedores (per contract).
IDENTIFICATION CARDS: Not required.
CONSULS: No consuls. Nearest are at Milwaukee, Chicago, Minneapolis.
REPAIRS: Topside and engine repairs available. Complete repair service available at Sturgeon Bay, 45 miles North.
DRY DOCKS: No local facilities. Available at Sturgeon Bay, Wisconsin.
REPATRIATION: Available subject Immigration laws.
AIRPORT: 8 miles from port. Served by regular airlines with over 30 flights daily.
TIME: Central standard time. Central daylight saving time in effect from the last Sunday in April to the last Sunday in October each year.
AUTHORITY: Brown County Board of Harbour Commissioners, Office of the Port Director, Brown County Courthouse Annexe, Green Bay, Wisconsin 54301.

GULFPORT, Mississippi: 30.21 N. 89.05 W.

The port was severely damaged by hurricane in August 1969. Waiting details of reconstructed facilities.
AUTHORITY: Mississippi State Port Authority, POB 40, Gulfport, Mississippi 39501.

HAMPTON ROADS DISTRICT, Virginia:
NORFOLK, 36.51 N. 76.19 W.
NEWPORT NEWS, 36.59 N. 76.26 W.
PORTSMOUTH, 36.50 N. 76.17 W.

DOCUMENTS:
3 copies Cargo Manifest (Forms 7527–A or 7527–B), the original showing all cargo on board, and 2 copies showing only cargo for this port.
2 copies Crew Manifest (curio list).
2 copies Stores List.
2 copies Passenger List (Form I–418).
2 copies Crew List.
Customs boarding officer will also examine ship's register and load line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad, or 24 hours of arrival from a United States port:
Health Pratique.
Master's Oath (Customs Form 3255).
All foreign clearances.
U.S. Certificates of payment of Tonnage Tax (Customs Form 1002).
Certified Crew List.
PILOTAGE: Compulsory; is generally arranged through port Agent. Vessels approaching port may use VHF telephone, Channel No. 16, radio telephone 2738 k/cs. Advance notice of 24 hours is required of ETA. Pilot boat is 165 ft. long, black steel hull, with "VA Pilot" painted on hull, white superstructure, and buff funnel. Long and short light or sound signals are used by vessels requiring a Pilot. Location of pilot boat is 1 mile north of Cape Henry Lighthouse. Pilot boat will issue instructions in event of bad weather or when pilot boat is off station and information on anchorage for vessel awaiting a Pilot.
ANCHORAGE: In Hampton Roads, depth 45 ft.
RESTRICTIONS: Channels to Norfolk and Newport News – 45 ft. depth. Elizabeth River Channel – 40 ft. depth to Norfolk and Western Railway Bridge, then 35 ft. to Chesapeake.
HEALTH: Radio pratique may be granted basis information received prior to arrival of vessel, provided no communicable diseases on board. Normally, vessels are boarded by medical officers on arrival unless free pratique previously given at U.S. port in same voyage. If granted free pratique, vessel may enter port and discharge passengers and cargo. If given provisional pratique, vessel may enter port, but must take any additional measures specified in connection with discharging passengers and cargo, until free pratique is given.
RADIO: Radio-telephone communications in the Hampton Roads area are furnished by the Chesapeake and Potomac Telephone Company of Virginia. A regular ship-to-shore channel transmits to ship on 2538 kHz and the ship returns the call on 2142 kHz. A "daytime" ship-to-shore channel transmits to ship on 2450 kHz and the ship returns the call on 2366 kHz. In the very high frequency band, "XY" ship-to-shore is available which transmits to the ship on 161·9 mHz and the ship returns the call on 157·3 mHz.
BERTHING:
Norfolk: Elizabeth River Terminal, berth 1,000 ft. long, 35 ft. depth; Imperial Tobacco Piers, Nos. 2 and 3, 27 ft. depth; Lamberts Point Piers, 12 general cargo berths, 32 ft. depth; Norfolk International Piers, 8 general cargo berths, 35 ft. depth; Southgate Warehouse Terminal, 3 general cargo berths, 18–25 ft. depth; N.B. & C. Line Piers, 4 general cargo berths, 20 ft. depth. Coal: Pier No. 5, 1 berth 1,000 ft. long, 36 ft. depth; Pier No. 6, 2 berths 1,800 ft. long, 45 ft. depth. Grain: Cargill Grain Elevator, 1 berth 35 ft. depth, loading rate 30,000 bushels per hour. Continental Grain Elevator, 1 berth 35 ft. depth, loading rate 45,000 bushels per hour.
Sewells Point: Humble Oil Terminal, 2 tanker berths, 38 ft. depth.
Newport News: Chesapeake and Ohio Piers, 9 general cargo berths up to 35 ft. depth. Coal: Pier No. 14, 2 berths, 1,090 ft. long, 38 ft. and 41 ft. depth; Pier No. 15, 2 berths, 1,000 ft. long and 38 ft. depth. Ore: Pier No. 9, 2 berths, 707 ft. long, 35 ft. and 42 ft. depth. Tankers: Humble Oil Terminal, 3 tanker berths, 27 ft. and 35 ft. depth.
Portsmouth: Marine Terminal, container and general cargo berths, 35 ft. depth. Lumber: One berth, 400 ft. long, 32 ft. depth. Tankers: Sinclair Ref. Co., two tanker berths, 30 ft. depth.
Elizabeth River, *Lower Norfolk:* Tankers: American Oil Company, one berth, 31 ft. depth; Crown Central, one berth, 31 ft. depth; Gulf Oil two berths, 32 ft. depth; Mobil Oil, one berth, 36 ft. depth; Philips Petroleum one berth, 32 ft. depth; Union Oil Company, one berth, 36 ft. depth; Shell Oil Company, one berth, 38 ft. depth; Tenneco/Cities Service, one berth, 32 ft. depth; Texaco Inc. one berth, 35 ft. depth.
TUGS: Compulsory, normally join the vessel in Elizabeth River.
BRIDGES: Sufficient clearance at all times.
STEVEDORES: Labour arranged through International Longshoremen's Association.
1. Straight Time – work between the hours of 8.00 a.m. and noon and between the hours of 1.00 p.m. and 5.00 p.m. daily except Saturdays, Sundays and holidays.
2. Double Time – hours daily between 6.00 a.m. to 7.00 a.m. and noon to 1.00 p.m., 6.00 p.m. to 7.00 p.m., midnight to 1.00 a.m. and all Sundays.
3. Time and one-half – shall be all those hours not included above, except holidays.
DENSITY: Average 40% fresh.
FRESH WATER: Available at all berths. Barge service available if required.
FUEL: All grades available at oil company berths. Delivery by barge to all other locations.
GANGWAY/DECK WATCHMEN: Not required unless crew members detained by Immigration.
SHIP CERTIFICATES: Cargo Gear Certificate, Derat, Radio, Safety Equipment, and Ship's Register.
CUSTOMS ALLOWANCES: At the discretion of Customs Officers. Normal allowance is 200 cigarettes or 2 lb. tobacco and 1qt. wine/spirits per man. Additional allowances may be given if considered necessary, due to length of vessel's stay in port.
IDENTIFICATION CARDS: Identification required by Immigration for shore passes.
CONSULS:

Brazil	tel. Norfolk 625–8275
Denmark	,, Norfolk 622–3683
Ecuador	,, Norfolk 622–3335
Finland	,, Newport News 247–6355 Norfolk 627–6286
France	,, Norfolk 622–9155
Federal Republic of Germany	,, Norfolk 627–7283
Great Britain	,, Norfolk 627–1934
Italy	,, Norfolk 627–7376
The Netherlands	,, Norfolk 627–2951
Norway	,, Norfolk 623–6365 Newport News 247–6355
Panama	,, Norfolk 627–7616
Sweden	,, Norfolk 623–6365

REPAIRS: Newport News Ship Building and Dry Dock Company in James River; eight outfitting piers up to 1,050 ft. length. Floating cranes up to 67 tons capacity.

Norfolk Ship Building and Dry Dock Corporation, situated on East Branch of Elizabeth River. Channel depth 25 ft.; seven piers equipped for ship's repairs. Floating crane 25 tons capacity. Other repair companies in addition.

DRY DOCKS: Norfolk: one dry dock 450 ft. long, 57 ft. beam; floating dock 360 ft. long, 64 ft. beam.

Newport News: Dry docks:

	Length inside gate	*Width of entrance*	*Depth of water over sill MHW*
No. 1	649 ft.	92 ft.	33 ft.
No. 2	862 ft.	118 ft.	32 ft. 3 in.
No. 3	536 ft.	78 ft.	24 ft.

Slipways: The shipyard has 3 inclining slipways with lengths up to 715 ft. and capacities up to 15,000 tons.

AIRPORT: Norfolk Airport, and Patrick Henry Airport at Newport News, over 100 flights daily.

TIME: Eastern standard time, GMT minus 5 hours. Daylight saving time, GMT minus 4 hours, from April to October.

HOLIDAYS: New Year's Day; Lee's Birthday (January 19th); Washington's Birthday (February 22nd); Good Friday; Memorial Day (May 30th); Jefferson Davis Day (June 3rd); Independence Day (July 4th); Labour Day; Election Day (1st Tuesday after 1st Monday in November); Armistice Day (November 11th); Thanksgiving Day; Christmas Day. No work can be arranged on New Year's Day, Labour Day or Christmas Day.

TELEPHONES: On board telephones only available at shipyards.

AUTHORITY: Virginia Port Authority, Maritime Tower, Norfolk, Virginia 23510. Tel. 622–1671.

HOMER, Alaska: 59.36 N. 151.25 W.

DOCUMENTS: See "Anchorage – Alaska".

PILOTAGE: Homer Pilots Association, Radio KTE 21, tel. 235–8526.

ANCHORAGE: Kackemak Bay is excellent anchorage for vessels of any size. Foreign vessels may enter bay to anchor, but must have a Pilot aboard to come to dock.

BERTH: 130 ft. face sloping bottom suitable for vessels with 20 ft. draft or less at chine. 280 ft. addition is to be installed spring 1971, giving a 410 ft. face. Inside and outside storage is available for holding and staging. Water, gasoline and diesel are available on dock.

RADIO: Homer Port Radio – KTE 39.

TUGS: Available in small boat harbour.

MEDICAL: Homer Hospital is a nine-bed hospital with 2 full-time doctors.

EMERGENCIES: Police department and a volunteer fire department are available plus a rescue truck.

AIRPORT: Daily air service.

AUTHORITY: City of Homer, Box 335, Homer, Alaska 99603, tel. 235–8597/8767/8756, manager tel. 235–8861, Harbour Master tel. 235–8952.

HOUSTON, Texas: 29.45 N. 95.20 W.

DOCUMENTS:

1 visaed Crew List.
3 Passenger Lists.
3 or more copies of complete Manifests of Cargo for discharge at all U.S. ports.
2 or more copies of Manifest of Cargo for each individual U.S. port
1 Souvenir List.
1 Stores List.
Ship's Register.
Tonnage Tax.
Load-line Certificate.
Nationality Certificate.
No health document required.

PILOTAGE: Radio to local Agent who arranges Pilot and specifies boarding time. U.S. Coast Guard requires 24 hours notice in advance of arrival Galveston Bar. Pilot boats and station on VHF Channel 12, Bridge to Bridge is Channel 13 and tugs for docking and off-docking on Channel 14. 3 Pilot boats marked HP No. 1–53 ft., HP. No. 2 – 61 ft. and HP No. 3 – 106 ft. in length. Pilot boats contacted by light in International Morse code; No sound signal. Pilot taken on board at Sea Buoy No. 1, located 6·7 miles from Galveston. Seldom, if ever, is water too rough for boarding at above location. Anchorage located in Bolivar Roads, 6·7 miles inward from Sea Buoy No. 1.

ANCHORAGES: Anchorage for Houston is only in Bolivar Roads in Galveston, Texas, which has ample space and depth for all Houston bound vessels.

RESTRICTIONS: None with respect to time of day or night, or with state of tide.

MAX. SIZE: Maximum 850 ft. long, 115 ft. breadth and 40 ft. draft. Tide minimal, effected primarily by wind only.

HEALTH: Dock boarding by quarantine officers.

RADIO: International Telephone and Telegraph – ITT – Galveston call letters KLC.

TUGS: Tugs come alongside just off dock or immediately prior to entering turning basin if vessel is to turn, or at Pilot's discretion.

BERTHING: No special requirements other than authority from terminal operator local Agent.

BRIDGES: Presently none. One bridge to be constructed to cross channel immediately East of Public Wharf 31 will have clearance of 145 ft.

STEVEDORES: Stevedore, on advice from representative of local Agent, must order labour prior to 1900 for 0700 or 0800 start the following day. Can order at 0800 for 1000, 1100 a.m. for 1300 and 1700 for 1900 start. Gangs must be ordered prior to 1900 on Saturday for Sunday or holiday.

MEDICAL: Give sufficient notice to order doctor or ambulance. Numerous hospitals available. Seaman's health certificate required.

TANKERS: No specific requirements for oil carriers with respect to load/discharge lines. Tankers must be gas free to enter turning basin area. Approximately 12 tanker berths, excluding Humble Oil & Refining Co. in Baytown, Texas.

DENSITY: Classed as full fresh but varies with rainfall and tide, usually 4 to 5 in. allowance on full draft.

FRESH WATER: Available at all terminals through pipe and hose. Charge 75c per 1,000 gallons with service charge of $1.00 for each separate connection on vessels under 500 gross registered tons, and $3.50 for each separate connection on vessels 500 gross registered tons and over.

FUEL: All grades and viscosities avaiable.

FIRE PRECAUTIONS: All standard precautions per code of Federal Regulations plus local ordinances. Tankers, unless gas free, not permitted at wharves in the immediate turning basin area.

DEVELOPMENTS: Three new berths, public wharves 29, 30 and 31, have been completed. Channel depths to be maintained at 40 ft. Bayport development East and South of Morgans Point to have deep draft berths for liquid bulk and general cargo.

GANGWAY/DECK WATCHMEN: Not required, but are available and can be arranged by local Agent at Master's request.

OPENING/CLOSING HATCHES: By stevedores only—vessel will be charged for this work if done by crew.

CUSTOMS ALLOWANCES: Tobacco, 300 cigarettes, 100 cigars, 1 lb. of tobacco or combination for each man. Wine and/or Spirit, one quart for each crew member.

CARGO GEAR: Cargo gear safety certificate required.

IDENTIFICATION CARDS: Immigration Form I-95 card required.

CONSULS:

Argentina	224–8407	Italy	228–1200
Belgium	228–5750	Japan	224–9565
Bolivia	453–1313	Jordan	224–2911
Brazil	526–3941	Korea	227–4856
Chile	864–7670	Liberia	227–3730
China	223–6564	Luxembourg	649–4601
Columbia	227–5420	Mexico	223–1700
Costa Rica	748–6705	Netherlands	224–9656
Denmark	228–3835	Nicaragua	747–3827
Dominican Republic	523–4131	Norway	528–5661
Ecuador	228–2151	Panama	523–3305
El Salvador	522–3306	Paraguay	668–8989
Finland	921–4196	Peru	665–6911
France	228–0128	Portugal	523–5531
Germany	529–3731	South Africa	223–4181
Great Britain	223–2301	Spain	223–7997
Guatemala	522–6737	Sweden	524–7459
Haiti	748–5754	Switzerland	774–4670
Honduras	528–6589	Uruguay	523–8257
Israel	225–5417	Venezuela	223–6395

REPAIRS: All types available.

DRY DOCKS: Todd Shipyard, 485 ft. long, 17 ft. draft, 8,200 long tons.

REPATRIATION: Danner Guard Service can handle all phases.

AIRPORT: Approximately ½ hour by car; served by regular airlines.

TIME: Central Standard with daylight saving time effective from April to October.

HOLIDAYS: January 1; February 22; March 2; May 30; June 19; July 4; First Monday in September; November 11; December 25. No work performed on first Monday in September and December 25 except in emergency.

POLICE/AMBULANCE/FIRE: All services provided or available.

TELEPHONES: Currently no arrangements for placing telephones aboard but easily accessable on wharves.

SERVICES: All services available.

SHORE LEAVE: Shore leave granted except when individual not qualified.

AUTHORITY: Harris County Houston Ship Channel Navigation District, 1519 Capitol Avenue, PO Box 2562, Houston, Texas 77002. Tel. 225–0671.

HUENEME, California: 34.09 N. 119.12 W.

DOCUMENTS: See "San Francisco".

PILOTAGE: It is requested that ships entering port stand by one mile off harbour entrance and await port Pilot who will board from a tug. The U.S. Coast Guard Station at the harbour entrance maintains a radio beacon.

All vessels 300 gross registered tons and over entering, leaving and shifting within the Port of Hueneme, including area of the Oxnard Harbor District, must be piloted by a port Pilot duly licensed to perform the services of piloting vessels within the Port of Hueneme. The Oxnard Harbour District does not maintain Pilots; licensed pilots are available on a 24-hour-a-day basis from the Commanding Officer, Naval Construction Battalion Center. As a service to all vessels, requests for Pilots may be made by Agent or ship to General Manager of Oxnard Harbor District, who will act for ship in obtaining necessary Pilots. They can also be obtained by an electronic message request addressed to "CO, CBCEN, PORHUE" or by direct request to the Port Services Officer, U.S. Naval Construction Battalion

Center. Published rates are 1.2c per gross registered ton. It is not necessary to change Pilots at this port.
ANCHORAGE: If there is a wait for Pilot caused by weather, visibility, congestion in harbour, or any other reason, the best anchorage area is West-south-west of the harbour entrance where there are no hazards and there is some protection afforded by the natural curve of the coastline.
RESTRICTIONS: The length of entrance channel is 2300 ft. The narrowest width of harbour entrance channel is 330 ft. However, because of prevailing fresh winds, this is a one-way channel; thus, deep-draft ships not able to manoeuvre easily in a restricted channel have precedence over smaller craft.
RADIO: The U.S. Coast Guard Station, Port Hueneme, located at the entrance to harbour, guards the following frequencies: 2182 kc/s., 156·8 Mc., 157·1 Mc. After initial call up the Coast Guard can shift to 2670 kc/s., 2694 kc/s., 5080 kc/s. The Naval Construction Battalion Center (Port Hueneme Control) guards 2182 kc/s., 2150 kc/s. and 2716 kc/s. The harbour tugs guard 2150 kc/s. voice continuously. The harbour pilots, when expecting a commercial merchant vessel guard 2761 kc/s. voice circuit and voice call "Port Hueneme Control Three".
HEALTH: Ships required to pass quarantine may enter port and moor. "Q" Flag is to be flown. Upon mooring, ship must post gangway watch until ship has passed quarantine. A local physician has the authority of U.S. Public Health Officer and conducts the check. When port of Hueneme is its port of first arrival in the United States from foreign ports or from states other than California, a ship must be inspected by the Department of Agriculture. There is a local representative in Oxnard. The Oxnard Harbor District will order officials if requested by ship or Agent.
TUGS: Tug services for port of Hueneme are furnished by the Commanding Officer, Naval Construction Battalion Center, Port Hueneme, California. Requests for tug services may be made to the General Manager of the Oxnard Harbor District, who will act as Agent for ship in forwarding them. Two tugs are available on a 24-hour basis. They are Class UTM, with 1,000 shaft horsepower. The number of tugs to be used on any movement is determined by port Pilot in charge of the movement. Tugs are not available for deep-sea towing, except in case of emergency to save life or property. Minimum straight time charge per tug is $85.00; nights, week-ends and holidays, $95.00. As a service to all vessels, the Oxnard Harbor District, acting as Agent for vessel, will pay all necessary tug fees to United States Government, subject to reimbursement conditions as arranged between the vessel, her owners, or Agents, and the General Manager, Oxnard Harbour District. Seldom are tug charges more than the minimum due to the short transit time to berths.
BERTHING: Berthing arrangements should be made with the General Manager by Agent as far in advance of arrival date as possible, specifying dates of arrival and sailing, and nature and quantity of cargo to be handled. The Oxnard Harbor District also has a licence agreement with the U.S. Naval Construction Battalion Center, Port Hueneme, for the use of additional berths and terminal facilities on an "as available" basis. Prior arrangements must be made, should use of these additional facilities be desired or necessary. The Port of Hueneme presently is constructing additional berths and appropriate terminal facilities. At the present time there are 9 deep-draft berths within the entire port area.

Soundings in excess of 30 ft. of water at mean lower low water. Bottom is sand and mud. Mean low water is +1.5 ft. Height of wharf above MLLW is 13 ft.
STEVEDORES: All stevedore work is presently performed by resident stevedores, the Marine Terminals Corporation, who also have offices in San Francisco, Long Beach, etc. They maintain an office at 200 West Clara Street, Port Hueneme. They provide modern handling equipment to suit cargo's need. There is no special fixed bulk handling equipment available as yet. Longshoremen are members of the International Longshoremen's and Warehousemen's Union and conform to the Pacific Coast Longshore Agreement. Hours of work are as outlined in this agreement. Longshoremen at this port do all covering and uncovering of hatches and rig the gear. There are fourteen gangs available in the port. Day and night gangs for Tuesday through Saturday (except Monday through Saturday, 7 p.m. initial start) must be ordered by 3.30 p.m. the previous day. Night gangs required Monday for a 7 p.m. initial start, and Sunday and Monday gangs must be ordered by 11 a.m. Saturday. Cancellation time is same as ordering time, if gangs which have been ordered are cancelled after the aforementioned deadlines, the agreement's four-hour minimum applies. Normal day shifts begin at 8 a.m. and normal night shifts at 6. p.m. Each shift consists of 8 hours and on sailing day 10 hours may be worked by the final shift. There are no obstructions on the wharf to keep all hatches from being worked concurrently.
MEDICAL ATTENTION: Patients are provided medical attention at the Medical Center, Port Hueneme, or St. John's Hospital, Oxnard California. Temporary visa must be obtained from Department of Immigration and Transportation if a crew man or passenger must remain after the ship sails.
FRESH WATER: Fresh water is available. There are hydrants along the wharf and delivery to ship is effected by hose. Water is good to taste but is hard. It is suitable for boilers. Contact wharfinger on duty for delivery of water.
FUEL: Fuel and diesel oil are obtainable from a local port-based tenant. Quantities beyond the capability of that tenant's ability can be delivered by tank truck direct to ship's tanks. In an emergency, the Navy will make Navy special black oil available.
REPAIRS: Minor repairs may be made in port. Machine shops in Ventura and Oxnard are qualified for normal voyage repair work.
WATCHMEN: Gangway or special wharf watchmen are available upon request.
DEVELOPMENTS: Due to the Oxnard Harbour District Expansion Program, the berthing space available at Wharf 1 has been restricted to one 550 ft. deep-water berth until mid-1971.
TELEPHONES: Two pay-telephone booths are located at the South-west corner of Wharf 1 adjacent to the wharfinger's office and maintained for the convenience of ships berthed at Wharf 1. The wharfinger's office has a telephone which may be used by people calling in to contact the ship. This phone is manned 24 hours a day for convenience. Its number is (805) 488–4615. The Port of Hueneme office telephones are available to ship's officers and Agents for local calls or collect long distance calls. Wharf lines permit a telephone to be installed at a nominal charge if desired by Agent.
HEAVY LIFT EQUIPMENT: The U.S. Navy, in special circumstances, makes available a 65-ton floating derrick barge, subject to its prior needs. The General Manager of the Oxnard Harbour District will assist those desiring derrick barge services. Typical rental cost is about $150.00 per hour on a straight time basis (8 a.m.–4.30 p.m. on week-days) and $185.00 per hour on an overtime basis (4.30 p.m.–8 a.m. during week-days and all hours on Saturdays, Sundays and holidays). This includes equipment costs, mobilisation time, man-power, fuel and use of required slings.
HOLIDAYS: U.S. Federal holidays are observed by the Port and Terminal management. If stevedoring is required on holiday it is performed in accordance with the International Longshoremen's and Warehousemen's Union-Pacific Coast Longshore Agreement.
AUTHORITY: The U.S. Navy (Commanding Officer, U.S. Naval Construction Battalion Center) exercises overall Port Control Authority; the Oxnard Harbor District is solely responsible for its commercial operations.

Oxnard Harbor District Board of Harbor Commissioners 105, Port Hueneme Road, Port Hueneme Cal. Tel. (805) 488–3677.

HURON, Ohio: 41.24 N. 82.35 W.

Refer to "St. Lawrence Seaway" for important general information.
PILOTAGE: None required other than what is required for Great Lakes.
ANCHORAGE: Depth 3 to 10 fathoms.
MAX. SIZE: Length 716 ft., breadth 75 ft., draft 25 ft. 9 in.
RADIO: WMI Lorain.
TUGS: Meet vessel at the Pier Head. Use ship's lines.
STEVEDORES: None available.
FRESH WATER: Available.
FUEL: None available.
IDENTIFICATION CARDS: Required by Immigration.
CONSULS: Nearest at Cleveland.
REPAIRS: No facilities.
REPATRIATION: No facilities.
AIRPORT: 50 miles from port (Cleveland International Airport).
POLICE/AMBULANCE/FIRE: 433–4114.
SHORE LEAVE: Allowed.
PORT AUTHORITY: The Huron Joint Port Authority, 107 Wall Street, Huron, Erie County, Ohio, 44839, U.S.A.

JACKSONVILLE, Florida: 30.20 N. 81.40 W.

DOCUMENTS:
Public Health:
Maritime Quarantine Declaration Form HSM 13.19.
Customs:
3 U.S. Customs Manifests for cargo to be discharged at first port of entry.
2 U.S. Customs Manifests covering all other cargo on board vessel for discharge at other than first port of entry.
3 Stores Lists.
3 Crew Lists.
3 Passenger Lists.
3 Curio and Crew Personal Items Lists.
Vessel's Clearance from last port.
Vessel's Register and Load Line Certificate.
Vessel Utilization and Performance Report.
Form MA.578 for dry cargo vessels.
Immigration:
1 Certified Crew List and Landing Permit form I–95A for each crew member.
Valid passport for each crew member.
PILOTAGE: Vessels approach Pilot Entrance Buoy STJ No. 2 (Red) approximately six miles at sea off jetty entrance to St. John's River. Pilot station located just inside jetty on river channel at Mayport Naval Station. Pilot station operates both VHF and UHF frequencies, VHF Channels 16 and 18A. UHF Frequencies 2738 and 2182. Pilot cable address "Jaxpilot". Pilot boards from pilot boat Jaxpilot just east of sea buoy STJ No. 2. Pilot boat does not maintain station at sea but answers call or is dispatched on information by vessels' agents. Vessels anchoring awaiting Pilot should anchor as near entrance buoy as safely possible.
ANCHORAGES: Two anchorages located inside harbour near dock sites with depth of about 31 ft.
RESTRICTION: For vessel drawing not more than 30 ft. water no restrictions and vessel can enter and clear harbour on 24 hour basis. Pilots and tug assistance available all hours day or night. Vessels drawing more than 30 ft. required to await tide.
MAX. SIZE: Draft should not exceed 31 ft. for dry cargo vessels and 34 ft. for tankers.
HEALTH: Vessels boarded on arrival at piers by Health Officials.

Vessel may obtain radio free pratique by making request at least 48 hours prior to arrival. Request is made to local Agent who obtains clearance from Public Health Service and replies to Master that request has either been granted or denied. In request for free pratique Master must indicate nature of any illness on board vessel. In the event of communicable diseases vessel can proceed in harbour but must give advance notice of disease either in suspect or actually existing.

RADIO: Tropical Radio, Miami, Fla. Call letters WAX. Lantana Radio, Boynton Beach, Fla. Call letters WOE.

TUGS: Under normal conditions with vessels able to proceed under own power, tugs approach vessel in vicinity of pier at which vessel is to dock. Tugs use own lines but no charge made.

BERTHING: Vessels can dock day or night. Transit time from pilot station to berths about two hours.

BRIDGES: Only one bridge that vessel would have to negotiate and that only if docking at Commodore Point terminal.

STEVEDORES: Master should keep Agents closely advised by radio of ETA and any amendments to first ETA given. Recommended that Master give ETA 72–48–24 hours in advance to arrival. Enables ordering gangs or cancelling gangs ordered in event of delayed ETA.

MEDICAL: Hospital facilities available. International Vaccination Certificates required by all crew members.

TANKERS: All petroleum terminals provide own hose ranging from 8 in. to 12 in. Prior to arrival, Master should request information from Terminal Company size of connection required. Three berths available. Depth alongside 34 ft.

DENSITY: Varies from fresh water 1·000 density to mixed salt water 1·0075 density. St Johns River is fed from fresh water sources and for most practical purposes may be considered fresh.

FRESH WATER: Fresh water supplied by barge at cost of 0·50c. per ton, including delivery with minimum 100 tons.

FUEL: Most grades marine fuels available ranging from bunker "C" to light marine diesels with intermediate blends in between. Most major oil companies have bunkering facilities.

FIRE PRECAUTIONS: No smoking except in officers' lounge and crew's lounge. No open flames. No sparking from funnel.

DEVELOPMENTS: New marginal wharves with marginal tracks and supporting warehouses now under construction. Also planned deepening of river channel from sea buoy to dock area from present 34 ft. to 38 ft. Container berth presently under construction at Blount Island which will be equipped with 45 tons Paceco type crane.

GANGWAY/DECK WATCHMEN: Watchmen services available but not necessary.

OPENING/CLOSING HATCHES: Crew may open hatches prior to vessel's arrival at dock. After arrival at dockside this work reserved for longshoremen. Vessels equipped with McGregor type of other automatic opening devices, crew may open hatches at any time. Longshoremen do not open and close these type hatches.

CERTIFICATES: Vessel Register, Load Line, Gear Certificate, De-rat.

CUSTOMS ALLOWANCES: Tobacco: 200 cigarettes per man. If vessel remains in port over extended period of time, sea stores can be opened under customs supervision and additional allowances made. Wine/Spirits: No specific limits as to quantity allowed per man; customs accept Masters' recommendations for allowances so long as they are reasonable. This applies to beers, wines and spirits.

IDENTIFICATION CARDS: Form I–95A only.

CONSULS: Vice-Consulates – Norway, Denmark, Sweden, Finland, Italy, France, Venezuela, Guatemala, Uruguay, Dominican Republic.

REPAIRS: All types engine and deck repairs possible. Two well equipped shipyards.

DRY DOCKS: Three large dry docks of 16,000 to 20,000 tons capacity and three smaller dry docks of 6,000 to 10,000 tons capacity.

REPATRIATION: Facilities available to effect crew changes and repatriation.

AIRPORT: Airport 20 miles. Daily flights to all major U.S. cities.

TIME: Eastern Standard Time and Daylight Saving Time during summer months late April through October.

HOLIDAYS: Holidays observed by Stevedores: New Year's Day (Jan. 1st); Martin Luther King's Birthday (Jan. 15th); Lincoln's Birthday (Feb. 12th); Geo. Washington's Birthday (Feb. 22nd); Memorial Day (May 30th); Independence Day (July 4th); Labour Day (First Monday September); Columbus Day (October 12th); Armistice Day (Nov. 11th); Thanksgiving (Fourth Thursday November); Christmas (December 25th).

When holidays fall on Sunday, the following Monday observed to the extent of paying overtime and eight hour minimum pay period shall apply. No work performed on the following holidays: New Year's Day, Independence Day, Labour Day, Christmas Day.

POLICE/AMBULANCE/FIRE: Police 356–7392; Ambulance 355–8833; Fire 355–8833.

TELEPHONES: No facilities available for placing phones on board vessels except in shipyards.

SERVICES: Compass-Adjusting, radar, navigational equipment. No tank-washing or tank-cleaning services available.

SHORE LEAVE: No restriction on shore leave if not detained by immigration.

PORT REGULATIONS: No garbage to be disposed overside, no pumping of dirty ballast into river. Smoke emissions must be controlled to minimum.

AGENT: Southern Shipping Company, PO Box 4668, Jacksonville, Fla. 32201. Telephone Area 904 355–4751. Cable address "Soshipco" After hours contact: C. R. Opper (Area 904 388–4374); J. Miller (Area 904 742–4516). Nature of business: Steamship Agents, Stevedores, Foreign Freight Forwarders.

KETCHIKAN, Alaska: 55.20 N. 131.38 W.

DOCUMENTS: See "Anchorage, Alaska."

PILOTAGE: South eastern Alaska Pilots Association, Bo x1539, Ketchikan Alaska 99901. Telegraphic address; Alaska Pilots Ketchikan.

The Alaska Pilot Service requires 5 days, 48 hours, and 12 hours advance notice of ETA and can be contacted on Channel 16 VHF or 2182 kHz.

The pilot boat "Magdalene" (WA 7513) normally rendezvous with the vessel ¾ mile 900°T from Guard Islands.

ANCHORAGE: Safe anchorage can be obtained in the area for deep-draft vessels; however there are no specified anchorage areas.

MAX. SIZE: The largest vessel to be berthed to date is a 26,000 ton freighter; however larger vessels could be accommodated.

RADIO: Cables to Agent, Receivers, and Pilots can best be routed through AKM Juneau.

TUGS: Tugs can be arranged through the ship's Agent. Lines from tug are normally used with no additional charge.

BERTHING: No special requirements. Berthing arranged through Shipping Agent.

STEVEDORES: Stevedores obtained through shipping Agent. 24 hours notice normally required.

MEDICAL: Medical matters may be referred to shipping Agent. Excellent hospital and out-patient treatment facilities are available.

FRESH WATER: Ample fresh water available at no cost.

FUEL: Fuel available for deep-draft vessels: PS–300. Vis. 33.5 Pour Pt. —15 to —20.

TANKERS: Tow-away lines required fore and aft.

WATCHMEN: Recommend security watch for passenger vessels. Watchmen can be arranged through the shipping Agent.

HATCHES: Opening/closing of hatches done by longshoremen.

IDENTIFICATION CARDS: Crew identification cards are required by Immigration officials.

CONSULS: The nearest Consul is in Anchorage, Alaska.

REPAIRS: Repair facilities are limited. Excellent welding and machine-shop services are available, however.

REPATRIATION: Repatriation matters can be handled through the shipping Agent and Immigration officials.

AIRPORT: Daily flights to and from Seattle as well as points North may be obtained.

TIME: Ketchikan is on GMT minus 8 hours during the winter and GMT minus 7 during the summer. Times changes the third Sunday in April through the third Sunday in October.

AUTHORITY: Captain of the Port, c/o U.S. Coast Guard Base, Ketchikan, Alaska.

KINGS BAY, Georgia: 30.49 N. 81.31 W.

DOCUMENTS:

Crew List, from foreign, 1 Crew List visaed by American Consul in or near foreign port of departure; Coastwise, U.S.A., three copies, one for Customs, one for Immigration and one for the Agents' office.

Curio List, three copies, both from foreign and coastwise movements.

Stores List, three copies, both from foreign and coastwise movements.

Five copies of Foreign Manifest.

Five copies of Bill of Ladings.

Permit to sail from foreign.

International Vaccination Certificates and/or other health certificates.

PILOTAGE: Channel entrance is between Cumberland and Amelia Islands, and is approximately 11 miles in length, 200 ft. wide and 32 ft. deep at MLW. Kings Bay Pilot usually boards vessels at the St. Mary's Entrance Sea Buoy No. 1 or 1 mile East of St. Mary's Entrance Buoy No. 2. Pilot may be reached by marine phone (ship-to-shore), Fernandina Beach, Florida, tel. 261–3824 or 261–3495. There are two turning basins, one 2,400 ft. long by 800 ft. wide and 32 ft. deep at MLW, and the other is 1,996 ft. long by 800 ft. wide and 32 ft. deep at MLW.

ANCHORAGE: Two, capable handling deep draft vessels. Pilot handles this phase.

MAX. SIZE: 650 ft. in length, 32 ft. in depth.

HEALTH: Boarding physician. New modern hospital located in St. Mary's, Ga.

RADIO: Kings Bay has only marine ship-to-shore telephone facilities. Cables arrive through R.C.A. Communications via Lantana, Fla., Radio, and Chatham, Mass., Radio and via Western Union.

TUGS: Available.

BERTHING: Berthing at any time, except when draft requires to come in on high tide, rise and fall of tide is 6 ft.

STEVEDORES: All stevedoring performed by St. Mary's Stevedoring Company, St. Mary's, Ga., on high explosives. General cargo, outside stevedores permitted.

FRESH WATER: Plenty of fresh water available, pumped into ship's tanks via hose. Price $0.55 per ton of 2,000 pounds. Hose rental where required $7.50, a flat charge.

FIRE PRECAUTIONS: Smoking in the warehouses, on wharf or on any vessel while loading or discharging any inflammable or explosive cargo is strictly prohibited. In the event of a fire occurring on board any vessel berthed at the Kings Bay Marine Terminal, except vessels under way, such vessel may sound five prolonged blasts of the whistle or siren as an alarm indicating fire on board or at the dock to which the vessel is moored. Fire hose on dock and water running therefrom when loading plus fire extinguishers placed at various intervals.

GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: Crew open, stevedores close.
CUSTOMS ALLOWANCES: Tobacco and wine/spirits – reasonable quantities for personal use.
IDENTIFICATION CARDS: Immigration issues landing permit.
REPATRIATION: Via airlines at Jacksonville, Florida, 41 miles away.
TIME: Eastern Standard Time.
HOLIDAYS: New Years' Day (1st January); Lincoln's Birthday (12th February); Washington's Birthday (22nd February); National Memorial Day (30th May); Independence Day (4th July); Labour Day (first Monday in September); Columbus Day (12th October); Thanksgiving Day (fourth Thursday in November); Armistice Day (11th November); Christmas Day (25th December)' In the event of one of above holidays falling on a Sunday, the following Monday will be observed.
POLICE/AMBULANCE/FIRE: Police Departments St. Mary's and Kingsland, Ga., plus County Sheriffs. Ambulance, Kingsland. Fire, both Kings Bay and St. Mary's, Ga.
TELEPHONES: Only three lines and all in office of Blue Star Shipping Co. No telephone service to be placed on board vessel.
SHORE LEAVE: Only via Immigration landing permit. No taxi service, no bus lines operate from Kings Bay, Ga. Since nearest town is 11 miles away, crew as a rule remain aboard vessel.
PORT AUTHORITY: None. Blue Star Shipping Corporation, St. Mary's, Ga., operates the port.

AGENTS: Blue Star Shipping Corporation, PO Box 487, St. Marys, Georgia. Zip Code: 31558.

LAKE CHARLES, Louisiana: 30.13 N. 93.15 W.

DOCUMENTS:
3 copies Cargo Manifest (Forms 7527–A or 7527–B), the original showing all cargo on board, and 2 copies showing only cargo for this port.
2 copies Crew Manifest (curio list).
2 copies Stores List.
2 copies Passenger List (Form I–418).
2 copies Crew List (Form I–418).

Customs boarding officer will also examine Ship's Register and Load Line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad, or 24 hours from arrival from a United States port:
Health Pratique.
Master's Oath (Customs Form 3255).
All foreign clearances.
U.S. Certificates of payment of Tonnage Tax (Customs Form 1002).
Certified Crew List.

PILOTAGE: Radio Agent ETA., who will arrange Pilot board at Calcasieu Bar.
ANCHORAGE: At Calcasieu Bar only.
RESTRICTIONS: Entrance channel 40 ft. depth. Distance 40 miles.
MAX. SIZE: 1,000 ft. length, 38 ft. draft.
HEALTH: Radio pratique may be granted basis information received prior to arrival of vessel, provided no communicable diseases on board. Normally, vessels are boarded by medical officers on arrival unless free pratique previously given at U.S. port in the same voyage. If granted free pratique, vessel may enter port and discharge passengers and cargo. If given provisional pratique, vessel may enter port, but must take any additional measures specified in connection with discharging passengers and cargo until free pratique is given.
RADIO: Tropical – New Orleans, WNU.
TUGS: Meet vessel thirty minutes away from berth. Use tugs' own lines. Two for berthing, one for unberthing.
BERTHING: Bulk handling facilities: 2 berths, 1,004 ft. continuous length, depth alongside 40 ft. 2 loading units, hourly loading rate 125 tons per unit.

Cities Service Oil Co. B-Dock, 673 ft. length, 40 ft. depth; C-Dock, 660 ft. length, 40 ft. depth; C-Dock 665 ft. length, 40 ft. length.

Continental Oil Co. Berth 1, 1,000 ft length, 40 ft. depth; Berth 3, 1,000 ft. length, 40 ft. depth,

Columbia Southern Dock, 650 ft. length, 30 ft. depth.

Olin Mathieson Dock, 400 ft. length, 28 ft. depth.

DENSITY: Saltwater in summer, fresh in winter. Allow density 1000 for drafts.
FRESH WATER: Available at all berths at 60c per 1,000 gallons.
FUEL: Bunker "C" and diesel available at Cities Service berths; other berths none available except light marine diesel delivered by tank truck.
CUSTOMS ALLOWANCES: At the discretion of Customs officers. Normal allowance is 200 cigarettes or 2 lb. tobacco and one quart wine or spirits per man. Additional allowances may be given if considered necessary, due to length of vessel's stay in port.
IDENTIFICATION CARDS: Standard U.S. Immigration Forms I–95 to be made up for each crew member on arrival. Not necessary for crew man already holding Form I–95, issued for the same vessel.
REPAIRS: Small repairs carried out only; very limited facilities.
REPATRIATION: Facilities exist. Arrange through Agent.
AIRPORT: Seven miles from port. One line (TI) nine flights per day.
TIME: On CST, that is GMT minus 6 hours.
HOLIDAYS: Only two days affected on which no work carried out – Labour Day and Christmas Day.
POLICE/AMBULANCE/FIRE: Police, 439–4511; Ambulance, 477–5530; Fire, 433–4633.
TELEPHONES: None on board ship.
SHORE LEAVE: Allowed if not detained by immigration.
PORT AUTHORITY: Lake Charles Harbour and Terminal District, H. M. Neely, Director of Port, PO Box AAA, Lake Charles, Louisiana 70601. Tel. 318–439–3661.

LONG BEACH, California: 33.45 N. 118.13 W.

DOCUMENTS:
Certificate of Registry.
Foreign Clearance Pratique—White or Yellow.
International Loading Certificate—Tonnage Certificate (Admeasurement).
Inspection Certificate.
Derat Certificate.
Radio Safety Certificate.

Inbound cargo for discharge—United States must have a Travellers Manifest (Form 7527), original manifest, and dock inspection copy covering cargo to be discharged at first U.S. port of entry. Custom's Utilisation Form 7801 (Inbound), Form 7802 (Outbound) must be filed within 10 working days after vessel's entry at first US port. Landing permits must be made out prior to arrival for all crew men of alien origin for the U.S. Department of Immigration. Three sets of crew lists (Form I-418) must be presented to U.S. Customs, plus 2 sets to the Immigration Inspector, and 1 for the U.S. Public Health Service (Quarantine), and 3 sets stores lists plus 3 sets curio purchases list for U.S. Customs.

American ships from foreign ports: (1) Customs Form 3415 Affidavit of Repairs Abroad; (2) Certified Crews List.

Foreign Ships: 1 copy of visaed crew list for Immigration.

Other forms may be necessary under certain circumstances, but normally can be taken care of after vessel's arrival.

If foreign vessel from foreign port departs for a foreign port, 2 copies of (Form 1-418) covering crew changes in United States must be submitted to Department of Immigration upon sailing.

Reports mentioned above are all government laws, requested by U.S. Customs, U.S. Immigration, Department of Agriculture, Public Health Service, and B.I.A.

Procedure of presenting documents: Documents must be presented to Quarantine Boarding Officer and Customs Broker and/or Agent, during or immediately after quarantine.

PILOTAGE: Pilots ordered by local Agents. Order placed by telephone to 435–6354. Local tariff requires at least 1 hour notice prior to arrival. Pilot station contacted on VHF radio Channel 12 (156.6 M.C.) or Channel 16 (156.8 M.C.). Pilot boats motor cruisers, light gray, fly International Flag "H". Local whistle signal for a Pilot on ship's whistle, one short and one long blast. Pilot boat normally meets vessels in vicinity Long Beach Sea Buoy or approximately 1 mile South of breakwater entrance. Vessels should have Pilot ladder on starboard side, weather permitting. In bad weather vessels may be required to proceed inside breakwater entrance prior to Pilot boarding.
ANCHORAGE: Preferable outside anchorage approximately ½ mile South-east of Long Beach Sea Buoy in 66 ft. of water. Inside anchorage available North-east of channel in outer harbour at approximately 8 fathoms of water depth. Special explosive anchorages available by request, West of entrance channel in 48 ft. of water.
RESTRICTIONS: Vessels with dangerous cargoes aboard or loading or discharging such cargo within port district shall obtain permit from U.S. Coast Guard, countersigned by Long Beach Fire Prevention Bureau and Long Beach Port Authority, subject to safety inspection prior entry to assigned anchorage or berth. (Application for entry or handling dangerous cargoes must be requested by Steamship Company or authorized Agent and approved prior entry.)
MAX. SIZE: (1) Average depth of water at general cargo berths is 37 ft. at mean-lower-low-water.

(2) No restriction as to length or breadth of vessel at general cargo berths.

(3) Dry bulk facility berths average depth at mean-lower-low-water is 42 ft. No restriction on length. However, ships with over 130 ft. beam might experience some difficulty in loading without turning ship.

(4) Four bulk oil facilities, two with 53 ft. of water at mean-lower-low-water and two with 37 to 49 ft. of water at mean-lower-low-water alongside berths. Vessels up to 1,000 ft. length could use deep-water oil facilities. No restrictions as to beam. However, a vessol drawing 53 ft. of water would have to move in or out on a high tide.
HEALTH: Pratique is a certificate issued by Quarantine Office of U.S. Public Health Service releasing a vessel from Quarantine.

(1) Radio Pratique may be granted by medical officer, by radio, basis information regarding vessel, cargo and personnel aboard, received prior to arrival of ship, when in the judgement, and in accordance with instructions by Surgeon General, U.S. Health Department, entry of vessel will not result in introduction, transmission or spread of communicable diseases.

(2) In general a vessel arriving in port under control of United States shall undergo Quarantine Inspection prior entry unless in current voyage vessel has not touched any port other than ports under control of United States. Exception: Inspection required if vessel has aboard person infected or suspected of being infected with any infectious communicable diseases or arrives directly from port where at time of departure were present or suspected of being present cholera, plague or yellow fever, or where there was significant increase in prevalence of smallpox or typhus at time vessel touched there.

(3) Notwithstanding above, a vessel receiving pratique at a port under control of United States, or Possessions, a duplicate pratique

from Canada or the Canal Zone, shall comply with any conditions and carry out any additional measures specified in pratique.

(*a*) Free pratique shall signify that vessel and Master may enter, discharge cargo and land passengers.

(*b*) Provisional pratique shall signify that vessel may enter, but additional measures as specified in such certificate must be taken in connection with discharge of cargo or landing of passengers, or sanitary conditions of the vessel. Free pratique shall be issued after such additional measures have been completed.

RADIO: Station KOK Intermediate 500–464 kc/s. High Frequency 6463.5 kc/s., 8590 kc/s., 12993 kc/s or 17064.8 kc/s.

TUGS: Tugs will meet vessel inside breakwater prior reaching inner harbour area. Pilot and tugs are in communication.

BERTHING: No requirement as to time of entry providing berthing arrangements have been made with Port Authority. Assignments classified as follows:

Preferential Assignments. Secondary Assignments, Subordinate Right granted for use of Preferential Assigned Berth. Temporary Assignment—temporary permission granted to use certain berth.

Note: All berth assignments shall be held by Assignee subject provisions of Port of Longbeach Tariff No. 3 as to charges, rates, rules and regulations applicable thereto, and to all of terms, conditions and provisions contained in such assignment.

BRIDGES: No restrictions into port of Long Beach. However, Cerritos Channel which connects Long Beach through back channel has two bridges which must be opened for passage of vessels.

Signal for Opening: Three long blasts on horn or whistle. During inclement weather, call through a megaphone or loud and distinct stroke of bell.

RADAR/VHF: Radar service provided to vessels only if Pilot aboard, in which case radar advisory information will be fed from shore-based radar at pilot station. VHF see "Pilotage".

MEDICAL: Advance notice preferable. Adequate hospital and medical facilities available for providing necessary or emergency care. From information available, Public Health Department may, if required, request certain information prior to granting free pratique for inoculations, Vaccination/Fever Certificates.

TANKERS: Four tanker berths available, operated by private companies. Berths have 40 to 53 ft. of water alongside at mean-lower-low-water. Range between M.L.L.W. and mean-high-water about 5.5 ft. Extreme range of about 9 ft. may occur at times of maximum tide. Chicksan loading and discharge arms used and adapters available for various size fittings. Tanks available for discharge of ship's residue and S.G. and A.P.I. local type oil (loading or discharging).

DENSITY: Local water density 1.025 or pure sea water at all stages of tide.

FRESH WATER: Potable fresh water available all Municipal berths through 2 in. lines at cost of $0.30 per 1,000 gallons. Minimum charge $0.75. Rental charge for use of each 50 ft. length water hose when furnished, $1.00.

FUEL: All grades (viscosities) of bunker fuels available in any amount through pipelines at most Municipal berths, and by barge at anchor or at berths if desired. Notify quantity and type desired to local Steamship Company or Agent.

FIRE PRECAUTIONS: Two fire boats and one fire station; in addition City fire service available.

Special fire precautions required at all berths handling petroleum products or dangerous cargoes. In addition to all applicable provisions of Long Beach Municipal Code, flammable and combustible liquids and flammable gases shall be handled and stored at Marine Petroleum Terminals in accordance with minimum fire safety requirements promulgated by Chief, Department of Fire, City of Long Beach.

DEVELOPMENT: Three container berths recently constructed on 300 acre Pier J; terminals each have travelling gantry crane and back-up parking for 750 containers as well as office spaces, and warehouses for less than container lots. Dredge entrance channels to 53 ft. Recently constructed liquid bulk facility to accommodate products other than petroleum.

GANGWAY/DECK WATCHMEN: Normally used, but only compulsory when detainees aboard. Approximate cost $5.50 per hour.

OPENING/CLOSING HATCHES: Crew can open or close hatches at sea or at anchor. If closed or opened at dockside, the use of longshoremen compulsory.

CUSTOMS ALLOWANCES: Tobacco, each crew member entitled to 300 cigarettes, 50 cigars and 3 pounds of tobacco or combination of above. If stay in port is such that additional tobacco is required, Customs will so issue. Wine and/or Spirit, not to exceed 1 quart of alcholic beverage each adult non-resident. This exemption for alcoholic beverages may be applied to more than one kind but not to an aggregate volume of more than one quart for each adult crew member.

Note: Upon arrival of vessel from foreign port, or vessel engaged in foreign trade from a domestic port, sea stores and ship's stores not required for immediate use or consumption on board while vessel in port, and articles acquired abroad by officers and members of crew, for which no permit to land has been issued, shall be placed under seal, unless Customs Officer is of the opinion that circumstances do not require such action.

CARGO GEAR: Employer shall not use ship's cargo handling gear until he has ascertained that vessel has a current and valid Cargo Gear Register and Certificate indicating that cargo gear has been tested, examined and annealed in accordance with requirements of International Labor Organization Convention No. 32.

IDENTIFICATION CARDS: Required. U.S. Department of Justice Immigration and Naturalization Service Form I-174 must be completed.

CONSULS:

Country	*Phone*	*Country*	*Phone*
Argentina	624–1951	Japan	624–8305
Austria	626–1409	Jordan	465–3708
Belgium	385–8116	Korea	931–1331
Brazil	466–6477	Latvia	620–0300
Canada	622–2233	Lebanon	462–5384
Ceylon	274–7431	Liberia	681–3025
Chile	624–6357	Lithuania	474–1185
China	629–3369	Luxembourg	394–2532
Columbia	935–5143	Malta	685–6365
Costa Rica	462–2060	Mexico	624–9604
Denmark	387–4277	Netherlands	627–2803
Dominican Repub.	278–5036	New Zealand	624–1491
Ecuador	628–3014	Nicaragua	624–6840
El Salvador	464–5600	Norway	832–0955
Estonia	938–7644	Panama	469–8831
Finland	385–1779	Paraguay	464–4811
France	272–5452	Peru	628–9442
Germany	384–2141	Philippines	387–5321
Great Britain	385–7381	Portugal	277–1491
Guatemala	629–1901	Spain	931–1474
Haiti	622–3253	Sweden	628–6308
Honduras	465–7095	Switzerland	388–4127
Iceland	625–7961	Thailand	383–0029
Israel	938–3691	Turkey	275–4282
Italy	622–6618	Uruguay	473–6343
		Venezuela	622–0133

REPAIRS: Within greater port area facilities to accomplish all types of deck and engine repairs.

DRY DOCKS: Within greater port area two large private commercial dock yards, Bethlehem Shipbuilding and Repair, and Todd Shipyard Corporation, with large floating dry docks and repair facilities. Also, three large capacity graving docks located at Naval Shipyard available for emergency use by merchant vessels when not occupied by naval vessels.

REPATRIATION: Through U.S. Department of Justice Immigration and Naturalization Service, and clearance of personal effects by U.S. Customs.

AIRPORT: Los Angeles International Airport approximately 18 miles from port, and provides regular scheduled and international airline service.

TIME: GMT minus 8 hours. United States observes Daylight Saving Time, begins at 2 a.m. (0200) on last Sunday of April each year and ends at 2 a.m. (0200) on last Sunday of October of each year.

HOLIDAYS: "Legal holidays" shall mean and include the 1st day of January, the 12th day of February, the 22nd day of February, the 30th day of May, the 4th day of July, the 1st Monday in September, the 9th day of September, the 12th day of October, the 11th day of November, Thanksgiving Day in November, the 25th day of December, and every day on which an election is held throughout the state of California, and every day appointed by the President of the United States or by the Governor of the State of California for a public fast, thanksgiving or holiday, excepting those appointed by the President or Governor as special or limited holidays. If any of the days enumerated falls upon a Sunday, the Monday following shall be deemed to be a legal holiday.

POLICE/AMBULANCE/FIRE: Port of Long Beach—Police 436–9811; Ambulance 591–3371; Fire 436–8211; Harbour Guard 437–0041; U.S. Customs 436–3916.

In an emergency and unable to dial direct – dial operator giving telephone number and exact location where emergency exists.

TELEPHONE: Installation of telephone aboard ship at Municipal berths costs approximately $20 – service charge, plus $10.30 rental per month. Cost varies if additional equipment or unusual service requested.

GENERAL: For information regarding various social organisations, call 436–9041. Long Beach Recreation Department, for information.

SERVICES: All services from tank cleaning to compass and instrument repair available at various locations within greater port area.

SHORE LEAVE: Crewmen allowed shore-leave providing necessary application presented to U.S. Immigration Officer and approved and Crewmen's Landing Permit issued (Form I-95A). Customs declaration required for articles to be landed by crew members (one quart of alcoholic beverage with seal broken is allowed).

DELAYS: Arrival at berths are normally on time as scheduled. However, there are times of inclement weather or lack of cargo at a berth which might create a short delay. Shortage of longshoremen can also cause a delay in discharging or loading cargo. No delay experienced in bunkering.

AUTHORITY: Board of Harbour Commissioners, Port of Long Beach, 925 Harbor Plaza, PO Box 570, Long Beach, California 90801. Tel. 437–0041 (Area Code 213). Cable Portobeach.

LONGVIEW, Washington: 46.08 N. 122.55 W.

DOCUMENTS:

3 Complete Cargo Manifests.
3 Store Lists.
3 Possession Lists.
3 Crew Lists on Immigration forms.
Vessel Documents.
Tonnage Tax Statement.
Quarantine Form completed.
At first port of arrival, ship is boarded and inspected by Customs,

Immigration, Public Health and Agriculture officials. At each subsequent port only a Customs Agent will board prior to docking.
PILOTAGE: See "Portland, Oregon".
ANCHORAGE: Safe anchorages indicated by Columbia River Pilots.
RESTRICTIONS: None in regard to arrival time or state of tide. Channel depth 35 ft. at mean low water and tidal range varies between 2½ and 4 ft.
MAX. SIZE: No limitation on length or breadth. Draft limited to 35 ft.
HEALTH: Pratique automatic after vessel is inspected by Public Health doctor at first port of entry. See "Portland, Oregon".
TUGS: Columbia River Pilots have knowledge of tug positions and other knowledge pertaining to tugs aiding a vessel.
BRIDGES: One bridge crossing Columbia River at Longview has sufficient clearance so as not to present a problem.
STEVEDORES: At least 24 hours notice necessary to arrange gangs before ETA. Arrange through port Office via Ship's Agent.
MEDICAL: Hospital facilities available.
TANKERS: Petroleum discharge lines consist of one 12-in. and three 8-in. pipelines. One tanker berth available.
DENSITY: Columbia River is fresh water at Longview.
FRESH WATER: Available through 8-in. line with 2½ in. connections. Rate of delivery approximately 14½ tons per hour at 15c per ton.
FUEL: Bunker C fuel available through 12-in. line at 850 barrels per hour, and light diesel fuel through 9-in. line at 1,200 barrels per hour.
DEVELOPMENTS: Channel depth to be increased from 35 to 40 ft.
GANGWAY/DECK WATCHMEN: Not needed, but arrangements can be made if necessary.
OPENING/CLOSING HATCHES: Work carried out normally by stevedores.
CUSTOMS ALLOWANCES: See "Portland Oregon".
IDENTIFICATION CARDS: Advisable but not necessary.
CONSULS: At Portland, Oregon.
REPAIRS: Some deck and minor engine repairs are possible at Longview.
REPATRIATION: No facilities for effecting crew changes or repatriations.
AIRPORT: Nearest airport served by regular airlines is in Portland. Charter flights may be arranged from a small local airport.
TIME: GMT minus 8 hours. In addition, clocks are moved ahead one hour on the last Sunday in April and returned back one hour on the last Sunday in October, at 2 a.m. local time on those two days.
HOLIDAYS: New Year's Day (Jan. 1); Washington's Birthday (Feb. 22); Memorial Day (May 30); Independence Day (July 4); Labour Day (first Monday in September); Veteran's Day (Nov. 11); Thanksgiving Day (fourth Thursday in November); Christmas Day (Dec. 25). Cargo work can be arranged on most of these holidays.
POLICE/FIRE/AMBULANCE: Police 423–1424; Fire 423–3212; Ambulance 425–3820.
TELEPHONES: Available at dockside.
SHORE LEAVE: Crews allowed ashore if papers are in order.
AUTHORITY: Port of Longview, PO Box 1258, Longview, Washington 98632, U.S.A. Tel. (206) 425–3305. Telex (910) 473–8615.

LOS ANGELES, California: 33.43 N. 118.17 W.

DOCUMENTS: First Port of Arrival.
1 Complete Manifest deposited with customs, original and traveller.
1 Complete Manifest returned to vessel.
1 Manifest of first port cargo deposited with customs broker.
2 Quarantine Declarations (Form PHS 43).
2 Agriculture Declarations (Form AIQ 43).
1 Visaed Crew List (Form I-418) 5 additional copies.
1 Crewman's Landing Permit (Form 1-95A) for each crew member and (Form I-94) for each passenger.
1 Dangerous Cargo Manifest deposited with Captain of the port. 1 copy in hands of Chief Officer for review by the Fire Department.
The Coast Guard Captain of the Port must be informed of vessel's ETA 24 hours prior to vessel's arrival.
Second and each subsequent Port of Call in U.S.
2 Manifests of Cargo for second U.S. port left with customs.
1 Travelling manifest returned to Master.
(*Note:* Travelling Manifest is carried and deposited with customs at final port of discharge in U.S.—in addition to above required documents 4 additional copies should be available.)
PILOTAGE: Request made through Agent. Contact can be made through VHF Channels 14 (156·7 MHz) or 16 (156·8 mHz). Not less than 1 hour notice of arrival or departure. One long and one short blast on ship's whistle or siren, or international signal. Pilot will board in vicinity of sea-buoy (LA entrance buoy, lighted bell buoy "L.A." black and white vertical stripes. Radar reflector).
ANCHORAGES: Anchorages defined on charts. No permit required to anchor less than 10 days. Permit for over 10 days obtained from Captain of the port, USCG. Permit is required for Explosive anchorage.
MAX. SIZE: Restrictions on draft only. Main channel and inner harbour 35 ft. Super tanker terminal in outer harbour has fairway of 51 ft.
HEALTH: Immunisation certificates for crew and/or passengers. Deratting certificate or deratting exemption certificate. Report of cargo aboard in general, if any rats have been trapped. Report to the effect of a rat control programme.
Tons of cargo and tons to be discharged. Report of any illnesses. Report of ports touched last 60 days or last port of call. U.S. Public Health to be notified 4 hours in advance of arrival. All foreign ships arriving will be inspected – cleared at first port of entry. Radio pratique available on request to Agent.
RADIO: International Telephone and Telegraph, call letters "KOK" Los Angeles radio.
TUGS: on stand-by 24 hours a day. However, should be ordered prior arrival. Tugs join vessel in main channel, tug lines used, except when towing astern.
BERTHING: Generally arranged through Agent. Berthing under control of Port of Los Angeles' Chief Wharfinger.
BRIDGES: Highway suspension bridge (Vincent Thomas) crosses main channel between berth 95 and berth 225; overhead clearance of 185 ft. in centre. Two bridges on Cerritos channel separating Los Angeles and Long Beach harbours, one a double leaf-bascule (Badger Avenue Bridge) the other is a lift bridge (Schuyler F. Heim), as these bridges are less than 50 ft. apart they will be treated as one, overhead clearance 155 ft. at centre of Heim bridge.
STEVEDORES: Agents make necessary arrangements.
RADAR/VHF: The Los Angeles harbour pilot's station equipped with radar for use of Pilots. The Pilots also monitor VHF channels 14 (156·7 mHz) and 16 (156·8 mHz).
MEDICAL: Necessary to notify Agents of required medical attention: this can be done when final ETA is determined. Hospital facilities available (private).
Vaccinations/fever certificates, etc., shall conform with rules and models prescribed by the International Sanitary Regulations.
TANKERS: Load and discharge lines have 6- and 8-in. standard flanges (super-tanker terminal has 12-in. lines with standard flanges). If not so equipped ship must furnish its own "C" clamps. Recommend ship have reducers on board to handle 6- and 8-in. flanges. Residue discharge facilities available for limited quantities. All types and grades of petroleum available. Twenty tanker berths available in inner harbour, 35-ft. draft at MLLW, two are available outer harbour 51 ft. draft at MLLW.
DENSITY: Average density 0·026 (exception during or after heavy rain).
FRESH WATER: Availability unlimited, delivery universal, rate of delivery 100 tons an hour, approximate cost per ton 28c.
FUEL: Unlimited fuel, all grades at attractive rates. 48 hours advance notice generally required.
FIRE PRECAUTIONS: Whenever vessel bunkering, sufficient serviceable fire hose with suitable nozzles attached to reach all parts of vessel shall be connected to fire main on vessel and made ready for instant use at all times during bunkering operations. If no adequate water pressure available on board, connections shall be made to shore lines to obtain adequate pressure. All Tank Ships shall be moored bow seaward and have wire towing pendants rigged fore and aft readily available for emergency use, fire hoses shall be connected as above at all times while vessel in port.
International fire signals will be used in case of fire (5 prolonged blasts of ship's whistle or siren of 4 to 6 seconds duration).
DEVELOPMENTS: Redevelop berths 228D to 232B. Fill in slip 230, remove sheds, this will provide 1,200 ft. of wharf along berth 228D-E, 2,010 ft. of wharf along main channel and 1,250 ft. of wharf in slip at berth 232A-B. Enclosed backland of 35·8 acres including 2 sheds. An additional 1,200 ft. of wharf at berth 232 D to 235, with additional 14 acres of paved backland. Main channel, inner harbour, East and West basins to be dredged to 42 ft.
GANGWAY/DECK WATCHMEN: Gangway watch recommended. Tankships and vessels handling dangerous cargo required to have gangway and deck watch.
OPENING/CLOSING HATCHES: Automatic hatches may be opened and closed by crew, manual hatches opened and closed by stevedores.
CERTIFICATES: *Passenger Vessels:*
Safety Certificate, with 50 or more passengers must comply with 1966 amendment (fire safety amendment) to Solas 60.
Load-line Certificate.
Radio Certificate.
Radio Telephone Certificate, if aboard.
Cargo Vessels:
Safety Equipment Certificate.
Load-line Certificate.
Certificate of Inspection/home Certificate.
Trading Certificate
Cargo Gear Certificate.
Radio Certificate, Radio Telephone Certificate, if aboard.
If carrying passengers from U.S. ports, vessels must have PAC (Persons in Addition to Crew) Certificate issued by USCG.
Tank Vessels:
Same as cargo. Exception: if carrying exotic cargo, required to have cargo facilities plan, reviewed and approved by USCG, Washington, D.C. On vessel's first visit it will be inspected and receive a letter of compliance.
CUSTOMS ALLOWANCES: Tobacco, either 300 cigarettes, 50 cigars, or 3 pounds of smoking tobacco, for the personal use of crew member. Wine and/or Spirit, 1 quart for personal use of crew member.
CARGO GEAR: Gangway net attached between ship and dock; extending 5 ft. beyond turntable in one direction and 5 ft. beyond point of intersection of gangway and stringpiece in the other direction. Preventer guy must be rigged separately to head of boom from working guy. Exception if cast head of boom is capable of withstanding the stress of all the lines attached thereto. (This is a West-Coast requirement).
IDENTIFICATION CARDS: 1 crewmans landing permit (Form I-95A) or immigration card (Form D-1).

CONSULS:

Argentina – Consul
Austria – Consul General
Belgium – Consul General
Brazil – Consul
Canada – Consul General
Ceylon – Consul
Chile – Consul General
China – Consul General
Columbia – Consul General
Costa Rica – Consul General
Denmark – Consul General
Dominican Republic – Consul General
Ecuador – Consul General
El Salvador – Consul
Estonia – Vice Consul
Finland – Consul General
France – Consul General
Germany – Consul General
Great Britain – Consul General
Guatemala – Consul General
Haiti – Consul
Honduras – Vice Consul
Israel – Consul General
Italy – Consul General
Japan – Consul General
Jordan – Consul
Korea – Consul General
Lebanon – Consul General
Malta – Vice Consul
Mexico – Consul General
Netherlands – Consul General
New Zealand – Consul General
Nicaragua – Consul General
Norway – Consul General
Panama – Consul General
Paraguay – Consul
Peru – Consul General
Philippines – Consul General
Portugal – Consul General
Spain – Consul General
Sweden – Consul
Switzerland – Consul General
Thailand – Consul General
Turkey – Consul General
Uruguay – Consul
Venezuela – Consul General

Commercial Representatives of foreign Governments:

Australia – Trade Commissioner
Austria – Trade Delegate
Belgium – Commercial Officer
Canada – Trade Commissioner
France – Commercial Counselor
Israel – Trade Commissioner Rep.
Italy – Trade Commissioner
Philippines – Commercial Attaché
Sweden – Trade Commissioner

REPAIRS: All types of deck and engine repairs possible.
DRY DOCKS: Largest dry dock 659 ft. by 97 ft., 22,000 displacement tons. 3 smaller dry docks (17,500, 15,000, 10,000 tons).
REPATRIATION: Arrangements can be made through immigration on request of agent to have crewman change ship or return to home port.
AIRPORT: Approximately 20 miles to International Airport which serves all major airlines.
TIME: Standard Time, GMT plus 8 hours. Daylight saving time GMT plus 7 hours (April through October).
HOLIDAYS: Cargo may be worked on holidays with holiday pay scale. Exception: the first Thursday in July, at which time it is almost impossible to find working crews, although there are now exceptions to this practice.
POLICE/AMBULANCE/FIRE: The telephone numbers are all the same (area code 213) 831–9211, simply ask for Police, Ambulance or Fire. Fire Alarm boxes adjacent to all cargo sheds.
TELEPHONES: Connections for passenger vessels at passenger terminals only.
SERVICES: A ship-reporting service "The Marine Exchange" located at entrance to main channel, Los Angeles harbour. They monitor Channels 14 (156·7 mHz) and 16 (156·8 mHz) VHF and have Channel 9 (156·45 mHz) VHF as their own. Primary duties are reporting arrivals, departures and locations of vessels.
SHORE LEAVE: Crew members are allowed ashore.
PORT REGULATIONS: Permits required for hot work (welding, cutting etc.) Permit required for any dangerous cargo. Permit to discharge ballast (clean water) required. Restrictions on bunkering operations (scuppers plugged, valves closed).
DELAYS: No delays in berthing, load or discharge or bunkering can be expected.
AUTHORITY: The Harbour Department, City of Los Angeles, 255 W. 5th Street – Pacific Trade Center Building, San Pedro, California 9073. Tel. (213) 832–7241.

MAGPETCO, Texas: 30.02 N. 93.59 W.

DOCUMENTS, PILOTAGE, HEALTH, RADIO, etc.: Refer to "Port Arthur". Also see "Port Neches".

MIAMI, Florida: 25.46 N. 80.11 W.

DOCUMENTS: See "Jacksonville".
PILOTAGE: Address: Biscayne Bay Pilots, PO Box 134, Miami Beach, Florida.

Advance notice, 1 hour. To call pilot office: call on VHF Channel 16 and switch to 12. Pilot boat can be called on 2182 kc/s or 2738 kc/s. Pilot boat black hull with orange deck. 36 ft. long. Fly code flag G for a pilot. Pilot boat flies code flag H. Pilot boat moors at pilot station at Government Cut, 2 miles west of sea buoy.

ANCHORAGE: Vessel can anchor near sea buoy. Anchorage area located Eastward of a line about 1·5 nautical miles offshore and Northward of a line about 0·5 nautical miles North of sea buoy at the entrance to the ship channel. Area marked by spar buoys to North and South. Depth of water is 26ft. at MLW to over 100 ft.
ENTRY RESTRICTIONS: Pilots available 24 hours per day. Channel, turning basin and main channel have 30 ft. MLW. Mean range of tide at harbour entrance 2·5 ft. and in bay 2 ft. Tidal current average velocity of 2 knots. Extreme tidal range at entrance of 4·5 ft. Main ship channel can have tidal current velocity of 3 to 4 knots through main ship channel.
MAX. SIZE: Recommend draft restriction of 27 ft. at MLW. Size restricted by size of turning basin which has 30 ft. at MLW, is 1,700 ft. North and South; 1,650 ft. East and West. No limit to length at new port which has 9,000 ft. of straight bulkheading and 31 ft. at MLW. A 1,000 ft. ship can be handled in turning basin if draft under 27 ft.
HEALTH: See "Jacksonville".
RADIO: The Coastguard can be raised on 2182 kc/s (distress and calling). Pilot station can be raised on VHF Channel No. 16. Telephone contact to Agents, receivers, etc., can be made via Miami Marine Operator.
TUGS: Large tugs up to 2,000 h.p. available 24 hours per day. Request tug service via pilot station. Big tugs privately owned by Belcher Oil Company who work closely with Pilots. Smaller tugs available on Miami River and operated by Backus Towing Inc.
BERTHING: All berths assigned on a basis of first come first served. Request for a berth must be made by Ship's Agent on a port form. This request should be made as far in advance as possible, but at least 7 days when possible. Three roll-on roll-off ramps available, 100 ft. by 40 ft. each and 7½ ft. above MLW. A berth will be held about 4 hours then reassigned if necessary.
BRIDGES: There are no bridges between the open sea and the port. To enter Miami River requires passage through a highway and railroad bridge. This bridge manned 24 hours per day. Only smaller ships enter Miami River which is dredged to 15 ft. at high water and is 150 ft. wide for a distance of 3 miles above entrance. A bridge about ½ mile from entrance is closed from 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m.
TANKERS: No slop (residue) discharge facilities. One tanker berth (1,000 ft.) available. Maximum draft 30 ft. at MLW. No special fittings required.
FRESH WATER: Available every 240 ft. at new port on Dodge Island. Delivered via hose.
FUEL: All grades; bunker, intermediate and marine gas oil, Diesel, bunker C. Ships fuelled at dockside from Belcher Oil Co. barges.
FIRE PRECAUTIONS: Usual safety precautions on smoking, flying baker, mooring pendant available, ample persons aboard to fight fires, fire hose led out, etc.
DEVELOPMENTS: A $5 million passenger terminal to serve five ships simultaneously on main approach channel where ships may turn at berth site in the 900 ft. width provided. Completed in last two years. Additional dredging of all main channels and turning basin approved to 36 ft. MLW.
GANGWAY/DECK WATCHMEN: Usual shipboard watches to tend lines. Special guards (security) through Wackenhut, Burns Security, etc.
OPENING/CLOSING HATCHES: Work normally done by longshoremen.
CUSTOMS ALLOWANCES: See "Jacksonville".
IDENTIFICATION CARDS: Definitely needed in order to return to ship at night. A security guard at new port will check.
CONSULS:

Argentine	tel.	373–7794	France	tel.	374–2626
Brazil	,,	377–1734	Germany	,,	865–0131
Panama	,,	379–7280	Great Britain	,,	371–7544
Venezuela	,,	373–4311	Italy	,,	374–5932
Belgium	,,	379–5621	Netherlands	,,	374–2683
Denmark	,,	379–3651	Norway	,,	373–3391
Finland	,,	374–5111	Sweden	,,	667–8816

REPAIRS: All deck and engine dockside repairs available.
DRY DOCKS: To 1,000 tons plus two small facilities.
AIRPORT: Eight miles or 15 minutes from airport by expressway. Serviced by 24 foreign and 10 United States scheduled air carriers.
TIME: Eastern Standard Time, GMT minus 4 hours. Daylight Saving Time in effect from first Sunday in April to first Sunday in October and adds one hour to Eastern Standard Time.
HOLIDAYS: Official holidays are New Year's Day (January 1); Memorial Day (May 30th) Independence Day (July 4th); Labour Day (first Monday in September); Columbus Day (October 12th); Thanksgiving Day (last Thursday in November); Christmas (December 25th). Cargo can be worked on holidays by advance arrangement and payment of double time.
POLICE/AMBULANCE/FIRE: Police Department, tel. 377–7011; Fire Department 377–6231 (Rescue Squad 377–6231).
TELEPHONES: Telephone jacks available at every other bay which places the jacks 240 ft. apart.
SERVICES: All types of special services such as tank cleaning, compass adjusting, admeasurement, radar/radio repairs, rathometer repairs, etc. available.
SHORE LEAVE: Crew members are allowed ashore after clearance by customs, immigration and quarantine.
PORT AUTHORITY: Port of Miami. Bills are to Dade County Seaport Department. Tel. 377–5841. No Telex. Address: 1015 Port Blvd., Room 210, Miami, Florida 33132.

MILWAUKEE, Wisconsin: 43.05 N. 87.55 W.

DOCUMENTS:

Vessels from Canadian ports
Dominion clearance and Public Health Pratique (both issued at Montreal).
Vessels from all other nations (Required only at first port of call)
Inward Foreign Manifest(s)
Stores Lists, over master's oath.
Curio Lists, over master's oath.
Permit to Lade and Unlade.

Discharge Manifest.
Permit to Proceed.
Inspection by U.S. Dept. of Immigration (Crew List).
Inspection by U.S. Dept of Agriculture.
Receipt of Entrance fee.
Receipt of Tonnage Tax.

Additional documents may be required, dependent on commodity involved in the carriage, point of origin, flag, or any unusual circumstances existing.

PILOTAGE: Pilot boards at Montreal and at several other stations along St. Lawrence Seaway route.

ANCHORAGES: The chart does not delineate anchorage area for large vessels but shows the 28 ft. depth just East of South Piers 1, 2, and Liquid Cargo Pier. This deep area, about 2,400 ft.×5,400 ft., used by large vessels for anchorage.

MAX. SIZE: 739 ft.×75 ft. with 25 ft. 9 in. draft. No tidal effect, although lake levels vary seasonally. Minimum depth above low water level 27 ft.

HEALTH: U.S. regulations.

RADIO: Radio station at City Heavy Lift Dock. Harbour Master and Dock Superintendent can be reached at this facility Monday through Friday between 0800 and 1630; 156·8 megacycles and 156·5 megacycles

TUGS: Normally pick up vessel inside breakwater. Tugs optional at discretion of ship's Master. Fee for use of tug's lines is $15 per tug if tow under $150 per tug; over $150, fee 10%.

BERTHING: The time of passing harbour entrance lighthouse establishes order of berthing, provided vessel is ready to work.

BRIDGES: Bridges closed between 0730 and 0830 and 1630 and 1730 except on Sundays and eight legal holidays. In addition, two hours' notice required for opening bridges across Milwaukee River North of and including Buffalo Street.

STEVEDORES: Vessel should provide a stowage plan, manifest of inbound cargo and exceptions list (unusual vessel or cargo characteristics effecting facilitation of cargoes). Vessel should comply with the U.S. Dept. of Labor's safety regulations.

MEDICAL: Advance notice desirable. Hospitalisation available.

TANKERS: Diameter of load lines and discharge lines 8 in. and 10 in. No slop residue facilities. Four berths available, with draft to seaway depth.

FRESH WATER: Potable water available at most berthing areas. Cost approximately 6.4c per ton.

FUEL: All grades of fuel oil available by truck delivery at shipside.

GANGWAY/DECK WATCHMEN: Not necessary.

OPENING/CLOSING HATCHES: At the option of ship, if terminal stevedores perform operation, it is based on cost plus 20%.

CERTIFICATES:
Registry of Ship.
Master's Licence.
1st, 2nd and 3rd Officer's Licences.
Radio Licence.
Wireless Operator's Licence.
Ratification Certificate (done each year).
(Additional certificates may be required, dependent upon Registry, cargo, trade route engaged in, nationality of crew, etc.).

CUSTOMS ALLOWANCES: Tobacco, 10 packages or 200 cigarettes in possession at any time. Wine and/or Spirits, one bottle per officer.

IDENTIFICATION CARDS: U.S. Immigration rules.

CONSULS: Costa Rica 273–7238
Ecuador 273–7766
Mexico 276–0404
Nicaragua 786–6310
Sweden 271–7282
Yugoslavia 645–1325

REPAIRS: Limited to above water line, and boiler repairs.

REPATRIATION: Local Agents effect repatriation.

AIRPORT: 5 miles distant.

TIME: U.S.A. Central Time. Central Daylight Time from late April to late October—5 hours behind GMT. Central Standard Time from late October to late April—6 hours behind GMT.

HOLIDAYS: Easter Sunday; May 30 (if on a Saturday, previous day is a holiday); July 4 (if on a Sunday, Monday is a holiday); First Monday in September; Fourth Thursday in November and following day; Christmas Day; New Year's Day. Cargo can be worked on these days at holiday pay.

POLICE/AMBULANCE/FIRE: Police – non-emergencies 273–8660; Emergency, including emergency ambulance service 765–2323; Fire, including rescue squad service 347–2323.

TELEPHONES: Can be arranged, but unnecessary because sufficient phones available in dockside offices.

GENERAL: Chandlery services for foodstuffs, ship complements and laundry services available. Garbage and waste disposal are available through private operators, chandler usually making the arrangements.

The Liquid Cargo Pier is also available for non-petroleum liquid cargoes.

SERVICES: Tank cleaning, none. Tank-washing, none. Compass adjusting, none, but can be arranged from out of town by Agent.

SHORE LEAVE: Crew allowed ashore.

DELAYS: Little or no delay.

PORT AUTHORITY: Board of Harbour Commissioners, City of Milwaukee, 606 City Hall, Milwaukee, Wisconsin 53202. (414) 276–3711 General Office (414) 276–9355 Dock Office.

MOBILE, Alabama: 30.40 N. 88.02 W.

DOCUMENTS:
3 copies Cargo Manifest (Forms 7527-A or 7527-B), the original showing all cargo on board, and 2 copies showing only cargo for this port.
2 copies Crew Manifest (curio list).
2 copies Stores List.
2 copies Passenger List (Form I.418).
2 copies Crew List (Form I.418).

Customs boarding Officer will also examine Ship's Register and Load-line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad, or 24 hours from arrival from a United States port:
Health Pratique.
Master's Oath (Customs Form 3255).
All foreign clearances.
U.S. Certificates of payment of tonnage tax (Customs Form 1002).
Certified crew list.

PILOTAGE: Pilotage is compulsory.

ANCHORAGE: If berth is congested, vessel may anchor at the bar (35 miles from harbour) or three (3) anchorages in Mobile River. At river anchorages, vessel is secured to shoreside clusters and most services are obtainable via launch.

RESTRICTIONS: Controlling depth: 40 ft. for entrance, channel and anchorages. Mean tidal range 1½ ft. Nature of bottom: soft mud. Vessel can dock and sail at any hour at any stage of the tide.

HEALTH: Radio pratique may be granted basis information received prior to arrival of vessel, provided no communicable diseases on board.

Normally, vessels are boarded by medical officers on arrival unless free pratique previously given at U.S. port in the same voyage. If granted free pratique, vessel may enter port and discharge passengers and cargo. If given provisional pratique, vessel may enter port, but must take any additional measures specified in connection with discharging passengers and cargo, until free pratique is given.

TUGS: There are five tugs available 24 hours with maximum horsepower of 1,800.

BERTHING: There are 34 berths at most of which, direct loading or unloading can be effected from quayside tracks.

Public Grain Elevator, depth alongside 38 ft. Two berths, each with 5 loading spouts.

Bulk Handling Plant, three berths, depth alongside 30 ft. Vessels up to 38 ft. draft can be handled if breasted off wharf about 15 ft.

TANKERS: Maximum length 950 ft. restricted by turning basin. American Bituminals & Asphalt Co. – Jetty berth dredged to 38 ft. *Magazine Point:* Hess Terminal: Jetty berth dredged to 43 ft.

FRESH WATER: Available ex wharf at all berths.

FUEL: Most grades fuel/diesel available via pipeline, barge or truck.

STEVEDORES: Normal working hours for the port are 0800/1700 Monday through Friday.

REPAIRS: *Alabama Dry Dock & Shipbuilding Company* – Dry Docks ranging from 5,000 to 18.000 tons displacement all serviced by 51-ton gantries. Dock length range from 380 ft. to 620 ft. Also available is a 70-ton floating crane. Any type of repair can be effected.

Bender Ship Repair. One Dry Dock of 2,500 tons displacement. Majority of repair work is top-side. 100-ton floating crane available.

CUSTOMS ALLOWANCES: At the discretion of customs officers. Normal allowance is 200 cigarettes or 2 lb. tobacco and one quart wine or spirits per man. Additional allowances may be given if considered necessary, due to length of vessel's stay in port.

IDENTIFICATION CARDS: Standard U.S. Immigration Forms I.95 to be made up for each crew member on arrival. Not necessary for crew man already holding Form I.95, issued for the same vessel.

HOLIDAYS: Absolutely no work is performed on New Year's Day, Easter, July 4th, Labour Day and Christmas Day. Working holidays are Mardi Gras Day, Veteran's Day and Thanksgiving Day.

AUTHORITY: Alabama State Docks Dept.

MYRTLE GROVE, Louisiana: 29.38 N. 89.57 W.

West Bank of Mississippi River, about 62 miles from sea.

DOCUMENTS/PILOTAGE/HEALTH: For all general information refer to "New Orleans".

TUGS: Two tugs required for vessels under 25,000 dwt. Three tugs for vessels over 25,000 dwt.

BERTHING: Mississippi River Grain Elevator Co. berths: distance between buoys 900 ft., alongside 400 ft. dock, depth 40 ft. Loading rates, 80,000 to 120,000 bushels per hour.

FRESH WATER: Not available.

FUEL: Not available.

DENSITY: Fresh Water (1000).

NEW BEDFORD, Massachusetts, 41.38 N. 70.55 W.

DOCUMENTS: See "Boston".

PILOTAGE: 3 Massachusetts State pilots available, ordered through Agent. VHF monitored Channel 16. Pilot on station only after 12 hours notice. Small pilot vessel with basic communication equipment. Pilots board all vessels at Buzzards Bay Buoy at the entrance to New Bedford outer harbour situated at long. 70° 50′ 7″ W. and lat. 41° 30′ 42″ N.

ANCHORAGE: It is recommended that vessels delayed due to weather, etc., anchor ½ mile South of Buzzard's Bay Bell Buoy.

RESTRICTIONS: A modern harbour approach begins at Buz-

zard's Bay Buoy and runs a straight course of 7½ miles direct to the pier facilities. The channel is 350 ft. wide and has a depth of 30 ft. MLW. The channel leads into a moderate size (1,000 yd.) turning basin.
MAX. SIZE: 700 ft. length. Vessels over 30 ft. draft restricted by tides.
HEALTH: Radio Pratique and doctor arranged through Agent.
RADIO: RCA Chatham Radio, New Bedford Marine Operator for VHF, and Boston Marine Operator for ship to shore frequencies.
TUGS: Tugs join vessel in inner harbour. Tug lines used. Two tugs available. Tugs are not normally used at the State Pier in docking and undocking of deep-water vessels. The large turning harbour basin, the wind-sheltered position of the pier and lack of tidal current minimise use of tugs. In extreme weather conditions tugs are used.
BERTHING: At State pier.
BRIDGES: Passage to upper reaches of harbour to Maritime Terminal requires navigation through the New Bedford and Fairhaven bridge only in daylight for larger vessels over 250 ft. length,
STEVEDORES: 24 hour notice required for New Bedford Stevedoring Corporation to prepare gear. 25 tons discharged or loaded per hour as average production per gang. Nearly all cargoes handled.
MEDICAL: 24 hours notice required. Excellent hospital facilities available.
TANKERS: Hurricane dike barrier gate 150 ft. wide with depth of 30 ft. MLW.
DENSITY: Static, since tidal variations light. Density same as ocean water.
FRESH WATER: Fresh water available.
FUEL: All types available, to be ordered in advance.
GANGWAY/DECK WATCHMEN: Watchmen available. Non police or police at approx. $5.00 per hr.
OPENING/CLOSING HATCHES: Depends on negotiated contract and cargo handled.
CUSTOMS ALLOWANCES: Designated by U.S. Customs with regard to particular circumstances.
CONSULS: Most Consuls available in Boston, 50 miles or 1 hour away.
REPAIRS: All types of minor ship repairs available.
REPATRIATION: Agent can handle formalities.
AIRPORT: Three airports within one hour drive. All international services.
TIME: Shift from Standard to Eastern Daylight Saving Time. Local time GMT plus 6 hours.
HOLIDAYS: New Year's Day (January 1st); Washington's Birthday (February 22nd); Patriots' Day (April 19th); Memorial Day (May 30th); Independence Day (July 4th); Labour Day (first Monday in September); Columbus Day (October 12th); Veterans' Day (November 11th); Thanksgiving Day (last Thursday in November); Christmas Day (December 25th).
TELEPHONES: No telephones on board, but exist adjacent to pier.
SERVICES: All services can be obtained if required.
SHORE LEAVE: If U.S. Immigration has cleared crew member, he is allowed ashore.

AGENT: New Bedford Stevedoring Corporation, PO Box A. 2090, 10 William Street, New Bedford, Massachusetts 02740. Tel. 617–9934522 (24 hours), 617–9979893 (home), 617–44264. Cable address: "NEBCO", New Bedford, Mass. U.S.A.

NEW LONDON: Connecticut: 41.21 N. 72.06 W.

DOCUMENTS: Refer to "New York".
PILOTAGE: Vessel usually notifies Agent 48 hours before arrival, who will arrange Pilot boarding. Pilot boards at Sarah's Ledge, which is close to anchorage at harbour entrance.
ANCHORAGE: In Thames River, and in Long Island Sound, approx. 2 miles West South-west of New London Ledge Light, bounded by lines connecting points which are following bearings and distances from New London Ledge Light: 246°, 2·6 miles; 247°, 2·1 miles; 233°, 2·1 miles; and 235°, 2·6 miles.
RESTRICTIONS: Pilots recommend daylight docking but can dock at night if necessary. Entrance channel 33 ft. deep.
MAX. SIZE: Dry cargo vessels and tankers 700 ft. long are using the harbour. Facilities for larger vessels will be available when proposed dredging to 40 ft. is completed about 1971–72.
HEALTH: Quarantine inspections are made either at pier or quarantine anchorage opposite White Rock, usually during daylight hours. Off-hour inspections can be arranged with Medical Officer in Charge. Radio Pratique available.
RADIO: Vessels arriving from North use Chatham Radio on Cape Cod. Vessels from South use Amagansett Radio on Long Island. However, either one may serve the purpose.
TUGS: Usually join vessel at State Pier if a dry cargo vessel, and off Sarah's Pier if a tanker. Tugs use ship's lines; if tug's lines are used this is part of charge.
BERTHING: Advance ETA must be made for berthing, and it is suggested to dock during daylight hours when possible. Depth alongside State pier, 32 ft.
BRIDGES: There are no bridges across Main Ship Channel. However, at New London, at the head of the Main Harbour, the Thames River is crossed by one drawbridge and one fixed bridge: the New York, New Haven and Hartford Railroad bascule bridge with a horizontal clearance of 151·5 ft. and a vertical clearance of 30·9 ft. at high water and a fixed highway bridge with a horizontal clearance of 200 ft. and a vertical clearance of 135 ft. at high water.
STEVEDORES: ETA of 72, 48 and 24 hours is required, as gangs must be requested by 15.00 hours on weekdays. Average discharge, about 20 tons per gang per hour.
TANKERS: Discharge at Hess Oil Co. berth, 12 in. and 10 in. lines. Connecticut Power Co. wharf receives fuel oil only.
MEDICAL: All facilities available.
FRESH WATER: Available at pier side through 2½-in. and 1½-in. hoses.
FUEL: Available at tanker berths or by barge.
GANGWAY/DECK WATCHMEN: Not required and not recommended.
OPENING/CLOSING HATCHES: Performed by stevedores.
IDENTIFICATION CARDS: Not required.
CONSULS: Nearest at New York.
REPAIRS: All types of repairs are possible both for engine and deck.
DRY DOCK: 575 ft. by 75 ft., 35 ft. deep.
REPATRIATION: Facilities exist.
AIRPORT: Nearest airport is Trumbull Airport, situated about 3 miles East of Groton, Connecticut. There are scheduled commercial airlines serving this field. Allegheny Airlines and Pilgrim Airlines run frequent connecting flights to Bradley and Kennedy International Airports.
TIME: Eastern Standard Time, GMT minus 5 hours. Daylight Saving Time, GMT minus 4 hours, from April to October.
HOLIDAYS: New Year's Day (1st January); Lincoln's Birthday (12th February); Washington's Birthday (22nd February); Good Friday; Memorial Day (30th May); Independence Day (4th July); Labour Day; Columbus Day (12th October); Veteran's Day; Thanksgiving Day; Christmas Day (25th December). Cargo work can be arranged on holidays.
POLICE/AMBULANCE/FIRE: Police, 443–4315; Ambulance, 443–4388; Fire, 443–4381.
TELEPHONES: Available if required; charge short term $25.00.
SHORE LEAVE: Allowed.
DELAYS: Availability of berthing might cause some delay.
PORT AUTHORITY: State of Connecticut, Dept. of Transportation, Bureau of Waterways, State Pier, New London, Connecticut 06320. Tel. area code 203 443–4338.

NEW ORLEANS, Louisiana: 29.56 N. 90.04 W.

DOCUMENTS:
3 copies Cargo Manifest (Forms 7527–A or 7527–B), the original showing all cargo on board, and 2 copies showing only cargo for this port.
2 copies Crew Manifest (curio list).
2 copies Stores List.
2 copies Passenger List (Form I–418).
2 copies Crew List (Form I–418).
Customs boarding officer will also examine Ship's Register and Load Line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad, or 24 hours from arrival from a United States Port:
Health Pratique.
Master's Oath (Customs Form 3255).
All foreign clearances.
U.S. Certificates of payment of Tonnage Tax (Customs Form 1022).
Certified Crew List.
PILOTAGE: Advise Agents ETA at sea buoy 48 hours in advance. Agent will arrange for Pilot. Pilot boat 46 ft. long, red hull, white cabin, flying blue and white pilot flag. Pilot boards at sea buoy, requires pilot ladder 6 ft. above water level. Pilot boats can be contacted by VHF, Channel 9 when 30 to 40 miles off, or ship-to-ship Channel 2738. Bar Pilot is exchanged for river Pilot at Pilot town, Head of Passes.
ANCHORAGE: Safe anchorage within 2 miles South pass or South West pass entrance. At the Point, below New Orleans, vessels may anchor without tug assistance.
RESTRICTIONS: Draft governed by South West pass, project depth 40 ft. Draft usually restricted from 37 ft. to 30 ft. in May to August due to low water and silting. Entrance day and night. New Orleans is 115 miles up-river.
HEALTH: Radio pratique may be granted basis information received prior to arrival of vessel, provided no communicable diseases on board. Normally, vessels are boarded by medical officers on arrival at New Orleans unless free pratique previously given at U.S. port in the same voyage. If granted free pratique, vessel may enter port and discharge passengers and cargo. If given provisional pratique, vessel may enter port, but must take any additional measures specified in connection with discharging passengers and cargo until free pratique is given.
RADIO: Tropical Radio WNU, New Orleans.
TUGS: Available, and join vessel off berth if required. One tug normally used for berthing/unberthing at New Orleans.
BRIDGES: Two bridges cross river at New Orleans, one at Baton Rouge and one at Donaldsonville. Sufficient clearance at all times.
BERTHING: *Public Grain Elevator.* No. 2 berth, 670 ft. long, 40 ft. depth; No. 3 berth, 650 ft. long, 40 ft. depth; No. 4 berth, 635 ft. long, 40 ft. depth.
Loading Rates 20,000 bushels per hour per belt, in berths 2 and 3; up to 40,000 bushels per hour per belt, in berth 4. Each berth has 2 loading belts.
Dockside Commodity Terminals: berth 1,200 ft. long, 38 ft. depth, Loading/discharge rates about 200 tons per hour. Bulk handling facility: No. 1 berth, 600 ft. long, 36 ft. depth; No. 2 berth, 600 ft. long,

36 ft. depth; No. 3 berth, 600 ft. long, 42 ft. depth. Loading/discharge rates about 600 tons per hour.

Southern Scrap Material Co: Berth 550 ft. long, 32 ft. depth. Loading 200 tons per hour with cranes.

Chalmette: Humble Oil Terminal: tanker berth 30 ft. depth; Tenneco Oil Terminal: tanker berth 35 ft. depth.

Terminals on West Bank of Mississippi:

Amesville: Texaco tanker loading berth, 34 ft. alongside. Two 8-in. hoses loading up to 12,000 barrels per hour. No ballast facilities.

Avondale: American Liberty Tank Terminals berth, 60 ft. alongside. Four 6-in. hoses loading up to 18,000 barrels per hour. No ballast facilities. International Tank Terminals berth, 45 ft. alongside. 12-in. hoses loading 150 tons per hour.

Gretna: Publicker Chemical Corp: berth 30 ft. alongside. Southern Pacific Company: berth 600 ft. long, 35 ft. depth; dry cargo discharging only. Industrial Molasses Corp: berth 27 ft. depth; 2–10-in. pipelines, loading 200 tons per hour.

Marrero: Hess Terminal Corp: tanker berth 38 ft. depth; 6–12-in. hoses loading 500 tons per hour. Texaco: tanker berth 35 ft. depth; 6–16 in. lines loading 250 tons per hour. No ballast facilities.

St. Rose: Cities Service: tanker berth 35 ft. depth; International Tank Terminals: berth 35 ft. depth; no fresh water available.

Westwego: Continental Grain Elevator: berth 600 ft. long, 40ft. depth; loading 1,000 tons per hour, 2 loading belts. Louisiana Dock: 28 ft. alongside, bulk oil products loaded 200 tons per hour. Pacific Molasses Co: berth 35 ft. alongside.

STEVEDORES: Working hours 0800–1200 and 1300–1700, Monday to Friday.

MEDICAL: All facilities available.

DENSITY: Fresh water (1000).

FRESH WATER: Available ex-wharf.

FUEL: Only available by barge. Oil companies can supply Bunker "C" ex-terminals at Amesville and Marrero.

GANGWAY/DECK WATCHMEN: Recommended if any crew detained by Immigration.

CUSTOMS ALLOWANCES: At the discretion of Customs officers. Normal allowance is 200 cigarettes or 2 lb. tobacco and one quart wine or spirits per man. Additional allowances may be given if considered necessary, due to length of vessel's stay in port.

IDENTIFICATION CARDS: Standard U.S. Immigration Forms I–95 to be made up for each crew member on arrival. Not necessary for crew man already holding Form I–95, issued for the same vessel.

AIRPORT: New Orleans International Airport, served by most airlines.

TIME: Central Standard Time. Daylight Saving Time from May to October.

HOLIDAYS: New Year's Day (1st January); Lincoln's Birthday (12th February); Washington's Birthday (22nd February); Good Friday; Memorial Day (30th May); Independence Day (4th July); First Monday in September (Labour Day); Columbus Day (12th October); Armistice Day (11th November); Fourth Thursday in November (Thanksgiving); Christmas Day (25th December). No work on New Year's Day, Independence Day, Labour Day and Christmas Day.

SHORE LEAVE: Allowed for any crew member not detained by Immigration.

AUTHORITY: Port of New Orleans, Board of Commissioners, 2 Canal Street, New Orleans La. 70160. Tel. 504–522–2551.

NEW YORK, N.Y.: 40.43 N. 74.00 W.

DOCUMENTS:

3 copies Cargo Manifest (Forms 7527–A or 7527–B), the original showing all cargo on board, and 2 copies showing only cargo for this port.
2 copies Crew Manifest (Curio List).
2 copies Stores List.
2 copies Passenger List (Form I–418).
2 copies Crew List (Form I–418).

Customs boarding officer will also examine Ship's Register and Load Line Certificate.

In addition the following documents will be required for formal entry, to be made within 48 hours of arrival from abroad:

Health Pratique.
Master's Oath (Customs form 3255).
All Foreign Clearances.
U.S. Certificates of payment of Tonnage Tax (Customs Form 1002).
Certified Crew List.

PILOTAGE: Compulsory for foreign flag ships, and U.S. ships bound to and from foreign ports.

24 hours notice of ETA required. Pilot boat should be contacted on VHF Channel 16, or ship-to-ship Channel 2638 or 2738. Vessels requiring Pilot should hoist signal letter "G" in daytime. In foggy weather the letter "X" should be sounded on the whistle.

Pilot boat is generally found about 1½ miles West of Ambrose Tower. In bad weather pilot tries to stay to windward of normal pilot station.

In poor visibility an inbound ship should make Ambrose Tower and then proceed at slow speed to the Ambrose Channel sea buoy while blowing the letter "X" on her whistle. If no Pilot is obtained by the time she is in the vicinity of the sea buoy she should then anchor about a ½ mile to a mile North of the line from Ambrose Tower to the sea buoy and await Pilot.

RESTRICTIONS: Ambrose Channel, 10 miles long, maintained to a width of 2,000 ft. and a depth of 45 ft. MLW. The Northern approach to the harbour is through Long Island Sound into the East River. Main channels in the port are maintained to a depth of 45 ft. MLW.

MAX. SIZE: Restricted only by berth depth and location.

ANCHORAGES: For ships entering from Sandy Hook there are anchorages in lower New York Bay, Gravesend Bay, Raritan Bay, and Arthur Kill off Perth Amboy. In the Upper Bay, anchorages available off Bay Ridge for 30 days, off Jersey City for 72 hours, and off Stapleton for 48 hours. For vessels entering via Long Island Sound there are anchorages in the Western end of the Sound and in the East River.

HEALTH: Medical officers board vessels in the Narrows from the quarantine station at Rosebank, Staten Island. Radio pratique available on request to Agents in advance.

De-Rat. Certificate or exemption required. Master will be required to submit U.S. Dept. of Agriculture AIQ Form 43.

TUGS: Over 50 private towing and transportation companies registered in the port.

STEVEDORES: Forty stevedoring firms are active in the port, many of whom are also terminal operators. Normal working hours 0800–1700. For bulk cargoes work usually continues through 24 hours.

BERTHING:

Staten Island – 15 piers handling general cargo. Gypsum Terminal, 25 ft. alongside.

Brooklyn and East River – over 50 piers handling general, bulk, and container cargo, including Brooklyn Marine Terminal (25 berths average 30 ft. depth); Erie Basin Marine Terminal (5 piers); Grain Terminal (2 piers bulk grain and lumber, 30 ft. depth); Paragon Oil Terminal (2 berths, 37 ft. depth); Patchogue Oil Terminal (2 berths, 29 and 35 ft. depths); Whale Oil Terminal (1 berth, 36 ft. depth).

Hudson River – Edgewater: Sea Train Terminal (26 ft. depth); Weehawken: United Fruit Co. Terminal (27 ft. depth); Jersey City (3 piers, general cargo, 32 to 35 ft. depth); Hoboken Marine Terminal (3 piers, general cargo); Transatlantic Terminal (Passengers and general cargo); Chelsea (26 piers, general cargo); Hastings: Tappan Oil Co. (tanker berth, 35 ft. depth).

Bayonne N.J. – Public Oil Terminal (3 berths, up to 32 ft. depth); Humble Oil Terminal, Constable Hook (up to 38 ft. depth); Ross Oil Co. (tanker berth, 32 ft. depth); Texaco (4 berths, up to 32 ft. depth).

Kill Van Kull – Lehigh Tank terminal (chemicals, 35 ft. depth); Humble Oil Co. (3 tanker berths, up to 38 ft. depth); Texas Oil Co. (4 tanker berths, up to 32 ft. depth); Ross Oil Co. (1 tanker berth, up to 32 ft. depth).

Newark N.J. – Port Newark (31 berths for general cargo, average depth 30 ft.); United Vintners Wine terminal (32 ft. depth) – tankers (4 berths, 31 and 32 ft. depth).

Elizabeth N.J. – Elizabeth Marine terminal (15 berths, mainly container services); Chevron Oil Company (tanker berth, 26 ft. depth); Crown Central (tanker berth, 30 ft. depth).

Arthur Kill – Chemical and bulk handling facilities up to 32 ft. depth. **Perth Amboy**, Chevron Oil Co. (tanker berth, 35 ft. depth); Hess Oil Co. (tanker berth, 30 ft. depth); Cities Service (tanker berth, 34 ft. depth). **Sewaren**, Royal Pet. Co. (tanker berth, 32 ft. depth); Public Service Co. (tanker berth, 35 ft. depth); Shell Oil Co. (tanker berth, 34 ft. depth). **Port Socony**, Mobil Oil Co. (2 tanker berths, 27 and 30 ft. depth). **Carteret**, American Oil Co. (tanker berth, 25 ft. depth); General American, (2 tanker berths, 25 and 35 ft. depth). **Linden**, Cities Service (tanker berth, 32 ft. depth); Humble Oil Co. (tanker berth, 35 ft. depth); Sinclair Oil Co. (tanker berth, 31 ft. depth). **,Gulfport**, Gulf Oil Co. (tanker berth, 32 ft. depth).

FRESH WATER: Available at most piers in the port district at a nominal rate. Water barge available to serve vessels at anchor in emergency but this is expensive.

FUEL: All grades of fuel readily available. Except for tankers loading or discharging, bunkers are normally delivered by barge. It may be economical to shift vessel to refuelling berth.

GANGWAY/DECK WATCHMEN: Available and recommended if any crew detained by Immigration.

CUSTOMS ALLOWANCES: 200 cigarettes or 2 lb. tobacco, one quart wine/spirits per man.

IDENTIFICATION CARDS: Standard U.S. Immigration forms I–95 to be made up for each crew member on arrival.

CONSULS:

Australia	tel. Circle 5–400
Belgium	,, Judson 6–5110
Brazil	,, Plaza 7–3080
Canada	,, Judson 6–2400
Chile	,, Ha. 5–6515
Denmark	,, 679–5101
Finland	,, Murray Hill 7–1766
France	,, Lehigh 5–0100
Germany	,, Murray Hill 8–3523
Greece	,, Yukon 8–5500
India	,, Trafalgar 9–7800
Italy	,, Regent 7–9100
Japan	,, Yukon 6–1600
Liberia	,, Mu. 7–1025
Netherlands	,, Circle 6–1433
Norway	,, Wh. 4–6920
Panama	,, Circle 6–3773
Portugal	,, Circle 6–4580
South Africa	,, Templeton 8–1700
Spain	,, Eldorado 5–4080
Sweden	,, Regent 7–7300
United Kingdom	,, Plaza 2–8400
Venezuela	,, Plaza 7–7750

And many others.

REPAIRS: All facilites available for any size vessels.
DRY DOCKS: Four docks with lifting capacities up to 25,000 tons (Bethlehem).
TIME: Eastern Standard Time, GMT minus 5 hours. Daylight Saving Time, GMT minus 4 hours from April to October.
AIRPORT: Kennedy International Airport; Newark, New Jersey Airport.
HOLIDAYS: New Year's Day; (1st January); Lincoln's Birthday (12th February); Washington's Birthday (22nd February); Good Friday; Memorial Day (30th May); Independence Day (4th July); Labour Day (first Monday in September); Colombus Day (12th October); Armistice Day (11th November); Thanksgiving (fourth Thursday in November); Christmas Day (25th December). No work on New Year's Day, Independence Day, Labour Day and Christmas Day.
SHORE LEAVE: Allowed except for crew members detained by immigration.
AUTHORITY: Port of New York Authority, 111 Eighth Avenue, New York, N.Y. Tel. 620–7541.

OGDENSBURG, New York: 44.42 N. 75.30 W.

Refer to "St. Lawrence Seaway" for important general information.
PILOTAGE: Seaway Pilot boards at Cape Vincent or Snell Lock and acts as docking Pilot.
ANCHORAGE: Anchorage area West of city at open roadstead area.
RESTRICTIONS: No tide. No restrictions other than Pilots' discretion as to wind and visibility.
MAX. SIZE: Largest vessel to enter 600 ft. long. Draft 25 ft. 9 in.
RADIO: Western Union to OCN Corp. VHF Seaway Channel via Maria Radio Cardinal.
TUGS: No tugs usually necessary. One 150 h.p. tug available if requested, Ship's lines used. $50.00 per hour (7 hours minimum).
BERTHING: By prior notice only. OBPA Dock, OCN Madden Dock, OCN Osulgatchee Dock, Hall Co. Dock.
STEVEDORES: Order by 16.00 hours day preceeding arrival. Limit of four gangs.
MEDICAL: Excellent medical service and availability of doctors. No vaccination necessary.
DENSITY: Fresh water.
FRESH WATER: At Madden Dock, by tank truck only. Available by pipeline at Port Authority Terminal.
FUEL: One day's notice, all grades. Diesel, Bunker "C", Kerosene.
GANGWAY/DECK WATCHMEN: $3.00 per hour. Normally not used.
OPENING/CLOSING HATCHES: By stevedores.
CUSTOMS ALLOWANCES: Tobacco, wine/spirits, normal Customs allowance U.S. Ports.
CARGO GEAR: To be in good working order.
IDENTIFICATION CARDS: Needed as per immigration department requirements.
REPAIRS: Limited dockside repairs available.
REPATRIATION: Can be arranged.
AIRPORT: Mohawk Airlines. Three flights daily to New York, Syracuse, etc.
TIME: Five hours difference Eastern Standard Time. Daylight Saving time in summer.
HOLIDAYS: New Year; Washington and Lincoln's Birthdays; Memorial Day; 4th July.
POLICE/AMBULANCE/FIRE: Police, 393–1551; Ambulance, 393–1221; Fire, 393–1010.
TELEPHONES: Cannot be connected on board.
SHORE LEAVE: Crew members allowed ashore.
PORT AUTHORITY: Ogdensburg Bridge and Port Authority, Bridge Plaza. Tel. 315–393–4080.

OLYMPIA, Washington: 47.00 N. 122.53 W.

DOCUMENTS, PILOTAGE, HEALTH, etc.: Refer to "Tacoma".
ANCHORAGE: Good with muddy bottom found anywhere north of the channel entrance and the Olympia shoal.
MAX. SIZE: Olympia's turning basin is 800 ft. in width; the pier, 2,000 ft. in length; depths in channel, 30 ft., and alongside pier, 35 ft.; both at MLLW.
TUGS: Tugs normally join vessels in outer channel, use ships lines and are primarily engaged for turning vessel in turning basin on entry.
STEVEDORES: Available.
FRESH WATER: Available.
FUEL: Available.
CARGO GEAR: Usual requirements only as good facilities are available.
REPAIRS: Most types of repairs undertaken.
AIRPORT: Located 4 miles South of Olympia, fronts on Interstate Highway 5. Operates twice daily service to and from Seattle and Portland.
TELEPHONES: Shipboard telephone service is provided..
SERVICES: Most services are available upon request.
SHORE LEAVE: Ailowed.
AUTHORITY: Port of Olympia, 915 North Washington Street, Olympia, Washington 98501. Area Code 206, 357–4433.

ORANGE, Texas: 30.06 N. 93.44 W.

DOCUMENTS: See "Port Arthur."
PILOTAGE: Radio to Agent, 12 hour advance of ETA, also Sabine Pilots may be contacted by VHF Channel 12 KKB 150. The pilot boat, 75 ft. cabin-cruiser located lat. 29.36 N., long. 92.48. W.
ANCHORAGE: Off Sabine bar – 40 ft.
RESTRICTIONS: Sabine River Channel; project depth 30 ft.; bottom width 200 ft., including slip at port; marked and lighted for 24-hour navigation. Turning basin, 1,000 ft.×3,000 ft.
MAX. SIZE: Length – no limit, breadth – no limit, draft – 30 ft.
RADIO: RCA – Port Arthur, McKay – Galveston.
TUGS: Join vessel in port turning basin. Tug's line used, no charge.
BERTHING: 2100 ft. mooring space to accommodate four deep-sea vessels; all concrete docks; additional berthing space in slip for laying-up four vessels.
STEVEDORES: Five stevedore companies – handled through Agent.
MEDICAL: Local facilities – complete.
TANKERS: Limited to 30 ft. draft.
DENSITY: Brackish.
FRESH WATER: Ample fresh water, through 2 ½ in. connection, rate of delivery about 500 gallons per minute at $0.50 per s/t.
FUEL: All grades available; 8 hours advance notice required.
PORT FIRE PRECAUTIONS: No welding or burning without U.S. Coast Guard welding permit; also special authority required for ships loading explosives.
DEVELOPMENTS: 50-acre tract of land on the East bank of the Neches River in the area of Mobil Refinery to be developed for port.
CONSULS: None available locally.
REPAIRS: Facilities available.
DRY DOCKS:
Levingston Shipyard – Orange.
400 ft.×126 ft. 11,000 tons, 17 ft. draft over blocks.
350 ft.×60 ft. 3,000 tons, 15 ft. draft over blocks.
250 ft.×72 ft. 3,000 tons, 11 ft. draft over blocks.
REPATRIATION: Can be arranged through area immigration.
AIRPORT: Distance to airport 2 miles; no regular air lines and scheduled flights.
HOLIDAYS: New Year's Day (January 1); Texas Independence Day (March 2); Memorial Day (May 30); Independence Day (July 4); Labour Day (first Monday in September); Veterans' Day (November 11); Thanksgiving Day (November 26); Christmas Day (December 25); No work performed on Labour Day or Christmas Day.
POLICE/AMBULANCE/FIRE: Police 883–5654; Ambulance 886–4445; Fire 886–7431; County Sheriff 883–2612.
TELEPHONE: $78.00 installation cost. $12.50 per month service cost.
GENERAL: No strong tidal currents at the berths, excellent shelter during tropical storms.
AUTHORITY: Orange County Navigation and Port District, POB 516, Orange. Tel. 883–4363.

OSTRICA, Louisiana: 29.22 N. 89.32 W.

East Bank of Mississippi River about 42 miles above S.W. Pass entrance.
DOCUMENTS/PILOTAGE/HEALTH: For all general information refer to "New Orleans".
ANCHORAGE: Available in river downstream of docks.
TUGS: Not normally required.
BERTHING: Gulf Refining Co. Terminal, tanker berth 45 ft. depth. Two 8-in. hoses loading 34,000 bbls. per hour. Ballast line 18 in. for slop discharge.
FRESH WATER: Not available.
FUEL: Bunker "C" available ex-wharf.
DENSITY: Fresh water (1000).

PALM BEACH, Florida: 26.46 N. 83.03 W.

LOCATION: Port is located on a salt water sound known as Lake Worth and lies 1⅛ miles from the 27 ft. contour of the Atlantic Ocean to which it is connected by an artificial cut at the North end of Lake Worth known as Lake Worth Inlet. The Inlet is located within the boundaries of the City of Riviera Beach, Florida.
DOCUMENTS: See "Jacksonville". All vessels shall, upon arrival, report to Port Director all cargo to be discharged. Such report shall be in form of copies of Ship's Manifest, or certified statements, and shall show number of units, commodity, weight, destination, consignee, and all other information which port of Palm Beach deems necessary for compilation of commercial statistics, for reserving of necessary warehouse or wharf space, or other purposes.
All vessels shall, before sailing, report to the Port Director all cargo loaded into such vessels. Such reports shall be in the form of copies of the ship's manifest, or certified statements, and shall show numbers of units, commodities, and all other information which the port of Palm Beach deems necessary for compilation of commercial statistics, or other purposes.
PILOTAGE: Compulsory. Provided by Pilots' Association of the port of Palm Beach, 130 East Port Road, Riviera Beach, Florida, 33404.
CHANNEL: Entrance to the harbour is by a dog-leg channel running due West through the jetties and then turning Southwesterly to the terminals. The channel is 400 ft. wide, narrowing to 300 ft. in width as it continues across the lake another 3,000 ft., leading into a trapezoidal turning basin, 1,400 ft. by 1,310 ft. adjacent to the port terminals on the West shore. Present depth of entrance channel is 35 ft. at MLW.

ANCHORAGE: Anchorage is designated by the Bar Pilots, which in most instances is at sea. Port has no established anchorage.
MAX. SIZE: Vessels up to 620 ft. in length with draft of 34 ft. have used facilities.
RADIO: Port has no communication equipment. U.S. Coast Guard Station, Peanut Island, Riviera Beach, Florida, be reached by 2182 kHz – 2678 kHz – 156·8 MHz.
TUGS: Available to assist berthing. Service is provided by the Port Towing Corporation, PO Box 12425, Lake Park, Florida 33403. Office tel. 844–4781 or 844–6422, at night 844–4244 or 844–6422.
BERTHING: Two slips and three marginal wharves for docking vessels; with four ramps for roll-on/roll-off facilities:

Ramp 1 North side of port
Pier 1
Pier 2
Ramps 2–
Pier 3
Pier 4
Pier 5
Pier 6
Pier 7

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DOCU
2 Passenger Lists.
2 Crew Lists.
2 Curio Lists.
2 Stores Lists.
Register.
Load-line Certificate.
Tonnage Tax Certificate.
PILOTAGE: Compulsory. Pilots board at sea-buoy. Guard Channel 16 VHF. Safe anchorage at sea-buoy if waiting for Pilot. Pilot boat black hull with white lettering.
ANCHORAGE: Several safe anchorages inside bay with 32 or more ft. depth.
RESTRICTIONS: Maximum safe draft over bar is 32 ft. No other restrictions except in case of bad weather.
HEALTH: Vessels arriving from ports outside U.S.A. boarded on arrival by Public Health. Vessels arriving from other U.S.A. ports will not have to be boarded by Public Health. If sickness suspected, Agent should be advised by radio.
RADIO: Preferably WLO Radio, Mobile, Alabama, U.S.A. Also good service from RCA. Vessel should radio ETA and cash requirements.
TUGS: Only one tug, Tug is used only to assist in berthing. Always

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Box 1640, Panama City,
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, 350 ft. wide by 40 ft. deep;
River turning basin, 350 ft.
wide by 38 ft. deep; into
"A" into the mouth of the
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sin 1,000 ft. wide by 38 ft.

No entry restrictions as to
e of tide.
MAX. SIZE: Length of vessel is restricted to approximately 900 ft. by turning basin, no breadth restriction, draft 38 ft.
RADIO: Mobile Marine operator, Station WLO best for vessels to route ETA cables to Agent.
TUGS: Tugs will join vessels in harbour or off docks. No escort required.

BRIDGES: Two bridges cross the Pascagoula River above the turning basin, not passed through between channel and harbour.
STEVEDORES: 12 hours notice requested to arrange stevedore gangs.
RADAR/VHF: Radar and VHF radio on pilot boat, Channel 16.
MEDICAL: No advance notice required for medical attention, doctor and hospital care readily available.
TANKERS: The Standard Oil Co. owns and operates three wharves on East side of Bayou Cosotte harbour. Facilities have 6, 8 and 12 in. lines with adaptors, discharge tanks with a capacity of 60,000 barrels 3 tanker berths with a 38 ft. draft.
FRESH WATER: Fresh water is available at a cost of 38c per ton.
DENSITY: Density varies with the state of tide and wind, from fresh to salt water.
FUEL: Large vessels are bunkered at berth in the harbour by two tank barges, operated by Fuel Services, Inc. All grades fuel are available.
WATCHMEN: Port guards are furnished for the general cargo terminals at the port's expense. At least 1 watchman must be on duty aboard vessel.
CARGO GEAR: No requirements for cargo gear other than it be certified by a recognised International organisation.
IDENTIFICATION CARDS: Crew Identification Cards are recommended.
CONSULS: Many countries have consuls within a 100-mile radius of Pascagoula.
REPAIRS: Most deck and engine repairs could be arranged within port facilities.
DRY DOCKS: Two floating dry docks, five marine railways, and a graving dock are located at four of the marine repair plants within this area. Lifting capacities of the floating dry docks are 800 and 600 tons and haul-out capacities of the marine railways range from 20 to 425 tons.
REPATRIATION: The city of Pascagoula is served by regularly scheduled transportation.
AIRPORT: An airport is available approximately five miles from the city and is served by regularly scheduled airlines.
TIME: The port of Pascagoula is on Central Standard Time, GMT plus 6 hours; clocks are moved ahead 1 hour during summer months.
HOLIDAYS: United States national holidays are observed, cargo work can be arranged on these days at penalty time.
POLICE/FIRE/AMBULANCE: Telephone numbers for emergency services are; Fire 762–1133; Police 762–2211; Ambulance 762–6332.
TELEPHONES: Telephones can be installed aboard vessels at a nominal charge.
SERVICES: Facilities are available for fuel service, compass adjusting, and many other special services that may be required.
AUTHORITY: Jackson County Port Authority, Chancery Court Building, Room 211 235 Canty Street (PO Box 878), Pascagoula, Miss. 39567.

PHILADELPHIA, Pa.: 39.57 N. 75.10 W.

DOCUMENTS:
3 Crew Lists Form I.418 (suggest 6 be made).
3 Passenger Lists Form I.418 (suggest 6 be made).
3 Customs Stores Lists (suggest 6 be made).
3 Curio Lists (own ship Form) (suggest 6 be made).
3 Narcotics Lists (own ship Form) (suggest 6 be made).
Manifest (Ship Cargo List). If Philadelphia first port of call, require 1 copy for Customs and 1 copy to be used as "traveller" surrendered last port of call. If Philadelphia not first port of call, required 2 copies, all cargo to be discharged at Philadelphia.
For Immigration Service:
Visaed Crew List.
Valid passport or Seaman's Book for each person on board.
Crewman's landing card (Form I.95) for each crew member.
PILOTAGE: The pilot boat serving the Delaware River and ports of Philadelphia is a 165 ft., 1,000 gross ton steam vessel, painted light blue with letter "P" on stack. All pilots carry portable radios for bridge-to-bridge traffic to facilitate movement of vessel (VHF 156·7). Pilot boat is on permanent station in Cape Henlopen on a 24-hour basis and guards following frequencies: 156·65 VHF and 2738 and 2182 Khz. Telegraphic address is Del. Riv. Pilots, 214 S. 11th St., Phila., Pa. 19107. Arrangements for Pilot are normally made by ship's Agent but can be made direct by vessel.
No particular advance notice is required and incoming vessels are served as they arrive. Normally no delays are encountered. There are no particular boarding or safety measures required, other than the usual practice of good seamanship. In event of an unscheduled delay in berth availability, a deep-water anchorage is readily available in the bay adjacent to pilot boat. There are 18 anchorage areas available along the Delaware.
RESTRICTIONS: There are no restrictions imposed upon entry except those dictated by vessel draft. Throughout most of its length, the Delaware River is dredged to 40 ft. at MLW. In addition there is a mean tidal range of about 5·7 ft. Vessels of 38 ft. draft can readily navigate the river.
MAX. SIZE: Deep-draft vessels (oil-carriers) can off-load to barge in the lower Bay in water capable of handling vessels up to 60 ft. draft.
HEALTH: Pratique procedures required for first port of entry. Pratique is automatic for subsequent port calls. Vessels can request "radio pratique" clearance at all ports in the U.S. The Maritime Quarantine Declaration is usually delivered by Pilot, and the Master, after completion of the Declaration, may then send the radio request to ship's Agent via ship's radio.
RADIO: RCA Radio Marine Corporation. "WSC" Tuckerton, N.J.
TUGS: Tugs normally join vessels adjacent to berth. Ship's lines are used.
BERTHING:

Northern Metal Co. Terminal	9 berths depth 25 ft. to 32 ft.
Tioga Terminal	7 ,, ,, 35 ft.
Delaware River Terminal	4 ,, ,, 29 ft. ,, 32 ft.
Port Richmond	10 piers depth alongside 26 ft. to 36 ft.
Delaware River	21 ,, ,, ,, 26 ft. ,, 35 ft.
Greenwich Point Tidewater Ore Terminal	2 berths 850 ft. length, depth 37 ft. and 42 ft.
Girard Point	3 piers depth alongside 28 ft. to 36 ft.
Camden	3 ,, ,, ,, 30 ft. ,, 40 ft.
Gloucester	Ore Pier, depth alongside 25 ft. and 31 ft.

STEVEDORES: Ship's Agents make arrangements for stevedore gangs. Agents should be kept advised of any change in ETA.
MEDICAL: Advance notice of requirements desirable to the extent possible. Hospital facilities are available. Smallpox vaccination certificate required (see Quarantine Declaration Form).
TANKERS: There are 83 petroleum handling berths along the Delaware River. All terminals are equipped with reducers. There are slop (residue) facilities at most terminals. Some main terminals listed below:

Fort Mifflin	Atlantic-Richfield Oil Co.	40 ft. depth
Point Breeze	Richfield Terminal	32 ,, ,,
	Ballast Wharf	32 ,, ,,
Hog Island	Gulf Oil Terminal	40 ,, ,,
Paulsboro	Mobil Oil Terminal	30 ft. and 40 ft. depth
	Patterson Oil Terminal	36 ft. depth
Marcus Hook	Sinclair Refining Co.	35 ,, ,,
	Sun Oil Co.	33 ,, ,,
Westville (Eagle Point)	Texas Oil Terminal	40 ,, ,,
Pennsauken	Greater Valley Oil Co.	34 ,, ,,
Girard Point	Gulf Oil Co.	33 ,, ,,
Delair	Hess Oil Co.	31 ,, ,,

DENSITY: Philadelphia ports are fresh-water ports.
FRESH WATER: Fresh water normally not available directly at berth. Fresh water available by tank truck or through Fire Department. No water barges available.
FUEL: Bunker C and diesel fuel available most oil terminals. Vessel's Agent should confirm berthing space at least 24 hours in advance.
WATCHMEN: These services are left to the discretion of the master. It is often recommended by ship's P & I Club that watchmen be engaged when seamen are detained by U.S. Immigration. Ship is subject to heavy fines by U.S. Government if any detained seaman deserts vessel.
HATCHES: Normally opened/closed by stevedores.
CERTIFICATES: Ship's Register and Load-line Certificate are mandatory. If vessel is carrying passengers from the U.S. they will require a U.S. Coast Guard Certificate. This can easily be obtained in about one or two days subject to meeting the requirement for life-saving equipment.
CUSTOMS ALLOWANCES: No set rule. Reasonable amount allowed for personal use.
CARGO GEAR: For exceptionally heavy lifts, Philadelphia Naval Shipyard has a 350-ton crane. Special permission is required to use this machine when there are no commercial facilities available.
CONSULS:

	Area Code – 215		Area Code – 215
Brazil	LO 7–6488	El Salvador	CH 7–4578
Canada	LO 3–5838	Finland	561–4400
Chile	LO 9–3678	France	LO 3–8197
Colombia	WA 2–1927	Germany	WA 2–7415
Costa Rica	BE 5–6772	Great Britain	WA 5–2430
Denmark	LO 3–1403	Guatemala	LO 3–3100
Dominican Republic	LO 7–5758	Haiti	LO 3–0700
Ecuador	LO 3–3630		

REPAIRS: All types of ship repairs can be effected.
AIRPORT: Philadelphia International Airport is located approximately 6 miles from central harbour area.
TIME: Standard time GMT minus 5. Daylight Saving Time (minus 4) is usually implemented about the last week-end in April.
HOLIDAYS: New Year's Day (1st January); Lincoln's Birthday (12th February); Washington's Birthday (22nd February); Good Friday; Decoration Day (May 30th); Flag Day 14th June); Independence Day (4th July); Labour Day (1st Monday in September); Colombus Day (12th October); November Election Day (1st Tuesday in November); Armistice or Veteran's Day (11th November); Thanksgiving Day; Christmas Day; and any other national holiday as may be provided by executive authority.
POLICE/FIRE/AMBULANCE: Fire LO 3–6700; Police 231–3131; Port Disaster 609–WO 3–6420, WA 5–8780.
GENERAL: If garbage removal is required while in port, it must be done under supervision of the plant quarantine service.
AUTHORITY: Delaware River Port Authority, Public Ledger Building, Independence Square, Philadelphia, 19106. Cable address: "Delripva."

PINEY POINT, Maryland: 38.08 N. 76.32 W.

draft of vessel. Able to handle vessels taking up to 40 ft. draft. Extremely bad weather conditions, such as fog or high winds, may

It is the Consulate General's understanding that the United States Immigration and Naturalization Service will require only one visaed crew list from an overseas vessel which arrives at a United States port on the Great Lakes and the vessel need not present another such visa when returning from Canada to any United States port on the Great Lakes. The initial visa presented will be honored for multiple entries during the vessel's stay on the Great Lakes with respect to the crewmen named on the visaed crew list initially presented.

It is the policy of the Consulate General to give priority service to requests for crew list visas. However, it should be noted that, because much of our normal nonimmigrant visa workload is generated by people who wish to visit the United States over the weekend, our heaviest demand for services tends to be concentrated on Thursdays and Fridays. We are, thus, able to provide more expeditious service on crew-list visa applications which are submitted the other days of the week. When ships are in Montreal for only a few hours and time does not permit processing of a crewlist visa, ship's representatives may request a visa waiver at anytime from the U.S. Immigration Officer (Travel Control) at the U.S. port of call.

Over a period of time, the Consulate General has observed that the following are the problems most frequently encountered and which tend to impede the rendering of expeditious service to shipping companies:

1. names of crew members not listed in alphabetical order;

2. date and place of birth are incomplete or are not listed at all;

3. persons included on crew lists who are not in fact members of the crew of the vessel;

4. requests for out of hours service made in cases in which the time factor involved does not warrant such service.

The Consulate General does not wish to imply that there are frequent occurrences of the above difficulties, but merely to point out that these are the primary areas of difficulty, when problems do arise. The Consulate General feels that it is in our common interest to avoid these problems and your continuing cooperation in this respect is requested.

hours a day. Only restriction that might hamper traffic would be **CONSULS:** The nearest Consul-Generals are in Houston, Texas.

procedures required for first port of entry.

CONSULATE GENERAL OF THE
UNITED STATES OF AMERICA
800 Place Victoria
Montreal 115, Quebec

MTL-V-54
5-11-71 rev.

PROVISIONS GOVERNING ISSUANCE OF CREWLIST VISAS

Your attention is invited to the following provisions of the United States Code of Federal Regulations (22 CFR 41.127) concerning application for, and issuance of crew list visas:

1. Application shall be made on Form I-418, in duplicate;

2. The complete names of all members of the crew shall be listed in alphabetical order of their surnames;

3. Columns 1, 2 and 3 shall be completed on both copies of Form I-418;

4. On the duplicate copy only of Form I-418, column 4 shall contain the complete date (month, day, year) of birth and the city and country of birth of each crew member, and column 5 shall contain the place of issuance of each crew member's travel document and the name of the issuing authority;

5. A crew list visa shall be valid for one entry into the United States during a period of six months from the date of issuance.

6. A fee of $2.00 (US) or $2.18 (Canadian) shall be collected for the issuance of each crew list visa;

7. Two or more crew list visas may be issued at the same time to any vessel, other than one registered from a communist country, if the vessel is expected to make two or more entries into the United States within six months of the date of issuance of the visas. A separate Form I-418 shall be prepared for such visa to be requested and a fee of $2.00 (US) or $2.18 (Canadian) shall be collected for each visa issued. If all copies are identical, only one copy need be submitted for the files of the Consulate General.

8. No person who is not a bona fide member of the crew of a vessel, carrying out a function necessary to the operation of the vessel, shall be included in a crew list visa.

9. Crewmen who are listed as citizens of a Communist or Communist controlled country, other than Yugoslavia, will be excluded from a crewlist visa unless he is the bearer of a crewman (D) visa.

OVER

navigate the river.

MAX. SIZE: Deep-draft vessels (oil-carriers) can off-load to barge in the lower Bay in water capable of handling vessels up to 60 ft. draft.

Building, Independence Square, Philadelphia, [illegible] "Delripva."

PINEY POINT, Maryland: 38.08 N. 76.32 W.

Steuart Petroleum Company Terminal on East bank of Potomac River, 82 miles from sea.
DOCUMENTS/PILOTAGE/HEALTH: Refer to "Baltimore".

PORT ADAMS, Texas: 29.45 N. 95.11 W. Refer to "Houston" for all general information.

PORT ANGELES, Washington: 48.08 N. 123.25 W.

DOCUMENTS, HEALTH, etc.: Refer to "Tacoma".
PILOTAGE: Compulsory for all vessels except those in coasting trade. Pilot station at Ediz Hook serves all vessels bound for Puget Sound ports. Pilot boards off Port Angeles.
ANCHORAGE: In harbour, depth at least 42 ft. MLLW.
BERTHING: Four principal wharves, depth alongside 28–38 ft. MLLW.
STEVEDORES: Eight local gangs, additional gangs may be imported if required.
HOLIDAYS: See "Tacoma".
MEDICAL: All medical facilities available. Local hospital.
DENSITY: Salt water.
FRESH WATER: Available at all wharves.
FUEL: Barge delivery only.
GANGWAY/DECK WATCHMEN: Required only if detainees aboard.
CUSTOMS ALLOWANCES: No definite quantities specified; reasonable allowance at discretion of Customs Inspector.

PORT ARTHUR, Texas: 29.53 N. 93.57 W.

DOCUMENTS:
Entrance Direct from a Foreign port:
Master's Oath on Entry, CF.3251 (signed by Master and notarised).
Quarantine Pratique.
Master's Certificate on Preliminary Entry, CF 3255 (soon to be abolished, at which time this certificate will be made on the reverse of the last page of the manifest.)
Oath on Repairs, CF.3415 (American vessels only).
Clearance from last port.
Store List.
Crew List on Form I. 418 (including the certified copy from last American port).
Passenger List on Form I. 418.
Manifest of Cargo on CF.7527A or 7527B in the order of ports of discharge, or if in ballast use the same form and state that the vessel is in ballast.
Entrance from another Domestic Port with residue cargo, American or Foreign vessel:
Master's Oath on Entry, CF.3251 (signed by Master and notarised).
Master's Certificate on Preliminary Entry CF.3255 (if vessel boarded).
CF.1385 from latest port, Master signs sub-div. 3.
Store List.
Crew Curios List.
Passenger List (Form 1.418) but only if passengers are disembarking.
Cargo Manifest for cargo to be discharged at this port. If there is no cargo for this port it will consist of a "pro-forma manifest".
In addition to the customs forms needed, as shown in the above, Master will also need to present the following ship's papers to customs on arrival: (*a*) Certificate of Nationality; (*b*) Ship's Registration; (*c*) Safety Equipment Certificate; (*d*) Load Line Certificate; (*e*) Tonnage Tax Certificate. These papers are returned to the vessel upon filing clearance. Every vessel must have these papers onboard on arrival and on departure.
PILOTAGE: Come up in vicinity of the sea buoy. Twenty-four hours notice of ETA should be given and revised if ship is delayed one hour or more. Telegraphic address is Sabine Pilots, Port Arthur, Texas. Pilot station stands 24 hour continuous watch on VHF Channel 12 – 156·6 mc/s. and on Channel 2738 kc/s. Pilot boat is motor vessel with black hull, white housing flying pilot insignia by day and pilot light by night. Location of pilot boat is in general vicinity of Sabine Pass sea buoy. Pilot ladder only on lee side of vessel.
RESTRICTIONS: Port Arthur ship channel is in operation 24 hours a day. Only restriction that might hamper traffic would be draft of vessel. Able to handle vessels taking up to 40 ft. draft. Extremely bad weather conditions, such as fog or high winds, may delay entry.
MAX. SIZE: Port Arthur ship channel authorised to 40 ft. in depth and will vary from 400 to 800 ft. in width. Turning basin, which is located at mile 19 (only about ½ mile upstream from existing port facility) will be 900 ft. in width. Bulk carriers going to grain elevator at Port Arthur or to one of the oil refineries would only be restricted by draft which would vary from 30 ft. to 40 ft. depending on load/discharge berth. See 'Berthing'.
HEALTH: Vessel arriving directly from a foreign port must be boarded by Public Health Department representative, immediately if possible. Until vessel is boarded and granted free pratique, no one is allowed on or off vessel (including customs, immigration, etc.). Upon receiving free pratique, vessel may lower yellow flag, which must be flown upon entering from a foreign port, and only then may anyone board or disembark from vessel. In event there is any suspected disease on board, the vessel is quarantined until a doctor has made an examination and diagnosis. Pratique is automatic anytime a vessel comes coastwise and has already been boarded in United States and granted free pratique.
RADIO: For a vessel in Gulf of Mexico, and *en route* to Port Arthur, radio "Port Arthur Radio" (Radio Marine Corporation of America) whose call sign is WPA. Also radio stations located in Galveston, Texas (Mackay Radio, call sign KLC) and in Mobile, Alabama (call sign WLO).
TUGS: Exact position that the tug meets vessel varies with each vessel, but usually they meet just below Texaco Island. In some cases they meet as far up as Great Lakes Carbon (when vessel is in ballast and going to Gulf Oil Docks). The tugs usually use ship's lines. Port of Port Arthur is served by two towing companies (1) D.M. Picton Towing Company and (2) Sabine Towing Company, Inc.
BERTHING:

	distance from sea	*depth alongside*
Atlantic Refining Co.	30 m.	38 ft.
Cargil Grain Elevator	17 m.	32 ft.
Great Lakes Carbon Corp.	17 m.	30 ft.
Gulf Oil Terminal	18 m.	38 ft.
Texaco Terminal	17 m.	35 ft.

See also "Beaumont", "Magpetco", "Port Neches", "Smiths Bluff".
STEVEDORES: Advance order for longshore gangs varies as to contract held by ILA (International Longshoremen's Association). In Port Arthur, gangs have to be ordered as follows: Order by 7 p.m. for the next morning (either 7 a.m. or 8 a.m.); order by 5 p.m. for 7 p.m. Order by 8 a.m. for 10 a.m.
MEDICAL: Port Arthur is served by two hospitals: (1) St. Mary's Hospital and (2) Park Place Hospital, both of which are very well staffed and have adequate facilities for almost any emergency. Also, advanced notice is helpful when vessel is scheduled to dock late in evening or during night, as doctors have to be located.
TANKERS: There are three major oil companies, Gulf Oil Corporation; Texaco Oil Company, Inc.; and Atlantic Richfield Company. Gulf Oil Corporation and Texaco Oil Co., Inc. are two of largest oil refineries in the country. The diameter of load/discharge lines range anywhere from 4 in. to 12 in. depending on the grade of the petroleum product being loaded. As far as slop discharge facilities are concerned, ballast tanks are sure at all major oil companies. Tank cleaning in port must be done by longshore labour. Gulf Oil has 3,400 linear ft. of berth accommodations and Texaco Oil Co. has 5,299 linear ft. of berth accommodations, together enough to accommodate 11 supertankers plus barges. Atlantic Richfield Co., being the smallest of the three oil companies, has berth accommodation for three vessels.
DENSITY: Varies from almost fresh water (1000) to pure salt water (1025) depending on amount of rainfall and tide variations. According to figures obtained from the National Cargo Bureau, average density is 50% salt water or (1012·5).
FRESH WATER: Available at wharves, or by barge.
FUEL: Almost any grade of fuel or marine diesel is available. In some instances there are fuel lines running directly to docks, but if not a bunkering barge is available. An advance notice is usually required by bunkering barge depending on number of vessels awaiting bunkering.
GANGWAY/DECK WATCHMEN: Under normal conditions a watchman is not necessary on most vessels. Under certain conditions such as a communicable disease or a malafide crewman a watchman would be feasible but the decision is left to Master. There is a $1,000 fine if a malifide crewman disembarks from vessel.
OPENING/CLOSING HATCHES: Paragraph 2, Rule 1 of the Deep Sea Longshore and Cotton Agreement for Texas ports and Port of Lake Charles, Louisiana, states as follows: "When vessel is in loading or unloading berth, loading and laying of dunnage and the opening and closing of hatches, when in connection with the handling of general cargo and/or cotton, is longshore work and will not be done by ship's crew."
CUSTOMS ALLOWANCES: Tobacco: Each crewman is allowed to keep 300 cigarettes out of bond while in port. Wine and/or Spirits: Each crewman is allowed to keep one quart of spirits out of bond while in port.
CARGO GEAR: A current certified Gear Certificate is required to be on board at all times and is to be kept up to date.
IDENTIFICATION CARDS: American crewmen do not need any identification card. Foreign crewmen need only the landing permit from Immigration Department in order to go ashore.
CONSULS: The nearest Consul-Generals are in Houston, Texas.

Port Arthur has only 5 honorary Vice-Consuls, which are: Norwegian, Spanish, Panamanian and Honduran. Houston is approximately 90 miles from Port Arthur.

REPAIRS: All types of deck and engine repairs can be accomplished. Main ship repairers are; Gulfport Shipbuilding Corp., Burton Ship Yards, Inc., Sabine Propeller Company and Sabine Neches Shipbuilding Corporation.

DRY DOCKS: Two dry docks, largest being Gulfport shipbuilding Co., which occupies 50 acres with 3,300 ft. of frontage on Port Arthur Ship Channel. Yard designs, constructs and repairs barges, tugs and other vessels. It has fully equipped shops and four floating dry docks with lifting capacities of 500, 1,800, 4,000, and 4,200 tons. Smaller dry dock is Burton Shipyards, Inc., which occupies 60 acres with 3,200 linear ft. of frontage on Port Arthur Ship Channel. This yard also designs, constructs and repairs barges, tugs and other vessels. It has fully equipped shops, two marine railways with haul-out capacities of 1,000 and 1,500 tons and one floating dry dock of 3,000 ton capacity.

REPATRIATION: There are facilities for effecting crew changes and repatriation.

AIRPORT: Is located approximately 10 miles north of port on Highway 69. The Mid-Jefferson County Airport is served by TI (Texas International) and Delta Airlines and offers 16 arrivals and 16 departures daily.

TIME: Central Standard Time during winter. Beginning April 28th until October 27th Central Daylight Time (clocks are moved ahead one hour). Central Standard Time is GMT minus 6 hours.

HOLIDAYS: Longshore holidays are: Armistice Day or Veterans' Day (Nov. 11th); Thanksgiving Day; Christmas Day; New Year's Day; Washington's Birthday; Texas Independence Day (June 19th); Fourth of July; Labour Day; Decoration Day (May 30th). No work shall be performed on Labour Day or Christmas Day, except in case of fire or where property is in danger. When holidays come on Sunday, the following day is to be recognised as the holiday. No work to be performed between 4 p.m. and 7 p.m. on election days.

POLICE/AMBULANCE/FIRE: Police Department 983–5101; Fire Department 985–5511; Ambulance Service 985–5504 or 983–5666.

TELEPHONES: No facilities for placing a telephone on a vessel. However, a coin-operated telephone on the dock for anyone's use.

SHORE LEAVE: Shore leave is allowed. Only requirements being; each crewman on shore leave must have a landing permit issued by Immigration Department and no malafide crewman may be granted shore leave.

DELAYS: Delays in berthing usually arise from vessels ETA being delayed and thereby causing a berth conflict. The port of Port Arthur is on a first come first serve basis.

AUTHORITY: Port of Port Arthur Navigation District of Jefferson County, Texas, 500 World Trade Building, PO Box 1428, Port Arthur, Texas 77640.

PORT EVERGLADES (including Fort Lauderdale, Florida): 26.05 N. 80.05W.

DOCUMENTS:

3 copies Cargo Manifest (Forms 7527-A or 7527-B), the original showing all cargo on board, and 2 copies showing only cargo for this port.
2 copies Crew Manifest (curio list).
2 copies Stores List.
2 copies Passenger List (Form I.418).
2 copies Crew List (Form I.418).

Customs boarding Officer will also examine Ship's Register and Load-line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad, or 24 hours from arrival from a United States port:

Health Pratique.
Master's Oath (Customs Form 3255).
All foreign clearances.
U.S. Certificates of payment of tonnage tax (Customs Form 1002).
Certified Crew List.

PILOTAGE: Pilot boards at Port Everglades sea buoy, located 26° 05′ 30″ North latitude, 80° 04′ 45″ West longitude.

ANCHORAGE: The prescribed anchorage area at Port Everglades is outside the harbour and North of the channel. Vessels desiring to anchor off harbour of Port Everglades are required to do so in this area to avoid possible damage to cables laid on ocean floor South of the channel.

South of the channel, immediately offshore, there is a Government Restricted Area.

North of the channel, immediately offshore, there is a spoil bank visible at low water.

RESTRICTIONS: Entrance to Port Everglades is by a straight channel running in a due Westerly direction for a distance of 1·7 miles from the 50 ft. contour of the ocean to the turning basin. The channel is 500 ft. wide at its seaward end, narrowing to 300 ft. wide from jetty entrance to turning basin. The water depth is 39 ft. including the turning basin. All depths are at Mean Low Water.

BASIN: The main turning basin is 1,200 ft. East and West and 2,450 ft. North and South with a depth of 39 ft. The North extension of turning basin is 620 ft. wide East and West on the North limits and 900 ft. wide East and West on the South limits and 1150 ft. North and South, with a depth of 33 ft. The South extension of turning basin is 1,300 ft. wide East and West by 1,300 ft. North and South, with a depth of 32 ft., except Berths 17 and 18, which have a depth of 37 ft. All depths are at Mean Low Water.

HEALTH: Radio pratique may be granted basis information received prior to arrival of vessel, provided no communicable diseases on board. Normally, vessels are boarded by medical officers on arrival unless free pratique previously given at U.S. port in the same voyage. If granted free pratique, vessel may enter port and discharge passengers and cargo. If given provisional pratique, vessel may enter port, but must take any additional measures specified in connection with discharging passengers and cargo, until free pratique is given.

RADIO: The following radio channels are available to communicate with facilities at Port Everglades:

Ship calling and safety: Channel 16, 156·8 Mc.
Business and operation: Channels 14, 156·7 Mc; 7A, 156·35 Mc; 18A; 156·9 Mc.
Port Everglades Bar Pilot: Channels 16, 13, 14, 18A, 19A.
Port Everglades Towing Co.: Channels 16, 13.

TUGS: Three tugs available to assist berthing.

BERTHING: Port Everglades has 16,200 linear ft. of berthing facilities, as follows:

Berth	*Length in feet*	*31 ft. depth*	*32 ft. depth*	*37 ft. depth*	*38 ft. depth*
1–2–3	1,601	1,300		301	
4	700			700	
5	700			700	
6	378			378	
7–8	1,200			1,200	
8A	300			300	
9–10	1,200			1,200	
11	500			500	
12–13	1,201			1,201	
14–15	1,201			1,201	
16*–17–18	1,648			1,648	
19–20	1,300		1,100	200	
21–22	1,325		1,325		
23	240				240
24–25	1,369				1,369
26–27	1,337				1,337
Total	16,200	1,300	2,425	9,529	2,946

* Berth 16 has a depth of 39 ft.

STEVEDORES: These services are provided by licensed stevedoring firms. Arranged by Agent.

BUNKERING: All berthing facilities are provided with facilities for furnishing fuel oils and fresh water.

REPAIRS: Shipyard equipped with a 350 ft. Syncrolift dry dock with a capacity of 4,200 tons, one 1,000 ton floating dry dock, complete machine-shop and all supporting facilities.

IDENTIFICATION CARDS: Standard U.S. Immigration Forms I.95 to be made up for each crew member on arrival. Not necessary for crew man already holding Form I.95, issued for the same vessel.

CUSTOMS ALLOWANCES: At the discretion of customs officers. Normal allowance is 200 cigarettes or 2 lb. tobacco and one quart wine or spirits per man. Additional allowances may be given if considered necessary, due to length of vessel's stay in port.

HOLIDAYS: New Year's Day (January 1); Martin Luther King's Birthday (January 15); Lincoln's Birthday (February 12); Washington's Birthday (February 22); Good Friday; Memorial Day (May 30); Independence Day (July 4); Labour Day; Columbus Day (October 12); Veteran's Day (November 11); Thanksgiving Day; Christmas (December 25). When any of the above holidays fall on a Sunday, they will be observed on the Monday following. Work on these holidays is by special arrangement only.

TIME: Eastern Standard Time, GMT minus 5 hours. Daylight saving time, GMT minus 4 hours, from April to October.

AUTHORITY: Port Everglades Authority, Port Everglades, Florida 33316.

PORT HURON, Michigan: 42.59 N. 82.26 W.

Refer to St. Lawrence for important general information.

PILOTAGE: Compulsory, by Seaway Pilots.

ANCHORAGES: Near head of St. Clair River at Sarnia. Vessels should anchor as close to shore as safely possible to keep channel clear for passing vessels.

RESTRICTIONS: Navigation season from mid-March to end-December approx. Dock channel depth – 25 ft. Vessels size restricted by Seaway locks.

MAX. SIZE: 730 ft. length; 25 ft. 9 in. draft.

HEALTH: All ocean-going vessels must obtain a free pratique before entering the Seaway. Vessels may obtain quarantine inspection and clearance from the Canadian Authorities at Montreal while awaiting entrance to the Seaway.

RADIO: Master must give at least 24 hours notice to Commander 9th Coast Guard District, Cleveland, Ohio, of the vessel's ETA at Snell Lock. Also, at least 24 hours notice of ETA at first U.S. discharge port is required. Port can be contacted through Marine Operator, Sarnia.

TUGS: Available. Not compulsory, but sometimes necessary in bad weather.

BERTHING: Port Terminal Co. Dock: 700 ft. long 26–31 ft. depth.

DENSITY: Fresh water.

MEDICAL: All facilities available.

FRESH WATER: Obtainable by pipe-line at all docks.

FUEL: All grades available by pipe-line at all docks.

REPAIRS: Machine shops available for limited deck and machinery repairs.

AUTHORITY: Port Huron Maritime Commission, PO Box 289, Port Huron.

PORTLAND, Maine: 43.39 N. 70.14 W.

DOCUMENTS:
1 Crew list.
1 Passenger list.
2 Stores lists.
2 Foreign purchases lists.
2 Inward foreign manifests uniform cargo.
Original bill of lading.
1 form 3251 masters oath on entry of vessel.
2 form 1374 outward foreign manifest.

PILOTAGE: Ship's Agents usually notify pilot approximately 48 hours in advance of arrival then changes are made at 24 and 12 hours. Pilot boat usually called on Channel 16 and then switched to Channel 11 to continue conversation. Pilot goes aboard ship in vicinity of lightship using ladder on lee side. When weather bad suggest vessel anchor approximately 1 mile North of lightship.

ANCHORAGES:

Anchorage A (general)

Beginning at Eastern corner of Grand Trunk Railway Company Pier No. 3; thence pproximately 90°, 1,700 yd. to Brooklyn Ledge Buoy 16; thence 330°, 350 yd.; thence 25°, 780 yd.; thence 303°, 750 yd.; thence 254°, 560 yd.; thence 186°, 750 yd.; and thence to the point of beginning.

Anchorage B (general and quarantine)

Beginning at Brooklyn Ledge Buoy 16, thence 58° to Little Diamond Island thence along the South-western shore to the pier on the Southern end of Little Diamond Island; thence 143°, 1,200 yd.; thence 270¼° to House Island Light; thence along the western shore of House Island to Fort Scammel Point Light; and thence 329°, 1,620 yd. to the point of beginning. Anchorage B is intended for general purposes, but especially for use by oil tankers and other deep-draft ships entering the harbour at night and intending to proceed to the dock allotted at daylight the following morning, or as soon as practicable. This area also is to be used for quarantine anchorage. Any vessel anchored in this area shall be ready to move on short notice.

Anchorage C

Bounded on the North-west by House Island; on the North by a line running 90° from House Island Light to Peaks Island; on the East by the Western shore of Peaks Island, by a line running 198° from the Westernmost point on Peaks Island to Cushing Island, and by the shore of Cushing Island to its Westernmost point; and on the Southwest by a line running from the Westernmost point on Cushing Island to Fort Scammel Point Light. Anchorage C is intended for use only by small vessels and for temporary anchorage.

Anchorage D

Southerly and Westerly of a line beginning at Lighthouse Channel Buoy 1; thence 35° to Anchorage Buoy E; and thence 145° to the mainland. Anchorage D is for use only by small yachts and pleasure craft, and small, light draft coastwise freighters.

RESTRICTIONS: No entry restrictions at night. Deep draft vessels brought in on high water only.

MAX. SIZE: Size of vessel restricted to 45 ft. draft in harbour area. No outside installations at port yet.

HEALTH: Agent notifies Public Health Service and arranges for inspection at pier. If any disease or fever suspected, vessel quarantined. When vessel once cleared at U.S. port and proceeds to another, clearance still valid. Radio pratique available on request to Agent.

RADIO: Tugs in Portland Harbour use Channel 07. Vessels arriving Portland go through radio station in Chatham, Mass., RCA installations, or call station WOU via radio-telephone.

TUGS: Tugs join vessel at Spring Point in Portland Harbour. Tugs use own lines at no additional charge. Docking Pilots not supplied by Company but are available.

BERTHING: Tidal conditions govern arrivals and departures.

BRIDGES: No undocking on ebb tide through bridge.

STEVEDORES: Four hours notice on ordering gangs.

RADAR/VHF: No radar service. VHF Harbour Control at Portland.

MEDICAL: No advance notice required by Agent. Two hospitals, Marine Medical Center and Mercy Hospital, who take bed patients. All seamen require certificate showing they have had a smallpox vaccination during last three years.

TANKERS: Tankers arriving at Portland Pipe Line, Pier 2, make preparations for two 10 in and 12 in. hoses.

Berth	*Depth Alongside*
American Oil Terminal	30 ft. MLW
Chevron Terminal	32 ft. MLW
Portland Pipeline Pier No. 1	35 ft. MLW
Portland Pipeline Pier No. 2	47 ft. MLW
Texaco Terminal	30 ft. MLW

DENSITY: Average density 1.024.

FRESH WATER: Available by tug for boilers only at rate of tug hire. Drinking water availabe at piers.

FUEL: No. 6 diesel oil and blended interfuel oils. Delivery is via barge only and 24 hours notice required.

FIRE PRECAUTIONS: None—except at certain oil piers where information given to Shipmaster upon arrival at pier. Ample fire protection, salt water lines, sprinkler system on pier, local fire department.

DEVELOPMENTS: Plans under way for redevelopment of waterfront. Plans call for deepening Fore River from 35 ft. to 45 ft. and studies also under-way to provide offshore unloading of giant super-tankers. Plans to construct a $140 million oil transfer facility, In order to complete project, existing 40 ft. ledge will be removed to 90 ft. and dredging in the inner harbour of Hussey Sound will be done. No date set for final completion.

GANGWAY/DECK WATCHMEN: Not required.

OPENING/CLOSING HATCHES: Ship's crew open hatches.

CERTIFICATES:
Load-line certificate.
Certificate of Foreign Clearance.
Ship's Safety Certificate.
U.S. tonnage tax certificate of previous trip if have them.
Radio Operator Licence.

CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes per man. Wine and/or Spirits, 1 bottle per person.

CARGO GEAR: No additional cargo gear necessary.

IDENTIFICATION CARDS: Form I-95 must be filled-out on arriving unless seaman has had a prior one made out for a previous arrival on same ship.

CONSULS:
Norwegian: Allan Kjos-Hansen, 30 Mayer Road, Portland, Main, Vice-Consul.
French: Dr. Paul O. Proudian, 776 Main Street, Westbrook, Maine.
Finnish: Frank W. Bjorklund, 163 Main Street, Norway, Maine.
Italian: Dr. Domenico A. Santoro, 43 Deering Street, Portland, Maine.
Panamanian: Mary Navarro de Czrrillo, Lafayette Town House, Portland.
Swedish: Martin Johnson, Vice Consul, 443 Congress Street, Portland.

REPAIRS: Repair facilities for all types of machinery available.

DRY DOCKS: Three basins divided into 7 berths which can handle a vessel up to 455 ft. long and 62 ft. wide (not currently activated). Also three other smaller marine railways.

REPATRIATION: Arrangements must be made with Agent in advance by telegram.

AIRPORT: Portland Municipal Airport 3½ to 4 miles distant. Served by Northeast Airlines and Executive Airlines.

HOLIDAYS: New Year's Day; Washington's Birthday; Patriots Day; Memorial Day; Independence Day; Labour Day; Thanksgiving Day; Christmas and Veterans Day. Possible to get gangs to work all days except Labour Day and Christmas.

POLICE/AMBULANCE/FIRE: Police 773–5651; Ambulance 772–5463; Fire 772–6531.

TELEPHONE: Arrangements can be made to have phone put on ship, but most docks have pay phones.

GENERAL: Discussions underway with Coast Guard and other officials to install fixed lighthouse stations to replace lightships at entrance.

AUTHORITY: Main Port Authority, Maine State Pier, Portland, Maine 04111, (207 773–5608)

PORTLAND, Oregon: 45.30 N. 122.40 W.

DOCUMENTS:
3 Cargo Manifests.
3 Store Lists.
3 Crew Curio Lists.
3 Crew Lists.
1 Clearance from Last Port.
1 Tonnage Tax Certificate.
1 Copy of vessel's Register.
1 Itinerary of Vessel, port by port.

PILOTAGE: When entering from sea (without service of bar Pilot) vessels or Agents must give notice between 0800 and 1700 and at least 12 hours prior ETA at Astoria. Calls may be placed with Astoria office (325–4532) or Portland office (228–9325) or by radio to "Colrip Astoriaore". River Pilots board at Astoria in channel in vicinity Astoria Crossing Lighted Buoy No. 37. Signal for river Pilot one long, three short whistles. When ordering bar Pilots, request by radio via KLB, Seattle, Wash., about 12 hours before arrival. Address Bar Pilots, Astoria, Ore.," giving date and time of arrival at lightship. When "Peacock" on station Pilot boards from small power boat; when "Columbia" on station, Pilot boards directly from "Columbia". When Pilot boarding from small boat, maintain reduced speed about 4 knots. Do not change course or speed until signalled by pilot vessel. Vessels having radio telephone contact pilot vessels for instructions on following frequencies: radio phone watch Channel 16 VHF (156·8 mgc/s) also 2182 and 2738 kc/s. Pilot boat "Peacock" call WS 7217; pilot boat "Columbia" WJ 8200; Astoria bar pilots' office (Channel 16) KOK 360.

ANCHORAGES: The only designated anchorages are at Tongue Point (Astoria), Oregon. Two anchorages at No. 1 Lower Tongue Point, and No. 2 Upper Tongue Point. Additional locations on Columbia and Willamette Rivers where safe anchorages can be made upon advice of Columbia River pilots. Anchorage in Portland harbour by permission of Harbour Master.

RESTRICTIONS: No restrictions on night entry. State of tide and draft restrictions not applicable to vessels drawing less than 40 ft.

MAX. SIZE: No restrictions length and breadth. Depth at Columbia River entry 48 ft. River channel to Portland/Vancouver maintained at 45 ft. by 600 ft. Seasonal tidal effect up to 3 ft. at Portland.

HEALTH: Radio pratique procedure extended to all vessels requiring quarantine clearance. Vessels requiring clearance must complete Maritime Quarantine Declaration HSM 13.19 available from U.S. Consular Offices abroad, from steamship agents, custom house brokers, and U.S. Quarantine stations.

RADIO: Route ETA cables through KLBITT Seattle, Wash.

TUGS: Tugs normally join vessel at designated berth. Tugs lines used at no charge.

BERTHING: Present depths alongside berths at new facilities 45 ft. minimum at mean low water. Older piers 35 ft. minimum at mean low water. A 1,342-ft. container/general cargo pier with 40-ton straight line crane and two 65-ton gantry cranes was completed late 1969. Pier has a 25-acre open storage yard with rail and truck service. Pierside warehouse about 80,000 sq. ft. under construction. A 35 acre terminal for receiving and handling import automobiles was completed 1970.
BRIDGES: No arrival times designated if coming from sea and in excess of 750 tons gross. Departures regulated, with bridge closures during peak traffic flow (0700 to 0900 hours and 1615 to 1815 hours) unless permission granted by Harbour Master.
STEVEDORES: Allocation for gangs Monday to Saturday must be confirmed at 1100 to longshore hiring hall. Allocation for gangs Sunday and Monday made at 1100 Saturday for both day and night gangs. Same procedure applies to allocation of night gangs, but night gangs may be cancelled by 1400 in afternoon of night gangs are to work.
MEDICAL: Any type medical treatment provided and hospital facilities available. Only inoculation requirements for entry to U.S. is smallpox, except when vessels have called at an area infected by another disease.
TANKERS:

	Max. Size Vessel	
Berth	*Length*	*Draft*
Shell Oil Company	575 ft.	32 ft.
Standard Oil	660 ft. – 700 ft.	35 ft.
Texaco Inc.	650 ft.	30 ft.
Phillips Petroleum Co.	No maximum	30 ft.
Time Oil Co.	600 ft.	40 ft.
Mobil Oil Corp.	550 ft.	31 ft.
Richfield	600 ft.	30 ft.
Union Oil Co.	550 ft.	30 ft.

DENSITY: Fresh water at all times.
FRESH WATER: Available at all berths delivered through pier-side connections, at cost of about 6 cents per ton, plus man-hour cost for connections and small equipment rental fee.
FUEL: Viscosity grades of B and lower. No advance notice required. Barging essential.
FIRE PRECAUTIONS: Fire precautions respecting tankers administered by U.S. Coast Guard, which enforces shipboard regulations under the Code of Federal Regulations, Part 46, Sub-Part D, Sections 20 to 40; the Police Harbour Patrol, which controls port movements, boards vessels to warn Master regarding harbour regulations, including spilling of oil, etc.; Fire Marshal exercises jurisdiction regarding fire regulations at shoreside facilities serving tankers.
GANGWAY/DECK WATCHMEN: Option of vessel owner/agent and available through private firms.
OPENING/CLOSING HATCHES: While ship at dock, opening and closing is work of longshoremen. Ship may open or close own hatches while underway.
CERTIFICATES: Registered tonnage certificate.
CARGO GEAR: Valid cargo gear certificate required, acceptable to U.S. Bureau of Labor Standards.
IDENTIFICATION CARDS: Immigration Dept. requires form No. 595 and No. 31 (Repatriation). Changes can be effected at any U.S. Consulate.
CONSULS: Austria 228–3351; Belgium 228–0465; Costa Rica 282–9438; Denmark 226–3876; Dominican Republic 226–6451; El Salvador 227–0537; Finland 222–2620; France 228–0465; Federal Republic of Germany 223–0255; Great Britain 227–5669; Iceland 226–4783; Italy 222–1021; Japan 222–9903; Lebanon 234–0337; Mexico 233–5661; The Netherlands 222–3235; Norway 228–8828; Republic of Panama 636–3639; Peru 222–5868; Sweden 224–5000; Venezuela 227–5395.
REPAIRS: All types of deck and engine repairs possible.
DRY DOCKS: Three floating docks, largest 661 ft. long by 114 ft. wide.
REPATRIATION: Arrangements possible for crew changes or other repatriation.
AIRPORT: Airport 10 miles distant, served by seven regularly scheduled airlines with direct service and/or connections domestically and world wide.
TIME: GMT minus 8 hours. Daylight saving time becomes effective annually on the last Sunday in April through the last Saturday in October.
HOLIDAYS: *New Year's Day; Lincoln's Birthday (Feb. 12); Washington's Birthday (Feb. 22); Memorial Day (May 30); *Independence Day (July 4); *Labour Day (First Monday in September); Columbus Day (Oct. 12). Veterans' Day (Nov. 11), Thanksgiving Day, *Christmas Day (Dec. 25), State-wide Election Days. Other legal holidays may be proclaimed by state or national authority. When holiday falls on Sunday, the following Monday is observed as holiday. Longshore work performed on any of above listed days is overtime, which is one and a half time rate. Days marked (*) are stop-work days, i.e. no ships will be worked. This also applies to July 5, which observed locally on unilateral basis.
POLICE/AMBULANCE/FIRE: Police 226–7551; Fire 232–2111; Ambulance: provided by several private firms, but can be obtained through police or fire number.
TELEPHONES: Available by order from terminal superintendents at $5.00 connection charge.
SERVICES: All services available such as compass adjusting, major or minor repairs either with work barges or at ship repair berths; lay berths available; charts available from private companies; all chandlery supplies available.
SHORE LEAVE: Crew members permitted ashore except where vessel has made first arrival from Communist-controlled port.
AUTHORITY: Commission of Public Docks, 3070 N.W. Front Ave., Portland, Oregon 97210. Tel. 228–8231. Telex 910–464–6151. Cable address: Docom.

PORT NECHES, Texas: 30.00 N. 93.57 W.

DOCUMENTS, PILOTAGE, HEALTH, RADIO, etc.: Refer to "Port Arthur".
TUGS: Meet vessel in Neches River before arriving at berth. Normally two tugs used for docking, one for undocking.
BERTHING: Jefferson Chemical Co.: distance from sea 30 m., depth at berth 36 ft. Texaco terminal: distance from sea 34 m., depth at berth 32 ft.
MEDICAL: All facilities available.
DENSITY: Fresh water.
FRESH WATER: Available by barge.
FUEL: Bunker C available ex wharf at Texaco terminal. Otherwise by barge from Port Arthur or Beaumont.
GANGWAY/DECK WATCHMEN: Not required unless crewmen detained by immigration.
CUSTOMS ALLOWANCES: 300 cigarettes and one quart wine or spirits for each man.
IDENTIFICATION CARDS: Foreign crew require only Immigration Landing Permit.
CONSULS: Nearest at Houston
REPAIRS, DRY DOCKS: See "Port Arthur".

PORT ST. JOE, Florida: 28.49 N. 85.19 W.

DOCUMENTS:
All documentation must be on United States forms. At least:
3 Passenger Lists.
3 Crew Lists (1 for visa crew list).
3 Curio Lists.
3 Stores Lists.
2 Complete Manifests.
Clearance Papers from last port.
PILOTAGE: Apply for Pilot through ship's Agent – address is "Port St. Joe, Pilots" and advance ETA 18 hours. "VHF – Channel 16." Pilot boat station is at Sea Buoy, Port St. Joe only and location of anchorage for vessel awaiting a Pilot is 1 mile West of Sea Buoy.
ANCHORAGES: Local harbour charts indicate safe anchorages.
MAX. SIZE: Draft 32 ft.
HEALTH: Quarantine inspection pratique on all ships entering from foreign port. Contagious disease kept under watch on board. Persons critically ill transferred to Municipal Hospital. All ships that have previously, on this voyage, docked at another United States port enter without inspection. Radio pratique granted under certain circumstances as per Maritime Quarantine Declaration.
RADIO: Call sign WLO, Mobile, Alabama.
TUGS: None presently available.
STEVEDORES: ETA must be received by 1800 in order to have gangs at 0800 following day.
MEDICAL: No notice required. Hospital facilities available. Inoculations required same as public health U.S. Government requirements.
TANKERS: Discharge lines 8 in. No residue discharge allowed. Two tanker berths 32 ft. draft.
DENSITY: Salt water – heavy concentration.
FRESH WATER: Available in unlimited quantities by hose connection from dock to ship, 1½ in. to 2½ in. size at 60 psi. Cost: $2.50 per 1,000 gallons – $0.61/ton.
FUEL: Fueling facilities limited. Tanker trucks only. Two days advance notice advisable. Two grades of fuel oil available: (*a*) grade 6 – Bunker C – 156SSF at 122 degrees Fahrenheit; (*b*) Diesel oil – 36.5 SSU at 100 degrees Fahrenheit; (*c*) Gasoline, kerosene and motor oils available.
GANGWAY/DECK WATCHMEN: Only when requested by ship. Cost $2.50 plus payroll tax.
OPENING/CLOSING HATCHES: Work can be performed by either stevedores or crew.
CUSTOMS ALLOWANCES: one carton of cigarettes per week per crew member permitted. Further allowances would depend on circumstances. Wine and/or Spirits one bottle per crew member as allocated by Customs.
CARGO GEAR: Must be in compliance with "U.S. Government Longshoremen Safety Codes".
CONSULS: None.
REPAIRS: None.
DRY DOCKS: None.
REPATRIATION: Can be accomplished by Agent and Immigration but should be accomplished in larger ports if possible.
AIRPORT: Served by regular airlines. (Southern Airways, National Airways). Six combined flights a day. Distance 40 miles.
TIME: Saving time from first Sunday in May to last Sunday in October. GMT minus 5 hours Standard Time. GMT minus 4 hours daylight saving time.
HOLIDAYS: No Work Holidays—No work performed New Year's Day, Fourth of July, Labour Day, Christmas Day, or December 24 & December 26, and Easter Sunday, except handling of mail, baggage and perishables (except bananas) or unless a ship is in distress, such as fire or leaking bottom, or, other causes that would damage cargo or vessel. In event work done on New Year's Day, Fourth of July, Labour Day, Christmas Day, December 24 & December 26, or

Easter Sunday, rate of pay for such ship work shall be double the normal time rate. Should above holidays fall on Sunday, double time will be paid. Following Monday will be paid at time and one-half.

Working Holidays—Armistice Day, Thanksgiving Day and Memorial Day are to be paid for at overtime rate – one and one-half times straight-time rate. Should any of above holidays, except Sunday fall on Sunday, the following Monday will be observed.

POLICE/AMBULANCE/FIRE: Police 227–3181; 227–4526; Ambulance 227–3511 (Comforter), 227–2491 (Prevatt), 227–4011; Fire 227–4011.

TELEPHONES: None available for placing aboard.

GENERAL: In sending ETA when ship is going to arrive over weekends (Saturday and Sunday), a notice wire should be placed and notice ETA should arrive prior to 1700 Friday.

SHORE LEAVE: Shore leave allowed when cleared by Immigration.

PORT REGULATIONS: Normal working hours of longshoremen from 0800 to 2230 seven days a week only.

DELAYS: Only when due to port congestion.

AUTHORITY: Port St. Joe Port Authority, PO Box E, Port St. Joe, Florida. 32456.

PORT SULPHUR, Louisiana: 29.28 N. 89.41 W.

DOCUMENTS/HEALTH ETC: Refer to "New Orleans".

PILOTAGE: A vessel coming into port from sea can arrange to pick up a Bar Pilot (Associated Branch Pilots) by furnishing ETA to the ship's Agents, radio contact by VHF Channel 9 and AM Channels 2738 and 2183. Bar Pilot is exchanged for river Pilot at head of Passes, Pilot town, Louisiana. River Pilot (Crescent River Port Pilot's Association) can be arranged through ship's Agent in New Orleans and radio contact as above. Vessel awaiting Pilot for departure may remain at dock until Pilot arrives. Advance notice of three hours is required for departing Pilots. This can be arranged by the ship's Master with our shipping foreman.

ANCHORAGES: Anchorage is available on East bank of river opposite to Freeport Sulphur Company dock. Depth of water at anchorage is 40 ft, the controlling depth in the river.

RESTRICTIONS: No restrictions for entry because of time of day, nor conditions of tide or draft except the controlling depth of Mississippi River to Port Sulphur (35–40 ft. as published in reports by U.S. Army Corps of Engineers).

MAX. SIZE: Maximum permissible length – 560 ft., breadth not limited, draft equal to controlling depth of river.

RADIO: Tropical Radio WNU New Orleans.

TUGS: Tugs not normally required. Shore crews usually handle ship's lines. Tug may join the vessel opposite the dock. Charges for handling ship's lines is $25 into port and $25 out of port.

STEVEDORES: Not normally required. When requested, stevedoring services can be obtained from port of New Orleans; contact ship's Agents for particulars.

MEDICAL: Advance notice for personnel requiring medical service is required through ship's Agents. Hospital facilities are available.

TANKERS: One tanker berth, permitted draft equal to or greater than controlling depth of Mississippi River. Diameter of loading/discharge lines is 12 in. and 16 in. respectively.

DENSITY: Density in port not affected by tide. Fresh water.

FRESH WATER: Fresh water is available, can be loaded with 1½ in. fire line. Cost per thousand gallons – $1.00.

FUEL: Fuel may be loaded by barge with vessel at anchor. Fuel transfer is not permitted at dock.

FIRE PRECAUTIONS: No welding repair permitted at dockside. Fuel transfer is not permitted. No other specific precautions observed except for "no smoking" precautions, etc.

GANGWAY/DECK WATCHMEN: Services of watchmen desirable but not required. Port does not furnish this service.

CERTIFICATES: Certificate of condition of cargo handling gear required when use of gear is necessary.

IDENTIFICATION CARDS: Immigration form I–95.

CONSULS: Consuls offices are located in New Orleans, Louisiana.

REPAIRS: Engine and deck repairs are possible when the dock is not otherwise occupied.

AIRPORT: New Orleans International Airport, served by most major airlines. 55 miles from Port Sulphur.

TIME: Local time is Central Standard Time, except from May/October, Daylight Saving Time is in effect.

HOLIDAYS: Vessels are loaded on all holidays except Christmas Day.

POLICE/AMBULANCE/FIRE: Port Sulphur, Louisiana, 564–2525; 564–2525; 564–3231, respectively.

TELEPHONES: Jacks for telephones are provided at no additional cost to tankers loading at port.

SHORE LEAVE: Crew members are allowed ashore.

DELAYS: Loading will not commence until all holds are clean of scale and other foreign matter.

PORT AUTHORITY: Private port, Freeport Sulphur Company, Port Sulphur, La., tel. 564–3341; New Orleans Office, Freeport Sulphur Company, New Orleans, La., tel. 529–4393; teletype 810–951–5386.

RICHMOND, Virginia: 37.32 N. 77.25 W.

DOCUMENTS: See "Hampton Roads".

PILOTAGE: Entrance through Hampton Roads. Virginia Pilots Assn. original contact same as for Norfolk, Virginia. Pilots will arrange for change of pilots to proceed up the James River.

ANCHORAGE: Hampton Roads anchorage, also river anchorage approximately 40 miles up river, shown as "Upper Brandon" on charts.

RESTRICTIONS: Navigation of river above Upper Brandon recommended in daylight hours, except vessels under 250 ft. length.

MAX. SIZE: Maximum length recommended by pilots 550 ft., draft 21 ft. 6 in. any tide, depth of channel 25 ft. mean low water tide, change 3 ft. 5 in.

HEALTH: See Hampton Roads.

RADIO: See Hampton Road.

TUGS: Not needed for berthing unless vessel is to be turned around on arrival. Tug available at Terminal on reasonable notice.

BERTHING: Vessels berth alongside wharf 1,200 ft. long.

BRIDGES: 2 bridges across river between Hampton Roads and Richmond. No specific time or notice required.

STEVEDORES: Arrangements to be made through Agents. 48 hours notice requested.

MEDICAL: Vessels cleared by U.S. Health officials at Hampton Roads before proceeding up river.

DENSITY: Water considered as 100% fresh.

FRESH WATER: Available at pier at 40c per ton.

FUEL: Bunkers available only at Hampton Roads.

GANGWAY/DECK WATCHMEN: None required, unless crew detained by U.S. Immigration.

OPENING/CLOSING HATCHES: On bulk cargo usually opened and closed by ship crew, also steel hatches handled by ship crew, sometimes determined by terms of Charter.

CERTIFICATES:

Ship's register.
Load-line Certificate.
Safety Certificate.
Tonnage tax receipts.
Certificate of nationality.
Passenger Certificate.

CUSTOMS ALLOWANCE: Tobacco, 200 cigarettes (1 carton for 2/3 days) if further allowance is needed Customs Officer will return on request of Master. Wine and Spirit, 1 bottle per officer, Customs Officer will return on request of Master.

IDENTIFICATION CARDS: Immigration landing permit required.

CONSULS: No consuls in Richmond, handled through Hampton Roads if needed.

REPAIRS: Only minor repairs, no shipyards.

REPATRIATION: Handled through Norfolk, Virginia.

AIRPORT: Approximately 10 miles from port, regular airline service.

TIME: Eastern time GMT minus 5 hours. Daylight saving time from first Sunday in May to last Sunday in October.

HOLIDAYS: January 1, May 30, July 4, Labour Day (first Monday in September), Thanksgiving Day, Christmas Day.

POLICE/AMBULANCE/FIRE: Police 644–9461; Ambulance 644–9404; Fire 649–9191.

TELEPHONES: No arrangements for placing aboard vessels.

SHORE LEAVE: Allowed. Proper papers should be available.

AUTHORITY: Port of Richmond Advisory Commission, 217 Governor Street, Richmond, Virginia 23219.

RIVERHEAD, Long Is., New York, Petroleum fuel storage terminal operated by Northville Industries Corporation.

DOCUMENTS: See New York.

LOCATION: Mooring area latitude 41° 00′ 00″ North, longitude 72° 38′ 52″ West. One and two-tenths nautical miles off shore from Long Island and 4·0 miles, 256.5° True, from Mattituck Inlet Light. A white flashing bell buoy, just West of berth, marks mooring area.

PILOT: Pilot arranged by ship's Agent. Generally Pilot boards off Brenton Reef Lightship or at South-east buoy. Distance from Brenton Reef 65 miles and 60 miles from Block Island.

ANCHORAGE: Vessels arriving at night or at times not suitable for mooring should anchor 1 to 1½ miles North-east of lighted bell-buoy marking area. Holding ground good and 75 fathoms of chain in the water is considered safe. Mooring Master and crew will board about one hour prior scheduled mooring time. Generally launch does not arrive before this time except for emergency.

MAX. SIZE: Length 1,000 ft. LOA, max. draft 55 ft.

TUG SERVICE: Arranged by ship's Agent. Tug boats generally come from New Haven. When ordering tug, sufficient time should be allowed for tug to cross Sound, a distance of approximately 18 miles.

RESTRICTIONS: Vessels moored during daylight hours only and during slack water before ebb tide current commences and during first four hours of ebb tide. Tide current periods substantially same as The Race, Long Island Sound. Undocking accomplished at any time subject to unusual adverse tide currents and weather conditions.

COMMUNICATION: Telephone at Riverhead PArk 7–5600 (Code for station to station: dial 516 PArk 7–5600). Cable Address Northville Riverhead New York. Radio I.T.T. Amagansett.

BALLAST: No ballast disposal facilities. Long Island Sound is inland water and United States Anti-pollution Regulations rigidly enforced. No bilge water, oil-contaminated water, garbage or any waste matter which may pollute sea water is to be discharged overboard while vessel within Long Island Sound and approaches.

STORES/FRESH WATER/FUEL: No fresh water facilities. Small quantities provisions may be purchased at local stores in Riverhead, 4 miles inland. Truck service charged at $7.00 per hour. Men to load and unload launch charged at $5.00 per hour each. All

services contingent upon Mooring Master's approval and on weather conditions. No fuel available except by barge from New York.
QUARANTINE, CUSTOMS AND IMMIGRATION: New York City is port of entry for Northville. Entry and clearance must be arranged by ship's Agent. Boarding officers board in the anchorage prior to arrival within mooring area. Pertinent Government officials should be advised in sufficient time, usually not less than 24 hours Monday through Friday and 48 hours on Saturday and Sunday. Generally, entry and clearance can be arranged by agent who should advise Customs well in advance of vessel's arrival, thus saving necessity of having Master go to Custom House in New York. When pratique granted, Mooring Master will board vessel to assist Master to moor in berth.
MEDICAL: Hospital in Riverhead. Medical attention must be arranged by ship's agent. U.S. Public Health Service not available locally. Nearest Marine Hospital in New York City 80 miles West of Riverhead.
BERTHING: Bow is secured in moorings by use of both bower anchors. Ships must have both bower anchors ready for immediate use, each with minimum 150 fathoms chain. Anchors, chains and anchor windlass must be in good condition, and capable of heaving ship ahead with chain or letting one chain go out on the run while heaving in on the other.

Vessels must be equipped with manilla or better mooring lines of not less than 8 in. circumference and not less than 90 fathoms length. Two lines required for each of six mooring buoys, five aft to secure stern in position and one on port bow.

Vessels having wire moorings secured on warping winches with surge valve and brake are very acceptable. Warping winches must be adequate to handle mooring lines under heavy strain. Efficient stopper lines must be readily available to "stop off" mooring lines for transfer from winch to bitts without loss of tension.

If, in opinion of Mooring Master, vessel's mooring facilities, lines and/or gear inadequate, he will inform Master and vessel will not be allowed enter moorings until deemed satisfactory and such delay shall not count as used laytime.

Mooring Master will pilot vessel into moorings, supervise mooring and unmooring operation and connecting and disconnecting of submarine hose.

To moor, vessel approaches mooring heading due South; when in proper position, starboard anchor dropped and chain allowed to run until vessel crosses mooring area to a point where port anchor is let go. Then engines backed and vessel, with assistance of tug, manoeuvered into mooring area where lines run to 6 mooring buoys and then anchor chains drawn tight simultaneously with securing of stern to mooring buoys. Vessel then heading due west parallel with tide current flow.
WEATHER AND TIDE: Strong winds from North and North-west experienced during winter and spring. Tide during maximum ebb and flood often reaches 3½ to 4 knots velocity.
VHF: Communication with shore and launch via portable VHF radiophone. This equipment on continuously during vessel's stay. Mooring Master's crew maintain radio watch and constant communication with shore for general purposes and emergencies.
HOSE LIFTING: Derrick on port side in way of hose connection must be rigged to lift not less than 3 tons. Topping lift shall be available to raise or lower boom as required and winch and whip shall be of a quality and nature to lift hose steadily and evenly. Hose and fittings considered to weigh 3 tons. Ship's crew required operate ship's machinery to assist in raising of 12 in. hose from seabottom and secure same to ship's side – all done under direction of Mooring Master.

Vessel must have available two U.S. Standard 8 in. flange connections on port side. Two 8 in. hoses supplied by terminal for connection from submarine hose at ship's side to ship's manifold. Terminal will supply reducers if required.
DISCHARGE: After hoses are connected, Mooring Master will, after VHF radio communication with shore terminal, advise commencement of pumping. In the beginning the rate is to be slow and Mooring Master will advise when pumping rate is to be increased to maximum. Discharge may be stopped due adverse weather conditions. In which event hoses disconnected and submarine hose lowered to sea bottom. Discharge resumed when weather moderates.

No. 2 Oil Cargoes. No. 2 oil discharged through 2–8 in. hoses thence through 200 ft. of 12 in. submarine hose thence through 12 in. check valve then into 24 in. pipe-line which is one and a quarter miles in length. Height of shore tanks above sea level is 115 ft. Pressure at ship's side must be not less than 80 lb.

No. 6 Oil (Bunker C). Temperature of 6 oil shall be not less than 125° F. Therefore those tanks with lower temperatures shall be discharged only after temperature has been increased to 125° F. After all of 6 oil cargo has been discharged, submarine pipeline is to be displaced with 3,400 bbls. of sea water.

Stripping – Tank draining. To keep discharge time to minimum, tanks should be stripped into one of ship's tanks and final stripping ashore shall be from only one tank.
DENSITY: Flood tide density 1.025. Ebb tide density 1.020.
GANGWAY/DECK WATCHMEN: Not required.
CUSTOMS ALLOWANCES: Tobacco, Wine and/or Spirit Allowance: Same as permitted in New York Harbour.
IDENTIFICATION CARDS: None required.
CONSULS: All Consuls Offices located in New York City.
REPAIRS: No repair facilities available.
DRY DOCKS: At New York Harbour.
REPATRIATION: Agent arranges all crew repatriation via New York.
AIRPORT: New York Airports 80 miles distant.
TIME: Standard time GMT minus 5 hours. Daylight Saving Time first Sunday of May to last Sunday of October GMT minus 4 hours.
POLICE/AMBULANCE/FIRE: Terminal attends Police/Ambulance and Fire services.
SHORE LEAVE: Shore leave permissible.
AUTHORITY: Northville Industries Corp., PO Box 111, Riverhead, R.I., N.Y. 11901.

ROCHESTER: New York: 43.08 N. 77.35 W.

Refer to "St. Lawrence Seaway" for important general information.
ANCHORAGE: No anchorage available within harbour limits.
MAX. SIZE: Channel depth 23 ft. (LWD). All depths in channels or alongside wharves should be checked carefully against the latest recorded elevated or lake level. This may vary from month to month. Entrance width 300 ft., turning basin depth 23 ft., 600 ft. in width.
TUGS: Available. Arrange via ship's Agent.
BERTHING: Entrance piers are parallel to each other, and about 450 ft. apart. The West Pier is 3,036 ft. long and the East Pier 2,699 ft. long. Fog horn and beacon on West Pier, East pierhead lighted. Radio beacon. Port Authority Terminal located on West bank of Genesee River at end of Lake Pier. Has a quay wall of about 1,400 ft. in length, Depth of water alongside 23 ft. (LWD). Charlotte Docks located about 2 miles upstream from mouth of river on West bank. Consists of gravity bulk coal loading facilities.
BRIDGES: New York Central Railroad swing bridge near mouth of the river and upstream from Port Authority Terminal. Traffic lift bridge about ¼ mile upstream from railroad bridge.
STEVEDORES: Available by request. Charges to suit individual commodities.
DENSITY: Fresh water.
FRESH WATER: Available at both docks.
FUEL: Available coal bunker facilities, at Charlotte Docks. Oil may be furnished direct from trucks at Port Authority Terminal.
IDENTIFICATION CARDS: Required.
CONSULS: None.
REPAIRS: Minor only.
REPATRIATION: Can be arranged.
AIRPORT: Approximately 10 miles from port.
POLICE/AMBULANCE/FIRE: Police, 232–3311; Ambulance/Fire, 232–2121.
SHORE LEAVE: Allowed.
AUTHORITY: Rochester-Monroe County Port Authority, 4664 Lake Avenue, Rochester 12, N.Y. Tel. 3–6600.

SACRAMENTO, California: 38.32 N. 121.30 W.

DOCUMENTS/HEALTH: See "San Francisco."
PILOTAGE: Pilots board vessel in San Francisco Bay.
RESTRICTIONS: *Ship Channel:* Distance, Fort Point to Sacramento, 79 nautical miles (146 kilometres). Bottom width in river reach 300 ft. (91·4 metres). Bottom width in channel reach 200 ft. (61·0 metres). Minimum depth at MLLW tide 30 ft. (9·1 metres).

Harbour: Area 60 acres (24·3 hectare). Minimum depth at MLLW tide 30 ft. (9·1 metres). Tidal variation average 5 ft. (1·5 metres).
MAX. SIZE: 750 ft. LOA and 110 ft. beam, 30 ft. deep at MLLW.
RADIO: KBA 386, 156·9 megacycles (24 hours).
TUGS: Join vessel at Light 99 (turning basin).
BERTHING: Anchor – ships will have at least one anchor ready to let go in case of emergency, when docking or undocking. Anchor will be raised immediately upon ship being made fast to wharf.

Insurance lines are required on off-shore side, fore and aft, immediately after ship is made fast to wharf.

A cargo net shall be securely placed under gangways. Save-all nets shall be rigged abreast of holds at which general cargo is being handled.

Rat guards, at least 3 ft. in diameter, shall be placed on all mooring lines immediately after docking, and shall be maintained in place until ship's departure.

Berths: 5 deep sea berths (3 wharves, 2 piers). Barge slips – 2. Berth lengths – 600 ft. (182·9 metres).
STEVEDORES: Normal dispatching of gangs.
MEDICAL: All normal medical facilities available.
DENSITY: Full fresh.
FRESH WATER: Available at all berths.
FUEL: All grades available with 24 hours notice. Delivered by barge.
GANGWAY/DECK WATCHMEN: Each ship shall have a security detail in readiness on board at all times it is in port. The security detail shall perform tasks of an emergency nature and shall have information concerning cargoes aboard in case of need for fire fighting purposes.
OPENING/CLOSING HATCHES: Opening/closing hatches is stevedore work while docked in port.
IDENTIFICATION CARDS: A pass signed by the Master or his designated officer will be required for crew members, passengers and their personal property to leave the port's fenced area. Property may be subject to physical inspection before leaving the fenced area.
CONSULS: Nearest at San Francisco.
REPAIRS: Limited repair facilities available.
REPATRIATION: Can be arranged through local Agent.
AIRPORT: 16 miles from port and served by regular airlines.
TIME: GMT plus 8 hours.
HOLIDAYS: Only days not worked are 4th and 5th July, Labour Day, Christmas Eve and Day, New Year's Eve and Day.
POLICE/AMBULANCE/FIRE: Tel. 371–8000. Extensions 252 and 228.

TELEPHONES: Telephones available on board free of charge.
SHORE LEAVE: All crew members allowed ashore.
GENERAL REGULATIONS: Ships will not blow boiler tubes while in port. Bilge water or oil will not be discharged into harbour. Accidents will be reported immediately to the Terminal Superintendent. Splash boards will be placed over disposal vent-pipe openings on inboard side of vessel.

Garbage – United States and California State laws make it unlawful to dispose of ship's garbage except in approved ways. Port makes approved garbage disposal available – contact the Terminal Superintendent. Garbage retained on board must be kept in tightly closed containers.

Smoking – Smoking prohibited in and around cargo compartments, and on open decks except that it may be permitted in marked areas under sheltered portion of weather decks on offshore side. Smoking prohibited on wharfs and piers except in marked areas. Smoking prohibited on or near ship while it is bunkering.

Welding/Burning – Welding or burning will not be done until written approval is obtained from the Terminal Superintendent and the Fire Marshal. All requirements of both the Superintendent and Marshal will be strictly adhered to.

Fire Signal – Upon detection of a fire, regardless of location or size, the alarm of fire will be sounded. The alarm shall be sounded by telephone and/or whistle or siren blasts. Five each, five second blasts repeated as necessary.
AUTHORITY: Sacramento-Yolo Port District, PO Box 815, West Sacramento. Tel. 910–367–3581.

SAN DIEGO, California: 32.41 N. 117.07 W.

DOCUMENTS:
Crew Lists.
Passenger Lists.
Customs Documents.
Manifests.
Stores Lists.
Crew Curio Declaration List.

If the vessel arrives from foreign direct, 3 copies each of the above documents are required.

If the vessel movements are between U.S. ports, 2 copies each of the above documents are required.

Health Documents. Arrival from foreign direct, 1 copy only. All crew members should be in possession of valid vaccination certificates.

Manifests. Arrival from foreign direct, 1 copy of travellers manifest which remains with vessel, and 3 copies each of U.S. Customs inward foreign manifest. Bills of lading, ship's papers carried aboard vessel varies with steamship companies.
PILOTAGE: The San Diego Pilots do not maintain Pilots on station. Service is rendered according to ETA received from vessel. If any vessel's arrival or departure is delayed over one hour, an additional charge will be made. Telegraphic address of pilot station – radio ETA to "Pilots", San Diego. Advance notice of ETA required – 24 hours prior to arrival of vessel. Pilot boat is 54 ft. in length, painted white. The exact area where pilot boards the vessel is No. 1 sea buoy.
ANCHORAGE: 3 miles South-east of Point Loma Light.
MAX. SIZE: Length, breadth – no restrictions. Maximum draft alongside face of terminal, 36 ft.
HEALTH: Vessel remains under quarantine until such time as pratique procedure is completed by an officer of the U.S. Department of Health and clearance is given to lower quarantine flag. Pratique automatic for vessels moving to another port within United States.
RADIO: All radio messages go through the Los Angeles station for relay.
TUGS: Tugs normally join vessel approximately one mile before berth. Five available with h.p. ranging from 200–1,700. There is no charge for the use of tug's lines.
STEVEDORES: Advance notice of 24 hours desired in order to arrange gangs.
MEDICAL: Agents should receive notification of medical attention required 24 hours prior to ETA of vessel. Complete hospital facilities available.
TANKERS: Diameter of load/discharge line 6 to 8 in. Slop (residue) discharge facilities available upon request. Two tanker berths – maximum draft 30 ft.
DENSITY: Salt water in bay.
FRESH WATER: Fresh water available, delivery via pipeline.
FUEL: Bunker diesel, Union Bunker fuel, Union light domestic fuel oil, and MV 650 fuel available.
DEVELOPMENTS: New bulk grain storage and loading facility, capacity 12,000 metric tons. A fourth berth at the 24th Street Terminal will be constructed, which will be an additional 500 ft. extension in southerly direction.
GANGWAY/DECK WATCHMEN: Available if considered necessary.
OPENING/CLOSING HATCHES: Carried out by stevedores.
CERTIFICATES: Registered Load-line Certificate, Certificate of Inspection, Safety Certificate.
CUSTOMS ALLOWANCE: Tobacco: Per each crew member U.S. Customs allowed two cartons of cigarettes and one box of cigars. Wine and/or Spirits: Quantity allowed per each crew member – 1 quart.
CARGO GEAR: Up-to-date certification of all cargo gear required in order to comply with Pacific Coast Marine Safety Code.
IDENTIFICATION CARDS: U.S. Immigration requires completion of Form 95, U.S. Coast Guard requires landing permits.
CONSULS:

Chile	Italy
Costa Rica	Mexico
Denmark	Netherlands
Dominican Rep.	Norway
Ecuador	Panama
El Salvador	Peru
Finland	Sweden
France	West Germany
Honduras	

REPAIRS: All types of deck and engine repairs are available.
DRY DOCKS: Largest dry dock 700 ft. length, 104 ft. width. Capability can accommodate C–2 mariner type or San Diego type hulls (600 ft. length, 85 ft. width) and up to and including 28,000 displacement tons. Four additional floating dry docks with capabilities up to and including 3,500 displacement tons.
AIRPORT: Distance from marine terminal approximately 5 miles. Airport is serviced by major airlines.
TIME: Local time GMT minus 8 hours. Daylight Saving Time becomes effective the last Sunday in April and continues to the last Sunday in October.
HOLIDAYS: Recognised holidays are: New Year's Day; Lincoln's Birthday; Washington's Birthday; Memorial Day, Independence Day, Labour Day, Columbus Day, Veteran's Day, Thanksgiving Day, Statewide Election Day, Christmas Day, or any other legal holiday that may be proclaimed by State or National Authority; when a holiday falls on a Sunday, the following Monday shall be observed as a holiday.
POLICE/AMBULANCE/FIRE: Police 232–6981; Emergency Ambulance 232–6981; Fire 232–8191.
TELEPHONES: Arrangements exist for placing telephones on board. No charge for hooking up.
SERVICES: Tank-cleaning equipment. Facilities for tank washings. Compass and radar adjustments, etc.
SHORE LEAVE: Permitted.
AUTHORITY: Port of San Diego, Unified Port District, 3165 Pacific Highway, San Diego, California. Tel. 291–3900. Mailing address PO Box 488, San Diego, California 92112. Telex Sun Harbour San Diego, California.

SAN FRANCISCO, California: 37.48 N. 122.25 W.

DOCUMENTS:
3 copies Cargo Manifest (Forms 7527–A or 7527–B), the original showing all cargo on board, and 2 copies showing only cargo for this port.
2 copies Crew Manifest (curio list).
2 copies Stores List.
2 copies Passenger List (Form I.–418).
2 copies Crew List (Form I.–418).

Customs boarding Officer will also examine Ship's Register and Load-line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad, or 24 hours from arrival from a United States Port:
Health Pratique.
Master's Oath (Customs Form 3255).
All foreign clearances.
U.S. Certificates of payment of tonnage tax (Customs Form 1002); Certified Crew List.
PILOTAGE: Pilotage in and around Golden Gate Region is provided by two groups of experienced, licensed ship Pilots.

The San Francisco Bar Pilots' Association, maintains a sea station 12 miles outside the Golden Gate, in the vicinity of the lightship for vessels arriving and leaving the area.

On station around-the-clock can be found one of the Pilots' two ships – the "California" or the "Golden Gate." Pilot boats are equipped with VHF radio-telephone, and maintain continuous watch for ship traffic and operate co-operatively with the Marine Exchange communication centre and lookout station. The Bar Pilots also carry portable VHF radios.

Some 8,500 ships are piloted annually into and out of the port complex, through the Golden Gate and the 2,000-ft. wide, 50-ft. deep main ship channel across the alluvial sand bar about 9 miles outside the Gate.

Considerable summer fog is experienced on the pilot grounds. In winter months radiation or tule fogs frequently occur. The tidal prism of hundreds of square miles of inland waters cause unusually swift and changing currents in the area. Pilotage for San Francisco is compulsory and available 24 hours a day. The Pilot boat is at a station in the vicinity of Farallon Islands about 14 miles from San Francisco, VHF Channels 18A and 10 for radio contact. Vessels with a draft of 42 ft. or more are requested to arrive at the pilot station for the inward passage about one hour before high water at the Golden Gate Bridge.
ANCHORAGE: Anchorages several available in San Francisco Bay for any type of vessel up to 50 ft. draft.

The well-protected bay affords excellent shelter and anchorage in all weather. The Captain of the Port (Coast Guard) will assign an anchorage to a vessel upon request. In San Francisco and San Pablo Bays, there are a large number of anchorages available for naval, quarantine, general and explosives.
RESTRICTIONS: The San Francisco Bay region is the first on the West Coast to have sea lanes established by the Coast Guard for greater safety in its ocean approaches. Use of the lanes is not mandatory, but is strongly recommended to reduce chance of ship collis-

ions in congested approach and departure areas. The lanes are not intended to supersede or alter applicable rules of the road.

The lanes begin within 6 miles of the San Francisco Lightship, with each lane inbound and outbound separated by a buffer zone. The headings are: North lane outbound, 305°: north lane inbound 120°; main line outbound, 247°; main line inbound, 058½°; Southern lane outbound, 169°; Southern lane inbound 343°.

The size of the bay and the narrowness of the Golden Gate cause tricky and sometimes difficult tidal and current conditions. The flood current sets into all parts of the bay and causes swirls as far East as Alcatraz and Angel Islands. At the San Francisco–Oakland Bay Bridge there are large current eddies near the foundation piers which may require care to maintain proper course.

The bar channel is dredged to 50 ft. mean lower low water by the U.S. Army Corps of Engineers. Entrance channels to the various ports are dredged to 35 ft., with the exceptions of Sacramento, Stockton and Redwood City, which are 30 ft. Stockton, however, is approved for a 5-ft. deepening, and study of similar deepening for Redwood City is being completed.

MAX. SIZE: The maximum permissible draft for tankers at the oil installation is 35 ft., for regular freighters and passenger ships at the San Francisco piers is 30 ft. No restrictions on length or berth. The best time to dock with maximum draft is at a rising tide.

HEALTH: Radio pratique may be granted basis information received prior to arrival of vessel, provided no communicable diseases on board.

Normally, vessels are boarded by Medical Officers on arrival unless free pratique previously given at U.S. port in the same voyage. If granted free pratique, vessel may enter port and discharge passengers and cargo. If given provisional pratique, vessel may enter port, but must take any additional measures specified in connection with discharging passengers and cargo, until free pratique is given.

RADIO: Radio station via RCA – Radio Corporation of America – Station KPH ITT – World Communications – Station KFS.

Safe and efficient navigation for all bay vessel traffic is maintained through a Ship Location and Reporting Service operated by the Marine Exchange. VHF radio and radar are used to report all bay activity, 24 hours a day.

TUGS: Tugs available and normally join the vessel when approaching their pier. Always the tug's lines are used, with no extra charge.

BERTHING: No restriction on berthing other than draft limitation and preferable at slack water.

There are 42 wharves, and a number of special terminals, with over 18 miles of berthing space; they range from 500 to 1,400 ft. in length and 150 to 350 ft. in width, with a depth of 30 to 40 ft. Wharf area: 130 acres covered, 100 acres open.

Oakland: The port area extends for 19 miles along the East side of San Francisco Bay. Marine terminal facilities include 21 deep-water berths. The newest of these are four which have been constructed for container ships at the 7th Street Terminal.

Alameda: Alameda, an island and city across the Inner Harbour channel from Oakland, is the home of Encinal Terminals, the largest privately owned and operated steamship terminal in the United States. There are seven berths for vessels at Encinal.

STEVEDORES: Stevedores orders must be placed 10 a.m. for night gangs and day gangs. Two 8 hours shifts 7 days a week. Sunday and Sunday night gangs must also be ordered on Saturday 10.00.

MEDICAL: Medical, and all hospital facilities available. No advance notice required.

TANKERS: San Francisco is an oil discharging port. All major oil companies have their own oil discharging pier. Reducing pieces are available. The maximum drafts are 35 ft. Tankers arriving with a greater draft are partly discharged in the bay before docking.

Port of Oakland, Outer Harbour Terminal, Oil Pier foot of Pier Street. Operated by Mobil Oil Company and the Ashland Oil Company. Construction: Timber pile, timber-decked pier projecting diagonally from rubble stone bank. Dimensions (water depth): Face 50 ft., lower side 623 ft., upper side 683 ft., depth alongside at MLLW; face 36 ft., lower side 33 ft., upper side 35 ft.

DENSITY: Average density in the bay is 10.16.

FRESH WATER: Available at all piers rate between 25 and 50 tons per hour cost about U.S. $0.15 per ton.

FUEL: Fuel available by barge or at the oil companies own pier. Special blends require some advance notice.

FIRE PRECAUTIONS: Any special instructions are given to the Master upon docking.

DEVELOPMENTS: At present a LASH terminal under construction at Pier 92 for lease to Pacific Far East Lines.

WATCHMEN: Not required but this service available at Master's request. Current cost $6.26 per man/hour.

OPENING/CLOSING HATCHES: Normally done by stevedores. But crew may open and close before arrival at the dock or after departure.

CUSTOMS ALLOWANCES: At the discretion of Customs Officers. Normal allowance is 200 cigarettes or 2 lb. tobacco and one quart wine or spirits per man. Additional allowances may be given if considered necessary, due to length of vessel's stay in port.

IDENTIFICATION CARDS: Standard U.S. Immigration Forms I.–95 to be made up for each crew member on arrival. Not necessary for crew man already holding Form I.–95, issued for the same vessel.

CONSULS: All Maritime countries represented at San Francisco.

REPAIRS: The major yards in the Golden Gate region have fully equipped machine-shop facilities capable of handling virtually any job; welding, heavy plate construction, turning, boring, facing, grinding, milling and rolling.

The larger yards also have facilities for pipe, sheet metal, electrical carpentry, painting, rigging, machining and boiler work.

Pacific Ship Repair and Triple "A" Repair are both located in San Francisco and provide berth space for all types of ship repairs at plant and at any location in the San Francisco Bay area.

DRY DOCKS: Bethlehem Steel's San Francisco shipyard has three floating dry docks, one with 22,000 tons capacity and 654 ft. long, one of 11,400 tons capacity and 542 ft. long, and one of 6,500 tons capacity and 450 ft. long. With a recently completed pier, its tie-up and outfitting space totals 4,271 ft.

Todd's largest dry dock can lift 16,500 tons in its 598-ft. length. By combining two new mammoth sections with this dry dock, the size and capacity are increased to 800 ft. length and 25,000 tons capacity. It has two other dry docks, each 542 ft. long capable of lifting 11,500 tons. There are 3,500 ft. of space for ships undergoing in-the-water repairs.

Todd also has three mobile units for out-of-yard work. Other Bay region yards are equipped with graving-docks and outfitting piers.

Willamette Iron & Steel Company's yard in Richmond has 5 concrete graving-docks. Each dock is 600 ft. long and 190 ft. wide, with capacities of 35,000 tons and up. Willamette's facilities include a 3,000-ft. concrete outfitting pier for in-water repairs. In addition there are 9 gantry cranes, 4 cranes are 60 tonners, 5 are 45 tonners. Willamette's Richmond yard also offers full conversion capabilities.

DEVELOPMENTS: The channel over the bar will be deepened to 55 ft. A new channel will be cut 600 ft. wide and 45 ft. deep (at low water), through the upper bay and the channel through San Pablo and Suisun Bays will be deepened to 45 ft. Manoeuvring areas near Richmond and the refinery terminals will be widened. The Stockton Deep Water Channel will be deepened to 35 ft. and the channel alignment improved.

REPATRIATION: All facilities available for crew changes by sea, air or land.

AIRPORT: Distance about 10 miles from San Francisco and is served by regular airlines.

TIME: GMT – 8 hours. summertime from last Saturday in April till last Saturday in October GMT – 7 hours.

HOLIDAYS: New Year's Day; Lincoln's Birthday (February 12); Washington's Birthday (February 22); Good Friday (afternoon); Memorial Day (May 30); Independence Day (July 4); Labour Day (first Monday in September); Admission Day (Calif. only Sept. 9); Columbus Day (October 12); Veteran's Day (November 11); Election Day (First Tuesday after the first Monday in November); Thanksgiving Day (last Thursday in November); Christmas Day.

When any of the holidays fall on Sunday, the holiday will be observed on Monday.

On a holiday the longshoremen are working at the overtime rate (time and one half) except on the following days when no work will be performed:

1 New Year's Day;
2 Bloody Thursday (July 5, memory of three longshoremen killed during the 1936 strike);
3 Labour Day;
4 Thanksgiving Day;
5 Christmas Day.

POLICE/FIRE/AMBULANCE: Police, tel. 533–0123; Fire, tel. 861–8020; Ambulance, tel. 431–2800.

TELEPHONES: On some piers telephone connections to ships are available, no extra cost for this service.

GENERAL: Vessels arrival has to be reported to the U.S. Coast Guard 24 hours prior arrival by agent.

SHORE LEAVE: Crew members are allowed to go ashore after passing U.S. Immigration at first U.S. Port.

AGENT: Holland America Line, 350 Sansome Street, San Francisco Tel. 362–7510. Telex 470397.

SAVANNAH, Georgia: 32.02 N. 81.07 W.

DOCUMENTS:

3 Crew Lists.
3 Store Lists.
3 Curio Lists.
3 Manifests.
3 Passenger Lists.

These documents required in order to enter vessel at U.S. Customs.

Direct Foreign Arrival—Quarantine Pratique issued by Public Health Service representative; Cargo on Inward Foreign Manifest Form 7527 A or B or substantially similar form, in duplicate with abstract manifest of Savannah only cargo; Crew list on Form I-418, in triplicate; Passenger list on Form I-418, or other acceptable form, in triplicate; Crew curio list, in triplicate, with crew declaration on Form 5123, or crew list on Form I-418, in triplicate, with numbers of attached Forms 5129 endorsed thereon; List of sea stores and ship's stores, in triplicate; for American vessels, repair declaration on Form 3415; for American vessels, certified crew list; Clearance from last foreign port, if one issued.

Coastwise arrival with Residue Foreign Cargo or Passengers—Form 1385, "Permit to Proceed", in duplicate; Travelling Manifest; Abstract Manifest, in duplicate, of cargo to be discharged in Savannah— if none, two "pro forma" manifests; Stores list, in duplicate; Crew list, in duplicate; Crew purchase list, in duplicate, and any crew declarations on Customs form 5123 for Savannah; Passenger list, in duplicate, if passengers are disembarking in Savannah.

PILOTAGE: Savannah Pilots' Association, 204 East Bay Street, Savannah, Georgia, 31401 (telegraphic); Pilot required all vessels; ETA 24 hours advance notice, change ETA 8 hours; VHF Channel 16

(monitored at all times), 18, 12, 13 – Radio telephone 2182, MG, 2738; Pilot boards vessel one mile outside fairway buoy.

ANCHORAGES: Outside fairway buoy North and North-east of fairway buoy; no anchorages in river.

RESTRICTIONS: 27 ft. at any time; over 27 ft. on incoming tide, no restrictions day or night.

MAX. SIZE: Abbreviation OT: Ocean Terminal. Vessels berthing at OT 10 A/B and OT 12 A/B should not exceed 550 ft. length and 32 ft. draft. For berths OT 14–15–16–17 vessels 550 to 600 ft. on slack water; vessels less than 550 ft. any time to berths 14 and 17; vessels docking or undocking at OT 15–16, with vessels in OT berths 14–17, can be docked or undocked during slack water. Vessels entering Stevens Terminals should not exceed 525 ft.; maximum of 550 ft. could be handled under ideal conditions, i.e. slack water and all berths clear in slip. Vessels over 500 ft. undocking from berths 35–37–41–42, Stevens Terminals, should not be undocked during strength of ebb or flood tide, but may be undocked at or near high or low water slack. Vessels berthing at river front berths: vessels up to 650 ft. will be handled any time and vessels from 650 to 800 ft. on tide conditions; vessels will be handled at whatever drafts Bar Pilots will bring them in or out. As for breadth of vessels, whatever Bar Pilots will take through Seaboard Bridge.

HEALTH: Radio Pratique in effect by U.S. Public Health Service; Captain on 4 hours notice in advance to Agent can obtain radio pratique. Also see "Documents".

RADIO: Vessels route ETA cables to agents, etc., via radio Lantana.

TUGS: Tugs join vessels at city front for berths above city; for berths below city, tugs usually meet vessels in vicinity of Fort Jackson or well below berth. Tugs' lines used all times.

BERTHING: Vessels of 27 ft. and over usually proceed and depart on flood tide. All but Continental Can and Atlantic Creosoting can dock at any time. Normally no restriction on docking or undocking, except number of tugs that will do the job safely.

BRIDGES: River crossed by two bridges in main harbour: the Seaboard Coast Line Railroad Bridge, vertical lift bridge 200 ft. wide between fenders with 135 ft. vertical clearance at mean high water; and the Eugene Talmadge Memorial Bridge, vertical clearance 135 ft. mean high water and 600 ft. width between piers. No particular arrival time required in order to pass through these bridges.

STEVEDORES: In order to order gangs agent should receive ETA from vessel no later than 1300 hours day prior to arrival, when vessel coming coastwise. When calling at Savannah from a foreign port agent normally receives ETA 72 hours and again 24 hours prior to arrival.

RADAR/VHF REPAIRS: Marine Industrial Electronics has qualified radar and RDF, also VHF men available. They can be contacted through ships' Agents or through the Pilots or Atlantic Towing if vessels should require service on arrival.

MEDICAL: Agent should be advised as far in advance as practicable for required medical attention. U.S. Public Health Hospital in Savannah, also other extensive medical facilities. Standard information required as to inoculations, vaccinations, etc.

TANKERS: Standard requirements on diameters of load–discharge lines. No facilities for slop (residue) discharge facilities except American Oil Company. S.G. & A.P.I. of local types of oil is 36 gravity marine diesel fuel. 6 tanker berths in port, maximum drafts 32 ft. (Draft at tanker berth will in all probability be increased to 34 ft. upon completion of the current improvement programme.)

DENSITY: Average density of water at 20 degrees Centigrade in channels of Savannah Harbour are:

	Savannah River Entrance	
	High water	*Low water*
Surface	1.0196	1.0090
Bottom	1.0196	1.0181
	Port Area	
Surface	1.0022	0.99915
Bottom	1.0120	1.0075

FRESH WATER: Available at all terminals. Charge 55c per ton.

FUEL: Light marine diesel fuel (No. 2 Fuel), heavy marine diesel fuel (No. 4 Fuel), all Intermediate grades from Intermediate 2 (equals 200 secs. Redwood 1 scale at 100° F.) through No. 30 (equals 3,000 secs. Redwood 1 scale at 100° F.), Bunker "C" Fuel (No. 6 Fuel). All above grades available in either bonded or domestic except light marine diesel, which is domestic only. Advance notice required 24 hours.

FIRE PRECAUTIONS: No special fire precautions. All tanker berths have water and fire extinguishers on dock. Fire fighting equipment on dock. Fire fighting equipment on tugs.

DEVELOPMENTS: Currently under way is Harbour Improvement Programme to be completed in 1972. Channel depth will be improved to 40 ft. and channel width to 600 ft. from ocean bar to the jetty channel. From jetty channel to Seaboard Coast Line Terminal channel depth will be increased to 38 ft. Throughout main part of harbour (from the S.C.L. Terminal to the Garden City Terminal) depth will be increased to 38 ft. and width maintained at 400 ft. From Garden City Terminal to Savannah Sugar Refinery, channel will be deepened to 36 ft. and widened to 400 ft. Of paramount importance also are portions of the project which will enlarge the harbour's two smaller turning basins to 900 ft. by 1,000 ft. and construction of a sedimentation basin in Back River. At Garden City Terminal of Georgia Ports Authority adjacent to Berth No. 57 will be a new container facility consisting of one 992-lineal-ft. berth and one 90,000-pound container crane. Also to be constructed will be two bulk loading and unloading berths at the upper end of the Whitehall Plantation. These berths will have a total of 1,600 lineal ft. and will be able to handle all types of dry bulk cargo.

GANGWAY/DECK WATCHMEN: Garden City and Ocean Terminals of Georgia Ports Authority require that a watchman, or someone in authority, will be aboard any vessel tied to their facilities at all times. Seaboard Coast Line Terminal watchman furnished by Steamship Company if watchman required. The Stevens Shipping and Terminal does not require a watchman.

OPENING/CLOSING HATCHES: By crew if mechanical; by stevedores if not mechanical.

CERTIFICATES: See "Documents". Current Registry Papers, Load Line Certificates, Certificates of Inspection, etc., are required.

CUSTOMS ALLOWANCES: Tobacco, a crew member may take ashore 50 cigars, 300 cigarettes, or 3 pounds of smoking tobacco, or a proportionate amount of each. An appropriate amount of tobacco products may be held out of bond for use of passengers and crew members while aboard ship when in port. Wine and/or Spirit, a crew member may take ashore one quart of alcoholic beverages for his own use. Container should be opened, that is the seal should be broken. An appropriate amount of wine and/or spirits may be held out of bond for consumption by passengers and crew while aboard ship when in port.

CARGO GEAR: Certified in accordance with U.S. Department of Labor Regulations. Supplied by stevedores.

IDENTIFICATION CARDS: Identification required by crew members coming ashore. U.S. Immigration & Naturalisation Service issues landing permit, Form I-94, to any crew member of a foreign vessel who is not considered a security risk. This form must be in man's possession any time he is ashore.

CONSULS:

Costa Rica: Huguenin Thomas, Jr., Consular Agent (Honorary), 20 East Bay Street, 31401 (Thomas & Hutton). Tel. 232–2185. Office hours 9 a.m. to 5 p.m. Jurisdiction: Georgia.

Brazil: John M. Sayler, Honorary Vice-Consul. Sayler Marine Construction Co., East River Street, 31401 Tel. 234–2266. PO Box 1364.

Denmark: Oscar M. Hansen, Honorary Vice-Consul, 300 Bull Street. Office hours 9 a.m. to 5 p.m. Tel. 232–2141.

Dominican Republic: John M. Sayler, Honorary Consul. Sayler Marine Construction Co., East River Street, PO Box 1364 31402. Tel. 234–2266.

Finland: Anthony Gerard Van Schaick, Honorary Vice-Consul (Southern Marine Supply Co.), 647 W. River Street, 31401. Tel. 234–6646. Office hours 9 a.m. to 5p.m.

France: Edwin J. Middleton, Honorary Consular Agent, 614 Savannah Bank Bldg., 31401. Tel. 234–3408. Office hours 9 a.m. to 5 p.m. Jurisdiction: Georgia.

Italy: Gueseppe Cafiero, Acting Honorary Consular Agent, Savannah Bank Bldg., PO Box 670, 31402. (Strachan Shipping Co.), Tel. 234–6671. Office hours 9 a.m. to 5 p.m.

Germany: F. A. O. Bahre, Honorary Consul, 20 East 48th St., 31405. Tel. 233–2011. Jurisdiction: Chatham and neighbouring Georgia counties, and Charleston and neighbouring South Carolina counties.

Netherlands: A. G. Van Schaick, Honorary Vice-Consul, 647 West River St., 31401. Tel. 234–6646. Office hours 9 a,m. to 5 p.m. Jurisdiction: Georgia and South Carolina.

Norway: J. P. Inlay, Honorary Consular Agent, Savannah Bank Bldg., PO Box 670, 31402. Tel. 234–6671. Office hours 9 a.m. to 5 p.m. Jurisdiction: Georgia.

Sweden: Peter Norboge, Honorary Vice-Consul. Savannah Bank Bldg., PO Box 670, 31402. (Strachan Shipping Co.) Tel. 234–6671. Office hours 9 a.m. to 5 p.m. Jurisdiction: Georgia.

Venezuela: Jorge Manrique, Consul (Career), Georgia State Bank Bldg., PO Box 1721, 31402. Tel. 234–1005. Office hours 9 a.m. to 5 p.m. Jurisdiction: Georgia, South Carolina and North Carolina.

REPAIRS: All types of deck and engine repairs possible at Savannah Machine and Foundry Company. Deck repairs from Diamond Manufacturing Company.

DRY DOCKS: Savannah Machine & Foundry Drydock 540 × 72 × 21 ft.

REPATRIATION: Responsibility of Owner's Agents. Can be arranged to all points.

AIRPORT: Savannah Municipal Airport regularly served by Delta Air Lines with thirteen scheduled flights daily and National Airlines with five flights daily. Charter service also available. Distance to Garden City Terminal approximately 5 miles, to Ocean Terminal approximately 7 miles, and to Stevens Terminal and SCL Terminal approximately 9 miles.

TIME: Savannah maintains Romeo or Eastern Standard Time GMT minus 5 hours, from 0200 the last Sunday in October, to 0200 the last Sunday in April. Quebec or Eastern Daylight Saving Time GMT minus 4 hours maintained from April to October.

HOLIDAYS: New Year's Day (January 1st); Martin Luther King's Birthday (January 15th); Lincoln's Birthday (February 12th); George Washington's Birthday (February 22nd); Memorial Day (May 30th); Independence Day (July 4th); Labour Day (First Monday in September); Columbus Day (October 12th); Armistice Day (November 11th); Thanksgiving Day (Fourth Thursday in November); Christmas Day (December 25th); Good Friday.

No work will be performed on New Year's Day, Independence Day, Labour Day, and Christmas Day.

POLICE/AMBULANCE/FIRE: Police, City:232–4141 and 233–9321, County: 232–8171; Ambulance: Fields and Sons Ambulance Service, 233–0191, Ambulance Service of Savannah, 236–1513; Fire: City: 232–5121.

TELEPHONES: G.P.A., Garden City and G.P.A., Ocean Terminals: telephones on board can be provided through local agents. Stevens Shipping & Terminals – not available to ship (phones on dock). S.C.L. Terminal – not available to ship (phones on dock).

SERVICES: Compass Adjusting, Coste Compass Adjusters, 121 East 63rd Street, Savannah, Georgia 31405, Tel. 355–9607.
Radar, RDF, VHF, Marine Industrial Electronics, Inc., Savannah Industrial Park, Savannah, Georgia, Tel. 232–3489.
SHORE LEAVE: Crew members are allowed ashore provided they are not detainees.
DELAYS: With reasonable advanced notice of ETA no delay anticipated in berthing, loading, discharging or bunkering.
AUTHORITY: *Georgia Ports Authority:* Garden City Terminal, Ocean Terminal, Georgia Ports Authority, PO Box 2406, Savannah, Georgia 31402. Tel. (912) 236–1561 TWX: 810–784–5634.
Seaboard Coast Line Terminal: PO Box 788, Savannah, Georgia. Tel. 232–1644, 232–3758, & 964–1721, extension 259.
Stevens Shipping & Terminal: PO Box 1468, Savannah, Georgia, Tel. 233–8131, TWX: 810–784–5625.
Savannah Port Authority: 42 East Bay Street, PO Box 128, Savannah, Georgia 31402. Tel. 233–9604. Cable Address: Savanaport.
The Savannah Port Authority does not operate terminals; however, is engaged in port and industrial development for the City of Savannah and Chatham County, Georgia. Harbour regulations, pier and bulkhead lines, etc., come under the jurisdiction of this organisation.

SEARSPORT, Maine: 44.28 N. 68.56 W.

DOCUMENTS:
1 Crew List.
1 Passenger List.
2 Stores Lists.
2 Foreign purchases Lists.
2 Inward foreign Manifest uniform cargo.
Original Bill of Lading.
1 Form 3251 Masters oath on entry of vessel.
2 Form 1374 outward foreign Manifest.
PILOTAGE: Ship's agent notifies Pilot approximately 48 hours in advance of arrival, correcting at 24 hours. Pilot's boat called on Channel 16 and 13 VHF. Pilot boards at Monhegan Island, W.B. 14 m. When weather bad, suggest vessel heaves-to at 43° 45.3 N. 69° 22.5 W.
ANCHORAGES: No restrictions on anchoring.
RESTRICTIONS: No restrictions at night. Deep draft vessels brought in only on high water. Draft in concurrence with docks, 32 ft. low water. 10 ft. rise in tide – approach to Searsport 35 ft. – Bay 60 ft. limit.
MAX. SIZE: Size of vessel restricted to 38 ft. draft in harbour area. No outside installations at the port yet.
HEALTH: Agent notifies Public Health Service and arranges inspection at pier. If any disease or fever suspected, vessel quarantined. When vessel cleared at a U.S. port and proceeds to another, clearance is still valid.
RADIO: Tugs in Searsport Harbour use Channel 16 and 2182. Vessels arriving Searsport go through radio station at Chatham, Mass., RCA installation, or call station WOU via Radio-Telephone.
TUGS: Eastern Maine Towage Company, Inc., Marshall Wharf, Belfast, Maine 04915. Cable address: Eastow. Tel. (207) 338–3000. 24-hour service. Requested that orders for tugboat service be given during normal business hours, 24 hours in advance.
Tugs: "Clyde B. Holmes", steam 1,000 h.p.
"Evelyn M. Holmes", diesel 1,200 h.p.
"Candace A. Holmes", diesel 1,200 h.p.
"Pauline H. Holmes", diesel 600 h.p.
Radio: ship to ship, VHF 2182 Channels 16–13–14, 2638, 2738; Boston Marine; Cape Cod Canal.
Sea Pilots dock ship with tug's assistance.
BERTHING: Draft conditions govern arrival and departures.
STEVEDORES: 4 hours notice on ordering gangs.
MEDICAL: No advance notice required by Agent. One hospital, Waldo County, which takes bed patients. All seamen require Certificate showing they have had smallpox vaccination during last three years.
TANKERS: Two berths at Searsport – one for No. 6 oil and one for light oil and gas. Two 8-in. hoses. 32 ft. low water.
DENSITY: Average density 1024.
FRESH WATER: Available by tug for boilers only at rate of tug hire. Drinking water available at piers.
FUEL: No. 6 oil at C.H. Sprague dock. Light oils delivered by tank truck at dock.
FIRE PRECAUTIONS: At certain oil piers information given to Shipmaster upon arrival at pier. Ample fire protection, salt-water lines, sprinkler system on pier, local fire department.
DEVELOPMENTS: Two new 40,000 bbls. tanks for liquid fertiliser.
GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: Ship's crew may open hatch after longshoremen boarded ship.
SHIP CERTIFICATES:
Load-line Certificate.
Certificate of Foreign Clearance.
Ship's Safety Certificate.
U.S. tonnage Tax Certificate of previous trip if have them.
Radio Operator Licence.
CUSTOMS ALLOWANCES: Tobacco, 200 cigarettes per man. Wine and/or Spirit Allowance 1 bottle per person.
CARGO GEAR: No additional cargo gear necessary.
IDENTIFICATION CARDS: Form I-95 must be filled out on arriving unless seaman has had a prior one made out for a previous arrival on same ship (on a plastic card.)
CONSULS:
Norwegian: Allan Kjos-Hansen, 30 Mayer Road, Portland, Maine, Vice-Consul.
French: Dr. Paul O. Proudian, 776 Main Street, Westbrook, Maine.
Finnish: Frank W. Bjorklund, 163 Main Street, Norway, Maine.
Italian: Dr. Domenica A. Santoro, 43 Deering Street, Portland, Maine.
Panamanian: Mary Navarro de Carrillo, Lafayette Town House, Portland, Maine.
Swedish: Martin Johnson, Vice Consul, 443 Congress St., Portland, Maine.
REPAIRS: All types of machinery repairs.
DRY DOCKS: None.
REPATRIATION: Arrangements must be made with Agent in advance by telegram.
AIRPORT: Bangor International Airport, 30 miles, Northeast Airlines.
HOLIDAYS: New Year's Day; Washington's Birthday; Patriot's Day; Memorial Day; Independence Day; Labour Day; Thanksgiving Day; Christmas Day and Veteran's Day. Possible to get gangs to work all days except on Labour Day and Christmas.
POLICE/AMBULANCE/FIRE: Police 548–2256; Ambulance 548–2900; Fire 548–2900.
TELEPHONE: Arrangements can be made to have phone put on ship, but most docks have pay phones.
AUTHORITY: Maine Port Authority, Maine State Pier, Portland, Maine 04111 (207) 773–5608

SEATTLE, Washington: 47.36 N. 122.20 W.

DOCUMENTS (on arrival from foreign):
Clearance from Last Foreign Port.
2 Crew Lists on Form I.418.
2 Passenger Lists on Form I.418 (if applicable).
Passenger Declarations if applicable.
2 Store Lists.
2 Crew Purchase (curio) Lists.
2 Manifests of Cargo for discharge on CF.7527–A or 7527–B.
If first arrival port on an inward voyage, must also have 2 sets of Manifests of complete cargo on CF.7527–A or 7527–B, one for Customs at this port and the other for use as a "Travelling Manifest" to go forward to other discharge ports.
A – For U.S. Public Health Quarantine Boarding Officer: "Quarantine Declaration" on Form PHS.43.
B –For U.S. Dept. of Agriculture Boarding Officer: "Shipmaster's Declaration and Warning Notice" on Form AIQ.43.
C – For U.S. Immigration Boarding Officer:
1. Crew List on Form I.418 visaed by U.S. Consul abroad.
2. Passenger List on Form I.418.
3. Attachment to Passenger List on Form I.92.
4. Form I.94 for each passenger.
5. Form I.95 or ID Card (Form 184) for each crewman. (These are reusable for multiple entries, but for seamen on first trip to United States a new Form I.95 must be ready for presentation on arrival.)

D – For U.S. Customs Boarding Officer and Agent or Broker:
1. 3 copies Crew List (Form I.418).
2. 3 copies Cargo Manifest on Form 7527A or B.*
3. 3 copies Store List – no official form provided.*
4. 3 copies Crew Purchases or Curio List (no official form provided).*
5. 3 Passenger Lists on Form I.418.
6. For U.S. Ships – Declaration re foreign repairs on Form 3415.
7. For U.S. Ships – Certified Crew List from last U.S. port before going foreign.

*At subsequent U.S. ports of call two copies required of extracts Cargo Manifests of cargo for the port concerned, and two copies of lists of stores and curios remaining on board.
PILOTAGE: Compulsory for all vessels except those on coasting trade. Pilots may be obtained from Puget Sound Pilots' Association, Seattle, at short notice. Inward, Pilot boards vessel at pilot station off Port Angeles.
ANCHORAGE: Extensive anchorage in Eliott Bay, depths of 90 ft.
RESTRICTIONS: Only for Inner Harbour, entrance through Canal Locks, maximum 800 ft. × 80 ft. × 29 ft. fresh water.
MAX. SIZE: Controlled by depth at berth.
HEALTH: Vessels subject to Quarantine inspection usually proceed to their docks where they are boarded by the Quarantine officer. Fumigation service is performed at the port; however advance notice of 24 hours should be given to the U.S. Public Health Service at Seattle.
TUGS: Available, but not normally required.
BERTHING: Over 30 berths for ocean-going vessels. Depths alongside, 30 to 40 ft. MLLW.
STEVEDORES: 58 local gangs available. Gang requirements must be made known to the contracting stevedore prior to 11.00 on day before vessel plans to dock. Order before 10.30 on Saturday for Saturday afternoon, Sunday, and Monday.
DENSITY: Salt water in Outer Port. Fresh water inside Canal Locks.
FRESH WATER: Available at all wharves.
FUEL: Available.
GANGWAY/DECK WATCHMEN: Watchmen required if detainees aboard.
OPENING/CLOSING HATCHES: Normally carried out by stevedores while vessel in port.
CERTIFICATES:
Certificate of Registry.

Certificates for any previous U.S. tonnage tax payments within the past year.
International Load Line Cert.
Safety Radio Cert.
Deratization Cert.
Cargo Gear Inspection Cert.
Cert. of Inspection (for U.S. vessels).

CUSTOMS ALLOWANCES: No definite quantities prescribed; reasonable allowance at discretion of Customs Inspector.
IDENTITY CARDS: Required.
REPAIRS: All types of repair possible.
DRY DOCKS: Ten dry docks for vessels up to 20,000 tons.
REPATRIATION: All facilities exist.
AIRPORT: Seattle International Airport.
TIME: Pacific Standard Time, GMT minus 8 hours; Pacific Daylight-saving Time, from end April to end October, is GMT minus 7 hours.
HOLIDAYS: New Years' Day (January 1) no work; Lincoln's Birthday (February 12); Washington's Birthday (February 22); Memorial Day (May 30); Independence Day (July 4) no work; Bloody Friday (July 5) no work; Labour Day (September 1) no work; Colombus's Day (October 12); Veteran's Day (November 11); Thanksgiving Day (November 27) no work; Christmas Day (December 25) no work.
SHORE LEAVE: Allowed, except for crewmen detained by Immigration.
AUTHORITY: Port of Seattle Commission.

SEWARD, Alaska: 60.06 N. 149.27 W.

DOCUMENTS:
3 copies Cargo Manifest (Forms 7527–A or 7527–B) the original showing all cargo on board, and 2 copies showing only cargo for this port.
2 copies Crew Manifest (curio list).
2 copies Stores List.
2 copies Passenger List (Form I.–418).
2 copies Crew List (Form I.–418).

Customs boarding Officer will also examine Ship's Register and Load-line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad, or 24 hours from arrival from a United States port:
Health Pratique.
Master's Oath (Customs Form 3255).
All Foreign clearances.
U.S. Certificates of payment to tonnage tax (Customs Form 1002).
Certified Crew List.

PILOTAGE: Alaska Marine Pilots' Association, Box 273, Homer, Alaska 99603. 48 hours advance notice. 2182 calling frequency KC – KTE–21. Anchorages as noted on chart. C. & G. S. 8529 Resurrection Bay.
HEALTH: Radio pratique may be granted basis information received prior to arrival of vessel, provided no communicable diseases on board. Normally, vessels are boarded by Medical Officers on arrival unless free pratique previously given at U.S. port in the same voyage. If granted free pratique, vessel may enter port and discharge passengers and cargo. If given provisional pratique, vessel may enter port, but must take any additional measures specified in connection with discharging passengers and cargo, until free pratique is given.
RADIO: KWA 364 (AM) Alaska Railroad Dock, frequency monitored 2182 kc/s. KWA 364 (SSB) Alaska Railroad Dock, frequency monitored 4–6–8–12 Megs.
TUGS: No regular tug service available. Prior arrangements need be made with tugs from Cook Inlet. Foss Tug & Barge or Puget Sound Tug & Barge Company.
BERTHING: 24 hour berthing. Berthing permit required. Advance notice of 48 hours requested.
200 ft. by 735 ft. steel and concrete finger pier.
East Side – 600 ft. long with 35 ft. depth of water.
West Side – 600 ft. long with 35 ft. depth of water.
South End – 200 ft. long.
(East and West Berths serviced by railroad spurs).
STEVEDORES: Northern Stevedoring and Handling Corporation supply labour force.
MEDICAL: Fully staffed 30 bed hospital. All medical facilities available.
DENSITY: 1.0248 water density at Mean High Water.
FRESH WATER: Available at berths. 4 in water line; 67 lb. pressure Flat fee $15.00 per filling. (approx.).
FUEL: Diesel fuel available from pipeline at West Berth only. Other grades delivered by tank wagon.
HATCHES: Handled by crew, if done before berthing ship. By stevedores if tied to dock.
IDENTIFICATION CARDS: U.S.C.G. Port Security Card or Seaman's Card required.
REPAIRS: Radio, radar, welding, machining and light engine repairs can be effected.
AIRPORT: 1 mile. Charter Service. No regular air service.
TIME: Alaska Standard Time.
HOLIDAYS: All holidays are time and one half. Cargo can be worked on all except Christmas, New Year and Labour Day.
POLICE/FIRE/AMBULANCE: Police, tel. CA 4–5201; Ambulance, tel. CA 4–3042; Fire, tel. CA 4–3444.
AUTHORITY: The Alaska Railroad, Box 95, Seward, Alaska 99664. Tel. CA 4–5550.

SMITHS BLUFF, Texas: 30.00 N. 93.59 W.

DOCUMENTS, PILOTAGE, HEALTH, RADIO, etc.: Refer to "Port Arthur".
TUGS: Meet vessel in Neches River before arriving at berth. Normally two tugs required berthing/unberthing.
BERTHING: Pure Oil Co.: distance from sea 38 m., depth at berth 37 ft. Sun Oil Co.: distance from sea 38 m., depth at berth 36 ft.
MEDICAL: All facilities available.
DENSITY: Fresh water.
FRESH WATER: Available ex wharf at Pure Oil terminal, otherwise by barge.
FUEL: Available ex wharf at Pure Oil terminal. All grades available by barge from Port Arthur or Beaumont.
GANGWAY/DECK WATCHMEN: Not required unless crewmen detained by Immigration.
CUSTOMS ALLOWANCES: 300 cigarettes and one quart wine or spirits for each man.
IDENTIFICATION CARDS: Foreign crew require only Immigration Landing Permit.
CONSULS: Nearest at Houston.
REPAIRS: DRY DOCKS: See "Port Arthur".
AUTHORITY: Port Director, Port of Beaumont, PO Drawer 3626 Beaumont.

STOCKTON, California: 37.57 N. 121.18 W.

DOCUMENTS: See San Francisco.
PILOTAGE: Pilots commissioned by Stockton Port District. Pilots obtained by contacting Secretary of California Inland Pilots' Association, located at Marine Exchange, World Trade Center, San Francisco, California (KBP 386).
ANCHORAGE: Emergency anchorage only permitted in Turning Basin, 32 ft. depth.
RESTRICTIONS: Restrictions only in effect if water at flood stage. See San Francisco.
MAX. SIZE: No restrictions to length or breadth; draft restrictions of 30 ft. at low tide, 32 ft. at high tide.
HEALTH: Clearance through San Francisco. No further clearance necessary for Stockton.
RADIO: Ship to shore Radio (KBP 376) enables constant contact with Pilots who therefore aware of any problem that may develop up or down river. Arrangements also may be made for readiness of ordered gangs within 15 minutes of ship's arrival.
TUGS: Tugs join vessel one-half mile up river from Main Channel; generally, ship lines used, however, tug lines may also be utilised.
BERTHING: Berthing facilities available for 15 vessels with depth 32 ft. alongside. Facilities consist of 8 general covered cargo berths and one open cargo berth with adjacent open area consisting of 106,000 sq. ft. One berth for loading bulk grain at Stockton Elevators. One berth for handling bulk fertilisers and phosphate rock at wharf No. 4. Also two berths for loading of bulk materials such as coal, coke, iron ore, and magnesite clinkers. Three berths for receipt of bulk molasses at three separate terminals. Other facilities include bulk wine delivery berth and storage tanks capable of storing 2½ million gallons of bulk wine. Pipe-line facilities available for receipt of bulk petroleum products from deep draft tankers to tank farm storage.
BRIDGES: Fixed-span high-level toll bridge across Carquinez Strait, with minimum clearance of 135 ft. above mean higher high water. Southern Pacific Railroad lift span bridge crosses Suisun Bay 6.5 miles upstream from Carquinez bridge, with minimum clearance above mean higher high water of 70 ft. when closed and 135 ft. when open. Horizontal clearance on lift span 290 ft. A third bridge, 22 miles above Southern Pacific bridge, near Antioch, has minimum clearance 70 ft. when closed and 135 ft. when open. Horizontal clearance of span 265 ft.
STEVEDORES: *General Cargo* – For gang start at 0800, orders must be placed at 1600 of previous day; night gangs must be ordered by 1100. These times pertain to week-day gangs. For week-end gangs, 1100 Saturday for Saturday night, Sunday morning, Sunday night and Monday morning. Day shifts run from 0800 to 1700. Night shifts 1700 to 0300. Arrangements can be made for a special third shift from 0300 to 0800. Rates quoted on request.
Bulk Ore and Grain Cargoes—Orders for gangs must be placed at same time as for general cargo. This operation on 24 hour basis; day shift, 0800 to 1600, night shift 1600 to midnight, swing shift, midnight to 0800. Also see "Radio".
MEDICAL: Arrangements with San Joaquin Medical Society for physicians, surgeons and dentists. Five hospitals within radius of 6 miles from port. Ambulance service readily available. Telephone number for this service is 466–9535 (day or night).
TANKERS: Two berths, 32 ft. depth available.
FRESH WATER: Available through pipelines. Cost 15c per cubic foot, plus meter charge.
FUEL: All grades of fuel available with one day's advance notice.
DEVELOPMENTS: Deepening of channel to 37 ft. authorised; work to start 1971.
GANGWAY/DECK WATCHMEN: Services of watchmen not necessary; if service requested, cost $40.00 per straight time shift and $51.00 for overtime shift.
OPENING/CLOSING HATCHES: Hatches may be opened prior arrival and closed after ship sailed from port; any opening or closing of hatches at dockside must be performed by stevedores.
CERTIFICATES: See San Francisco.
CUSTOMS ALLOWANCES: Tobacco, Wine and/or Spirit, see San Francisco.

CARGO GEAR: Safety regulations require strict adherence to maximum loading or unloading weight capacity of ship's gear.
IDENTIFICATION CARDS: Not required.
CONSULS: See San Francisco.
REPAIRS: Minor types of repairs carried out.
DRY DOCKS: Nearest dry docks, San Francisco.
REPATRIATION: No facilities in Stockton for effecting crew changes and arranging any necessary repatriations. Special arrangements may be made through Customs.
AIRPORT: Stockton Metropolitan Airport located approximately 6 miles from port. Serviced by United Air Lines and Air West.
TIME: Pacific Standard Time in effect from last Sunday in October to last Sunday in April; Pacific Daylight Time goes into effect on last Sunday of April until last Sunday in October, when clocks are advanced one hour.
HOLIDAYS: Labour Day, Christmas Day, New Year's Day. No work can be arranged for above holidays. Lincoln's Birthday, Washington's Birthday, Memorial Day, Admission Day, Columbus Day, Veteran's Day, Thanksgiving Day are all holidays. In addition to above, General Election Day, both State and National, as well as any day proclaimed by Governor of California or President of United States shall be observed as holiday.
POLICE/AMBULANCE/FIRE: Security Force on duty 24 hours a day and can be reached by dialling extension 246 for any emergency that might arise. Stockton Police Department's emergency telephone number (209) 466–6843. Stockton Fire Department (209) 464–4646. Ambulances may be secured by telephoning (209) 466–6869; 464–4846; 463–3202; 466–1601; 464–4611; 464–1546.
TELEPHONES: Telephones placed aboard on request.
ELECTRIC CURRENT: At wharves where current available for ship's use, it is 110 volt, single phase, 60 cycle for lighting and 440 volt, 3 phase, 60 cyle for power.
SHORE LEAVE: Permitted.
REGULATIONS: Port of Stockton requests notice of ship's intent to come into port at least seven days prior to arrival; vessels, who have made prior arrangements will have precedence over vessels who sail into port without previous notice.
AUTHORITY: Stockton Port District, PO Box 2089, 2201 West Washington Street, Stockton, California, 95201. Tel. (209) 466–6011. Telex 510–765–6661.

TACOMA, Washington: 47.14 N. 122.28 W.

DOCUMENTS (on arrival from foreign):
Ship's document.
Clearance from Last Foreign Port.
2 Crew Lists on Form I.418
2 Passanger lists on Form I.418 (if applicable)
Passenger declarations if applicable.
2 Store Lists.
2 Crew Purchase (curio) Lists.
2 Manifests of cargo for discharge on C.F. 7527–A or 7527–B.
If first arrival port on an inward voyage, must also have 2 sets of Manifests of complete cargo on CF.7527-A or 7527-B, one for customs at this port and the other for use as a "Travelling Manifest" to go forward to other discharge ports.
A – For U.S. Public Health Quarantine Boarding Officer: "Quarantine Declaration" on Form PHS.43.
B – For U.S. Department of Agriculture Boarding Officer: "Shipmaster's Declaration and Warning Notice" on Form A1Q.43.
C – For U.S. Immigration Boarding Officer:
1. Crew List on Form I.418 visaed by U.S. Consul abroad.
2. Passenger List on Form I.418.
3. Attachment to Passanger List on Form I.92.
4. Form I.94 for each passenger.
5. Form I.95 of ID Card (Form 184) for each crewmen. (These are reusable for multiple entries, but for seamen on first trip to United States a new Form I.95 must be ready for presentation on arrival.)

D – For U.S. Customs Boarding Officer and Agent or Broker:
1. 3 copies Crew List (Form I.418).
2. 3 copies Cargo Manifest on Form 7527A or B.*0*
3. 3 copies Store List – no official form provided.*0*
4. 3 copies Crew Purchases or Curio List (no official form provided).*
5. 3 Passenger Lists on Form I.418.
6. For U.S. Ships – Declaration re foreign repairs on Form 3415.
7. For U.S. Ships – Certified Crew List for last U.S. port before going foreign.

* At subsequent U.S. ports of call two copies required of extracts Cargo Manifests of cargo for the port concerned, and two copies of lists of stores and curios remaining on board.
PILOTAGE: Is compulsory for all vessels except those under coasting trade on West coast of the United States, including Alaska and British Columbia. Pilots board off Port Angeles Pilot Station.
ANCHORAGE: The depths as a rule are too great for convenient anchorage, but vessels occasionally anchor under the Northern shore about 1 mile Eastward of Brown's Point. Vessels may anchor in about 60 ft. 450 yd. North-north-westward of the outer end of Puyallup Waterway West jetty. The city maintains one mooring buoy just Eastward of the entrance to City Waterway. It is in charge of Harbourmaster.
City regulations permit anchorage in any part of the bay outside harbour lines so as not to interfere with vessels arriving or departing from their docks.
MAX. SIZE: Length over 1000 ft. (centre to centre dimensions of mooring dolphins), draft subject to berth depth.
HEALTH: Vessels subject to quarantine inspection usually proceed to their docks, where they are boarded by Quarantine Officer. Fumigation service is performed at the port; however advance notice of 24 hours should be given to Quarantine officer at Tacoma or the U.S. Public Health Service at Seattle.
TUGS: Available, join vessel in Commencement Bay, approximately half way between Brown's Point and the designated Dock. Tug's lines are used and there is a charge for tug's lines.
BERTHING: 25 deep-water berths, at depths alongside of 30–50 ft. below MLLW.
BRIDGES: The Port Industrial Bridge and the 11th Street Bridge; all ships are required to notify for opening two hours in advance. The Puyallup River Bridge on 11th Street has been deactivated. The Hylebos Bridge. There are no restrictions on the Hylebos Bridge. Closed periods apply to the 11th Street Bridge and the hours are as follows: 6.45 a.m. to 7.45 a.m., 3.30 p.m. to 5.30 p.m.
STEVEDORES: Seattle Stevedoring Company, Rothschild International Stevedores, Crescent Wharf and Warehouse Co.
Gang requirements must be made known to contracting stevedore prior to 11.00 a.m. on day before the vessel plans to dock. (10.30 on Saturdays for gangs on Saturday p.m., Sunday and Monday.)
Stowage of cargo for discharge or load determines the gang size requirements. Sufficient information for intelligent gang orders is a necessity – i.e. advance cargo plans, unusual size and/or weight, etc.
TANKERS: Loading/discharge lines 8 in. and 10 in. 150 ASA flanged connections. Slop discharge facilities not available. Fresh water available. Coast Guard regulations strictly enforced.
DENSITY: The average density in the port is 16·8 at 15°C.
FRESH WATER: Available. Delivers to vessel through portable meter hose. Tariff rate: first 100 cu. ft. or fraction 600 c.; each additional 100 cu. ft. 15 c.
FUEL: Available.

Grade	*Viscosity at 122° SSF*
Bunker "C"	165–175
PS–400	112–116
Bunker Special	50–60
PS–300	32–35

Advance notice required
FIRE PRECAUTIONS: Very strict precautions in force.
GANGWAY/DECK WATCHMEN: Watchmen required if detainees are aboard. Normal costs are approximately $2.75 per man hour.
OPENING/CLOSING HATCHES: Normally carried out by stevedores. In practice, however, the crew can perform this task while in transit.
CERTIFICATES:
Certificate of Registry.
Certificates for any previous U.S. tonnage tax payments within the past year.
International Load-line Certificate.
Safety Radio Certificate.
Deratization Certificate.
Cargo Gear Inspection Certificate.
Certificate of Inspection (U.S. vessels).
CUSTOMS ALLOWANCE: Tobacco: Wine/Spirit: No definite quantities prescribed; reasonable allowance at discretion of Customs Inspector.
IDENTIFICATION CARDS: Required.
REPAIRS: The largest repair yard in Tacoma can haul out vessels up to 1,000 tons for all kinds of repairs, including electronics, welding, painting and machining; shafts up to 30 ft. in length are machined here. Another plant does shipbuilding exclusively, but will perform topside repairs if needed. Wreckage and salvage facilities are available. Larger vessels go to Seattle for dry-docking. Minor repairs and services for small craft are available at marinas on the City Waterway and the North-eastern shore of Commencement Bay.
AIRPORT: Seattle – Tacoma Inter Airport is 16 miles North from port and Tacoma Industrial Airport 8 miles West.
TIME: Local time reference is GMT minus 8 hours. In Summer time it is GMT minus 7, or Pacific Daylight Saving Time, started the last week-end in April and finished the last week-end in October.
HOLIDAYS: New Year's Day (January 1st) no work; Lincoln's Birthday (February 12th); Washington's Birthday (February 22nd); Memorial Day (May 30th); Independence Day (July 4th) no work; Bloody Friday (July 5th) no work; Labour Day (September 1st) no work; Columbus Day (October 12th); Veterans' Day (November 11th); Thanksgiving Day (November 27th) no work; Christmas Day (December 25th) no work.
POLICE/AMBULANCE/FIRE: Emergency tel. numbers: Police MA 7–6141; Fire MA 7–0151; Ambulance MA 7–4118 or FU 3–1555.
TELEPHONES: Pay telephones available at Piers 1, 2 and 7. There is no charge for this service.
SHORE LEAVE: Allowed.
AUTHORITY: Manager, Terminal Division, Port of Tacoma, Box 1837, Tacoma, Washington.

TAMPA, Florida: 27.57 N. 82.28 W.

DOCUMENTS:
Passports & Seamen's Books.
Vaccination Certificate for each Seaman.
Certified Crew List: must be on American form and certified by American consular office at foreign country from which departed.
U.S. Customs requires Inward Foreign Manifest (original and 3

copies). This must describe cargo which is to be discharged this port and/or any other port in vessel's itinerary. It must show:
Vessel's name and flag.
Master's name.
Last foreign port of departure.
Net registered tons of vessel.
When and where vessel built.
Consigned to Agent.
Bill of Lading Number.
Marks and numbers (on cargo).
Complete description of merchandise.
Weight in kilos or pounds.
Port of loading.
Port of discharge.
Stores Lists (original and 3 copies)
Crew Curio List (original and 3 copies)
Narcotic List (original and 3 copies)
*Dangerous Cargo List (original and 3 copies)
*This should be filled out even if nothing dangerous aboard.
Health officials will board vessel first. Bills of Lading not needed for Customs purposes.

PILOTAGE: Vessel applies for Pilot through radio station WPD and through Agent. Telegraphic address for Pilots is: Tam-pilot. Advance notice is not necessary. However, U.S. Coast Guard requires a 24-hour notice of the vessel's ETA. VHF Channel in Tampa is Channel 12.

Five pilot boats – each are different. All 40–45-ft. motor launches flying "H" flag and carrying prescribed red and white pilot lights. No light or sound signals necessary by vessels requiring Pilots.

Normally pilot boat located between sea buoy and No. 2 Buoy in main channel. During bad weather they are located off lighthouse at Egmont Key. Anchorage within 1 mile area of sea-buoy.

ANCHORAGES: Vessels with good ground tackle can anchor anywhere outside Egmont Bar in depths of 35 to 50 ft. Inside anchorages Southward of Mullet Key in depths of 30 to 35 ft.; and Southwestward of Gadsden Point in depths of 29 to 36 ft.

Explosives and quarantine anchorages East of Mullet Key and South of Interbay Peninsula.

(1) Explosives anchorage East of Mulled Key. A rectangular area in Tampa Bay, approximately 4,459 yd. long and 1,419 yd. wide, beginning at latitude 27° 38′ 30″, longitude 82° 39′ 09″, and extending North-easterly to latitude 27° 39′ 48″, longitude 82° 37′ 15″; thence South-easterly to latitude 27° 39′ 17″, longitude 82° 36′ 46″; thence South-westerly to latitude 27° 37′ 52″, longitude 82° 38′ 38″; thence North-westerly to point of beginning. Anchorage is used by vessels awaiting loading or unloading at Port Tampa where duration of anchorage will exceed 72 hours.

(2) Temporary explosives anchorage South of Interbay Peninsula. Beginning at a point bearing 107°, 1,750 yd. from Cut F Range Front Light; thence to a point bearing 125°, 2,050 yd., from Cut F Range Front Light; thence to a point bearing 180°, 1,725 yd., from Cut F Range Front Light; thence to a point bearing 222°, 2,180 yd., from Cut F Range Front Light; thence to a point bearing 25 1°, 1,540 yd., from Cut F Range Front Light; and thence to the point of beginning. Anchorage is used for vessels engaged in loading explosives when duration of the anchorage is less than 72 hours.

(3) Temporary explosives anchorage off Port Tampa. A circular area with a radius of 200 yd. with the point at latitude 27° 50′ 22″, longitude 82° 34′ 15″.

(4) Quarantine anchorage. South-east of the temporary explosives anchorage, beginning at a point bearing 97° true, 4,370 yd., from Cut F Range Front Light; thence to a point bearing 113° 30′, 5,370 yd., from Cut F Range Front Light; thence to a point bearing 161° 30′, 3,770 yd., from Cut F Range Front Light; thence to a point bearing 163° 30′ 2,070 yd., from Cut F Range Front Light; thence to the point of beginning.

RESTRICTIONS: Draft recommendation is 33 ft. 6 in. No tidal restrictions with exception of loaded vessels into Port Tampa.

MAX. SIZE: Maximum draft 34 ft. MLW. No limit on length and breadth.

HEALTH: (*a*) Any vessel from foreign port boarded on arrival and pratique issued if vessel and crew pass inspection. "Radio pratique service" whereby ship radios Agent and Agent contacts Quarantine Station; i.e. if coming from another U.S. port no boarding is necessary unless they have animals, etc., aboard for inspection.

(*b*) Vessel to notify Quarantine Station by radio if any communicable disease is suspected to be on board. This is to be done prior to arrival in port so that medical officer can check ship and take necessary control measures such as isolation for persons involved or hospitalization.

RADIO: Radio station "WPD" should be used by vessel to route ETA cables to Agents, receivers, etc.

TUGS: Positions are:
Main port area – right past Beacon No. 35
Port Sutton & East Bay – Beacon No. 29
Port Tampa – Cut "K"
East Tampa – Beacon No. 16
Tug's lines only.

BERTHING: Vessels generally berth on arrival and sail any time day or night. Overtime must be paid to boarding officials when applicable.

Phosphate berths:
Port Sutton: Max. length 700 ft, draft 33 ft 6 ins., Waterline to hatchcoaming 38 ft.
S C L Berth: Max. length 600 ft, draft 33 ft 6 ins., Waterline to hatchcoaming 36 ft.
Eastern Associated Terminal: draft 33 ft 6 ins.

STEVEDORES: Stevedoring gangs must be ordered approximately 24 hours in advance (before 1700 on day before needed).

MEDICAL: Advance notice for medical attention not required, but is preferable. All U.S. ports require valid certificate of vaccination (renewable every three years) for smallpox.

TANKERS:

Company	*Pipelines*	*Berthing Space*	*Depth*
American Oil Company	(1) 12″; (1) 10″; (4) 8″; (1) 6″	275′	33′
Central Oil Company	(1) 8″	275′	33′
Chevron Asphalt	(3) 8″	100′	20′
Cities Service	(3) 10″	550′	30′
Diamond Alkali	(1) 12″	880′	16–31′
Florida Portland Cement	(1) 8″	820′	34′
W. R. Grace (ammonia)	(1) 10″	200′	34′
Gulf Oil Company	(3) 14″; (2) 10″; (1) 8″; (4) 6″	650′	34′
Humble Oil & Refining Co.	(1) 10″; (2) 6″	90′	20′
Marathon Oil Company	(2) 12″; (1) 10″; (2) 8″	250′	30–27′
Murphey Oil Company	(1) 12″; (1) 8″; (1) 6″	880′	16–31′
Petroleum Packers	(1) 6″	880′	16–31′
Phillips Petroleum	(2) 10″; (1) 3″	300′	34′
Union Oil Company	(5) 10″	880′	22–30′
Shell Oil Company	(1) 12″; (2) 10″; (3) 8″	850′	34′
		250′	34′
Sinclair Refining Co.	(2) 10″; (3) 8″; (2) 6″; (1) 4″	370′	34′
Sulphur Terminal Co,	(2) 10″	305′	34′
Southstate Terminals	(3) 6″	880′	16–31′
Standard Oil Company	(3) 12″; (5) 8″	880′	34′
Sun Oil Company	(1) 6″	200′	30′
Tampa Electric Company	(1) 10″	550′	30′
Detsco Terminals	(1) 10″	380′	32–34′
Pasco Terminals, Inc.	(1) 10″	500′	34′
Texaco, Inc.	(1) 12″; (2) 8″; (4) 6″	250′	30–27′
Cities Service Co.	(1) 10″	1,000′	30′
Warren Petroleum Co.	(1) 6″; (1) 4″	325′	14–12′

Note that part of above terminals use same piers. Most terminals have residue discharge facilities.

DENSITY: Density is affected by local rains due to Hillsborough River. At slack water: Port Sutton 1,024; Garrison Channel 1,014; Seddon Island 1,009; Port Tampa 1,014.

FRESH WATER: Available all over port at 35c per ton and delivered through hoses and meters. Rates of delivery various.

FUEL: All grades and types available, including all types of blended fuel and Bunker "C". 24 hour notice required. All types of lube-oil available with delivery in bulk or drums – 24 hour notice is required. Major oil companies (i.e. Shell, Esso, Texaco, Mobile, Gulf, Standard, etc.) represented in Tampa. Delivery ex pipeline, barge or truck.

PRECAUTIONS: No specific precautions other than usual.

DEVELOPMENTS: U.S. Army Corps of Engineers conducted feasibility study to deepen Tampa's channels to 44 ft. Building of new general cargo berths in area East of present facilities is under proposal and will possibly be complete in 1971.

GANGWAY/DECK WATCHMEN: Watchmen not necessary, but when required the charge is $2.00

OPENING/CLOSING HATCHES: Longshoremen open and close hatches.

SHIP CERTIFICATES:
Documentation Papers.
Load-line Certificate.
Certificate of Safety at Sea (when carrying passengers).
Certificate of Safety Equipment.

CUSTOMS ALLOWANCES: Tobacco, two packs of cigarettes per day per man. Wine and/or Spirit, no set amount. Each boarding officer has different views (i.e. German and Scandinavian vessels allowed two bottles of beer per day per man). Allowances made within reasonable bounds at Master's discretion subject to boarding officer's approval.

CARGO GEAR: No local special safety requirements. Longshoremen and U.S. Department of Labor requirements are uniform over the U.S.

IDENTIFICATION CARDS: Passports required.

CONSULS:
Belgium: A. Van Eepoel, 4626 Tennyson Avenue, Tampa, Florida, 832–2643.
Columbian Consulate: Rafael Bernal Pineros, Marine Bank Building, Tampa, Florida 33602, 225–9282
Costa Rican Consulate: Joseph Cortina, 416 Tampa Street, Florida 33602, 229–7638
Ecuadorian Consulate: Mrs. Delia Failde, 1810 Central Avenue, Tampa, Florida, 229–2271.
El Salvadoran Consulate: S. C. Mickler, 504 S. West Shore Boulevard, Tampa, Florida, 876–4971.
Finland Vice Consul: H. N. Baron, 110 E. Oak Avenue, Tampa, Florida, 229–8204
German Consulate: Hans J. Kueno, 4009 Coachman, Tampa, Florida, 839–3651
Guatemalan Consul: Jose Menendez, 501 E. Jackson Street, Tampa, Florida 33602, 229–2226
Honduran Consulate: Santos Gonzalez Sanabria, 2402 West Platt Street, Tampa, Florida 33606, 229–8151
Italian Consulate: A. J. Grimaldi, 2028 E. 7th Avenue, Tampa, Florida 33605, 248–3186
Mexican Consulate: Francis M. Sack, 516 Bay Street, Tampa, Florida, 253–5764

Netherlands Vice-Consulate: T. Van Eyck, 13518 Florida Avenue, Tampa, Florida, 935–2129
Nicaraguan Consul: Ramiro Balladares, Chateau Apts. 206, Tampa, Florida, 33609
Panama Consul General: John F. Parsons, Jr., 3510 Tampa Street, Tampa, Florida, 223–1879
Peruvian Consul: G. T. Stack, 416 Tampa Street, Tampa, Florida, 33602, 223–3028
Royal Norwegian Vice-Consul: W. O. Savage, 501 Jackson Street, Tampa, Florida 33602, 229–7918
Swedish Vice-Consul: Howard L. Hill, 4420 Watrous Avenue, Tampa, Florida, 877–2657
Consulate of France: H. Marion Monrose, 834 51st Street North, St. Petersburg, Florida 33703, 526–2203

REPAIRS: All types are possible.

DRY DOCKS: Graving dock: 525 ft. long on bottom × 80 ft. wide, and depth over keel blocks 16–18 ft. at MHW; Dry dock: 200 ft. long × 65 ft. wide. There are two other dry docks besides those listed above.

REPATRIATION: No foreign crew pools in Tampa (located in New Orleans, San Francisco and New York). But crew changes can be made when Master radios requirements to Agent who arranges with local consul or through crew pool in nearest city named above for applicable country (if no consul is available in Tampa). American crew pools for all unions in Tampa.

Repatriation available at Tampa International Airport and is handled by consul or Master.

AIRPORT: Tampa International Airport served by regular airlines and located approximately 5 miles from main port area; 5 miles from Port Tampa and 16 miles from East Tampa.

TIME: Tampa normally on Eastern Standard Time with Daylight Saving Time in effect from April 30 through October 15.

HOLIDAYS: New Year's Day (January 1); Gasparilla Day (2nd Monday in February, local holiday); Lincoln's Birthday (February 12); Memorial Day (May 30); Independence Day (July 4); Labor Day (1st Monday in September); Columbus Day (October 12); Veterans Day (November 11); Thanksgiving Day (last Thursday in November); Christmas (December 25).

When any of these holidays fall on a Sunday, they will be observed on Monday following. Work on these holidays by special arrangement only.

POLICE/AMBULANCE/FIRE: Police 223–8181; Ambulance 223–1551; Fire 223–4211.

TELEPHONES: Charge for installation of Telephone aboard is $12 with a monthly fee of $15.10 plus tax.

SERVICES: Compass adjustments available; radio direction finder; radar repairs; tank cleaning.

SHORE LEAVE: Immigration authorities grant clearance after examination of passport or bona fide seaman's papers.

DELAYS: Delay can be expected in loading phosphate rock (one to two days), and same delay applicable for berthing at elevators. No delays in general cargo loading or berthing and bunkering.

AUTHORITY: Tampa Port Authority, PO Box 2192, Tampa, Florida 33601. Tel. (813) 248–1924.

TEXAS CITY, Texas: 29.22 N. 94.53 W.

DOCUMENTS, PILOTAGE, HEALTH, ETC., refer to "GALVESTON".

RESTRICTIONS: Controlling depth in entrance channel 40 ft. Otherwise restricted by depth available at berth. Vessels enter day and night.

TUGS: Available if required.

BERTHING:

American Oil Tanker Docks	depth	36 ft.
Monsanto Tanker Dock	,,	32 ft.
Texas City Oil Docks	,,	36 ft.
Union Carbide Terminal	,,	33 ft.

MEDICAL: All medical assistance available.

DENSITY: Brackish.

FRESH WATER: Available at all wharves except Union Carbide Terminal.

FUEL: Bunker C available to tankers loading/discharging. All grades available by barge from Houston.

GANGWAY/DECK WATCHMEN: Required only if crewmen detained by Immigration.

CUSTOMS ALLOWANCES: Each man 300 cigarettes or 100 cigars or 1 lb. tobacco. 1 qt. wine/spirits.

CONSULS: See "Houston".

TIME: Central Standard Time. Daylight saving time effective from April to October.

SHORE LEAVE: No restrictions unless detained by Immigration.

AUTHORITY: Texas City Terminal Railway Co.

TOLEDO, Ohio: 41.42 N. 83.28 W.

Refer to "St. Lawrence Seaway" for important general information.

PILOTAGE: By Seaway Pilots.

RESTRICTIONS: Navigation season from mid-March to end-December, approx. The port is connected to Lake Erie by an entrance channel, depth 27 ft. Vessels size restricted by Seaway locks.

MAX. SIZE: 730 ft. length; 25 ft. 9 in. draft. Height restrictions of 108 ft. above waterline applies to grain berths only.

HEALTH: All ocean-going vessels must obtain a free pratique before entering the Seaway. Vessels may obtain quarantine inspection and clearance from the Canadian Authorities at Montreal while awaiting entrance to the Seaway.

RADIO: Master must give at least 24 hours notice to Commander 9th Coast Guard District, Cleveland, Ohio, of the vessel's ETA at Snell Lock. Also, at least 24 hours notice of ETA at first U.S. discharge port is required. Toledo Port can be contacted through Loraine, Ohio, or Port Colborne, Ontario.

TUGS: Available. Not compulsory, but sometimes necessary in bad weather.

BERTHING: Toledo Marine Terminal: 4 berths, 1,500 ft. long, 25 ft. depth alongside; C. & O. Railway Docks: 2,000 ft. long, 26 ft. depth alongside; Lake Front Docks: 1,800 ft. long, 26 ft. depth alongside; Interlake Iron Corp: 23 ft. depth; Mid States Terminals: 27 ft. depth; East Side Iron Elevator: 27 ft. depth; Port Authority Facility: 2,900 ft. long, 27 ft. depth alongside; Anderson Elevator: 27 ft. depth.

Tanker Berths: Hocking Valley Pier: 20 ft. depth; Ashland Oil Company: 22 ft. depth; Standard Oil Company: 23 ft. depth; Gulf Ref. Company: 21 ft. depth.

DENSITY: Fresh water.

MEDICAL: All facilities available.

FRESH WATER: Obtainable by pipe-line at all docks.

FUEL: All grades available at oil piers.

REPAIRS: Major repair facilities available.

DRY DOCKS: No. 1: 510 ft. × 72 ft. 6 in.; No. 2: 641 ft. × 78 ft.

AUTHORITY: Toledo – Lucas County Port Authority, 241 Superior Street, Toledo.

VANCOUVER, Washington: 45.36 N. 122.40 W.

DOCUMENTS: Three copies of following:
Cargo Manifest.
Store List.
Crew Cargo List.
Crew List.
One copy of following:
Clearance from Last Port.
Tonnage Tax Certificate.
Copy of Vessel Register and itinerary of vessel port by port.

PILOTAGE: When entering from sea (without service of a bar pilot) vessel or Agent must give notice between hours of 0800 and 1700 and at least 12 hours prior to ETA Astoria. Calls may be placed with Astoria office (325–4532) or at Portland office (228–9325) or by radio to "Colrip Astoriaore". River Pilots board at Astoria in channel in vicinity of Astoria Crossing Lighted Buoy No. 37. Signal for river Pilot is one long and three short whistles. When ordering bar Pilots, request radio via KLB, Seattle, Wash., about 12 hours before arrival. Address "Bar Pilots, Astoria, Ore.", giving date and time of arrival at lightship. When "Peacock" is on station Pilot boards from small power boat; when "Columbia" is on station, Pilot boards directly from "Columbia". When pilot is boarding from small boat keep engines at about 4 knots speed. Do not change course or speed until signalled by Pilot vessel. Vessels having radio telephone contact pilot vessel for instructions on following frequencies: radio phone watch on Channel 16 VHF (156·8 mgc/s) also 2182 and 2738 kc/s. Pilot boat "Peacock" call WS 7217; pilot boat "Columbia" WJ 8200; Astoria bar Pilots' office (Channel 16) KOK 360.

ANCHORAGES: Only designated anchorages on U.S. Coast and Geodetic Charts are at Tongue Point (Astoria), Oreg. Two in number and designated on Chart 6151 Columbia River, Pacific Ocean to Harrington Point, as 1 Lower Tongue Point and 2 Upper Tongue Point. Additional locations on Columbia and Willamette Rivers where safe anchorages can be made upon advice of Columbia River pilots. Anchorage in Vancouver harbour by permission of Harbour Master.

RESTRICTIONS: No restrictions on night entry. State of tide and draft restrictions not applicable to vessels drawing less than 40 ft.

MAX. SIZE: No restrictions length and breadth. Depth at Columbia River entry 48 ft. River channel to Vancouver maintained at 45 ft. by 600 ft. Seasonal tidal effect up to 3 ft. at Vancouver.

HEALTH: Radio pratique procedure extended to all vessels requiring quarantine clearance. Vessels requiring clearance must complete Maritime Quarantine Declaration HSM 13.19 available from U.S. Consular Offices abroad, from steamship agents, custom house brokers, and U.S. Quarantine stations.

RADIO: Route ETA cables through KLBITT Seattle, Wash.

TUGS: Normally join vessel at designated berth. Tug lines used at no charge.

BERTHING: No special requirements for berthing and no special arrival times required except under particular circumstances.

STEVEDORES: Allocation for gangs Monday through Saturday must be confirmed at 1100 to the longshore hiring hall. Allocation for gangs Sunday and Monday are made at 1100 Saturday for both day and night gangs. Same procedure applies to allocation of night gangs, but night gangs may be cancelled by 1400 afternoon of night gangs are to work.

MEDICAL: Any type of medical treatment can be provided and hospital facilities available. Only inoculation requirement for entry to U.S. is smallpox, except when vessels have called at an area infected by another disease.

DENSITY: Fresh water at all times.

FRESH WATER: Available at all berths delivered through pier-side connections, at cost of from 10c to 50c per 100 cu. ft., depending on quantity, plus man-hour cost for connections and small equipment rental fee. Minimum charge $6.00.

FUEL: Viscosity grades of B and lower. No advance notice required. Barging essential.

FIRE PRECAUTIONS: Port fire precautions respecting tankers are administered by U.S. Coast Guard, which enforces shipboard regulations under Code of Federal Regulations, Part 46, Sub-part D,

Sections 20 to 40; Police Harbour Patrol, which controls port movements, boards vessels to warn Master regarding harbour regulations, including spilling of oil, etc.; and Fire Marshal, who exercises jurisdiction regarding fire regulations at shoreside facilities serving tankers.
DEVELOPMENTS: Will continue building new cargo warehouses, additions to dock facilities, three 50-ton gantry cranes available, berths for four cargo vessels, container yard and lumber yard.
GANGWAY/DECK WATCHMEN: Services at option of vessel Owner/Agent and available through private firms.
OPENING/CLOSING HATCHES: While ship is at dock, opening and closing hatches is work of longshoremen. Ship may open or close own hatches while under way.
CERTIFICATES: Registered tonnage certificate.
CUSTOMS ALLOWANCES: Tobacco, reasonable quantity. Wine and/or Spirit, reasonable quantity.
CARGO GEAR: Valid cargo gear certificate required, acceptable to U.S. Bureau of Labor Standards.
IDENTIFICATION CARDS: Immigration Dept. requires forms No. 595 and No. 31 (Repatriation). Changes can be effected at any U.S. Consulate and are honoured here.
CONSULS:

Austria	228–3351	Italy	222–1021
Belgium	228–0465	Japan	222–9903
Costa Rica	282–9438	Lebanon	234–0337
Denmark	226–3876	Mexico	233–5661
Dominican Republic	226–6451	The Netherlands	222–3235
El Salvador	227–0537	Norway	228–8828
Finland	222–2620	Republic of Panama	636–3639
France	228–0465	Peru	222–5868
Federal Republic of Germany	223–0255	Sweden	224–5000
Great Britain	227–5669	Venezuela	227–5395
Iceland	226–4783		

REPAIRS: All types of deck and engine repairs possible.
DRY DOCKS: See Portland, Oregon.
REPATRIATION: Any arrangements possible for crew changes or other repatriation.
AIRPORT: Airport 10 miles from town, served by seven regularly scheduled airlines with direct service and/or connections domestically and world-wide.
TIME: GMT minus 8 hours. Daylight saving time becomes effective annually on last Sunday in April through last Saturday in October.
HOLIDAYS: Following holidays are recognised: *New Year's Day; Lincoln's Birthday (Feb. 12); Washington's Birthday (Feb. 22); Memorial Day (May 30); *Independence Day (July 4); *Labour Day (First Monday in September); Columbus Day (Oct. 12); Veteran's Day (Nov. 11); Thanksgiving Day; *Christmas Day (Dec. 25); Statewide Election Days. Other legal holidays may be proclaimed by State or national authority. When holiday falls on Sunday, following Monday observed as holiday. Longshore work performed on any of above-listed days is at overtime, which is one-and-a-half time rate. Days marked (*) are stop-work days, viz., no ships will be worked. This also applies to July 5, which observed locally on unilateral basis.
POLICE/AMBULANCE/FIRE: Police 693–2555; Fire 693–1441; Ambulance provided by several private firms, but can be obtained through police or fire number.
TELEPHONES: Available by order from terminal superintendents at $5.00 connection charge.
SERVICES: All services available such as compass adjusting, major or minor repairs either with work barges or at ship repair berths; lay berths available; charts available from private companies; all chandlery supplies available.
SHORE LEAVE: Crew members permitted ashore except where vessel has made first arrival from Communist-controlled port.
AUTHORITY: Port of Vancouver, Washington, Foot of West 16th Street and Lower River Road, Vancouver, Washington 98660. Tel. Vancouver 693–3611, Portland 289–8824. Telex 910–474–8673.

WILMINGTON, Delaware: 39.44 N. 75.32 W.

DOCUMENTS/PILOTAGE: See "Philadelphia."
ANCHORAGE: At Cherry Island.
MAX. SIZE: Length unlimited, breadth unlimited, draft 40 ft. MLW, tide rise and fall 5½ ft.
HEALTH: U.S. Public Health Service requirements.
RADIO: Station W.S.C., Tuckerton, N.J.
TUGS: Normally, tugs are not required. A docking Pilot is available. If tugs are required, they must be ordered from Philadelphia, Pa.
DENSITY: Fresh water port. Normal 12 hour tide.
FRESH WATER: Hose connection from dock outlet $0.25 per 2,000 galls.
FUEL: Available.
GANGWAY/DECK WATCHMEN: Not required.
OPENING/CLOSING HATCHES: Optional.
IDENTIFICATION CARDS: Not required.
CONSULS: All Consuls are located in Philadelphia, Pa.
REPAIRS: Engine and other repairs at Wilson Ship Yard, Wilmington, Del.
DRY DOCKS: Major repairs and dry dock facilities – Sun Ship Yard, Chester, Pa.
REPATRIATION: Facilities are available and arranged by Agent.
AIRPORT: Philadelphia International Airport, regular service.
TIME: U.S. Eastern Standard and Daylight Time.
POLICE/AMBULANCE/FIRE: Police, tel. 302; Ambulance, tel. 654; Fire, tel. 5151.
TELEPHONES: Dock-side pay phones.
SERVICES: All services available.
SHORE LEAVE: Allowed unless restricted by Immigration.
PORT AUTHORITY: Port of Wilmington, Board of Harbour Commissioners, PO Box 1191, Wilmington, Delaware. Tel. 302–656–8566. TWX: 302–762–2400

WILMINGTON, N. Carolina: 34.14 N. 77.57 W.

DOCUMENTS:
3 copies Cargo Manifest (Forms 7527-A or 7527-B), the original showing all cargo on board, and 2 copies showing only cargo for this port.
2 copies Crew Manifest (curio list).
2 copies Stores List.
2 copies Passenger List (Form I.418).
2 copies Crew List (Form I.418).
Customs boarding Officer will also examine ship's Register and Load-line Certificate. In addition, the following documents will be required for formal entry to be made within 48 hours of arrival from abroad, or 24 hours from arrival from a United States port:
Health Pratique.
Master's oath (Customs Form 3255).
All foreign clearances.
U.S. Certificates of payment of tonnage tax (Customs Form 1002).
Certified Crew List.
PILOTAGE: Pilots board vessels at Buoy 2CF off the mouth of the Cape Fear River. Masters should notify local Agents by radio of their ETA's at Buoy 2CF in order that the Pilots may be on station in advance of arrival. Additionally, Masters may communicate with Pilots by radio telephone on 2738 frequency and by VHF Channel 18A. Pilots remain on board until harbour limits of Wilmington, where docking masters normally board vessels for purposes of docking.
ANCHORAGE: Vessels awaiting Pilots normally anchor in area off Buoy 2CF. There is no safe anchorage in the port of Wilmington for large vessels to be accommodated. Small vessels can be accommodated for brief periods in anchorage basin, although it is necessary to swing with the tide in order to avoid blocking channel.
MAX. SIZE: Maximum permissible length is approximately 725 ft., no limit on breadth, and draft limit is approximately 34 ft. on present channel project depth of 38 ft. Master should communicate with local Agent regarding stage of tide for passage of vessels drawing 34 ft. or above.
HEALTH: Radio pratique may be granted basis information received prior to arrival of vessel, provided no communicable diseases on board. Normally, vessels are boarded by Medical Officers on arrival unless free pratique previously given at U.S. port in the same voyage. If granted free pratique, vessel may enter port and discharge passengers and cargo. If given provisional pratique, vessel may enter port, but must take any additional measures specified in connection with discharging passengers and cargo, until free pratique is given.
TANKERS: 7 tanker berths available with no standard load/discharge lines. Draft limitation applicable in channel also applicable at tanker berths.
IDENTIFICATION CARDS: Standard U.S. Immigration Forms I.95 to be made up for each crew member on arrival. Not necessary for crew man already holding Form I.95, issued for the same vessel.
TIME: Eastern Standard Time, GMT minus 5 hours. Daylight Saving Time, GMT minus 4 hours from April to October.
AGENT: Wilmington Shipping Company, North Carolina State Terminals, POB 1809, Wilmington, North Carolina. Tel. 763–7333, Cables "Wilshipco."

Uruguay

FRAY BENTOS: 33.06 S. 58.18 W.

Situated on East bank of Uruguay River, 213 miles above Montevideo.
DOCUMENTS: See "Montevideo".
PILOTAGE: River Pilot boards in Montevideo roads. Radio request for Pilot to Agents in Montevideo stating accurate ETA well before arrival. At Fray Bentos, vessels are berthed by the Uruguayan River Pilot. If vessel arrives with Argentine Pilot on board from an Argentine port, then Port Pilot will board for berthing.
RESTRICTIONS: Vessels loading should pay particular attention to the daily river and draft forecast issued by local authorities. Draft depends on depth at Martin Garcia Bar.
ANCHORAGE: See "Montevideo".
MAX. SIZE: For berthing maximum draft 26 ft. fresh water, depending on river conditions.
HEALTH: Radio Agents in Montevideo requesting free pratique and stating health condition on board. If satisfactory, free pratique will be brought on board by River Pilot at Montevideo.
TUGS: Not required.
BERTHING: Official Pier: 325 metres long, depth in deepest berths 26 ft. Grain and general cargo handling. Railway Pier: One berth, depth 26 ft., used principally for discharging coal. Anglo Pier: Depth alongside 26 ft., used for loading frozen meat and products.
STEVEDORES: Working hours: 0700–1100 and 1300–1700. Saturdays: 0700–1100.
MEDICAL: Doctors and hospital facilities available.
FRESH WATER: Obtainable from berth at Official and Anglo Piers.

FUEL: Not available.
REPAIRS: Only minor repairs can be effected.
CONSULS: Argentina is represented locally. All others at Montevideo.
GENERAL: Refer to "Montevideo" for all general information.

MONTEVIDEO: 34.55 S. 56.13 W.

DOCUMENTS:
Maritime Declaration of Health.
Manifest of Cargo, with 2 sets Bills of Lading.
Consular Invoice for each loading port.
Ballast Certificate (if no cargo for Uruguay).
6 Crew Lists.
6 Passenger Lists or No Passengers Declaration.
Stores List, including Crew Personal Effects.
Passengers' Luggage Forms for each passenger.
Cargo Manifest, Crew List and Passenger list must be legalised by Uruguayan Consul at loading port or any intermediate port where there is a Consul. If no Consul at loading port, the Consular Invoice is legalised at Montevideo on payment of appropriate dues.
PILOTAGE: Compulsory. Pilot boards in anchorage of Montevideo roads. It is important that an accurate ETA is given to Agents well in advance as Pilots can be ordered at certain times only, and vessel may be charged for Pilot's waiting time.
ANCHORAGE: In Montevideo outer or inner roads. Vessels must not anchor within half a mile of the entrance channel to the Ante port, not in the area bounded by latitudes 35° S. and 35° 15′ S. and longitudes 55° 66′ 30″ W. and 56° W. where there are submarine cables. Outer roads and inner roads are separated by the Western breakwater. Both anchorages are exposed in bad weather.
RESTRICTIONS: Entrance channel is dredged to 33 ft. for a distance of 5 miles out of the port. Channel to Ancap Basin dredged to 30 ft.
HEALTH: Vessels receive free pratique in turn as they enter port either in the anteport or when berthed alongside. Masters should have Maritime Declaration of Health ready for presentation, otherwise vessel may be obliged to wait until other vessels cleared before receiving pratique. Radio International Quarantine messages should be sent before arrival to facilitate receiving pratique on arrival.
MAX. SIZE: Up to 30 ft. fresh-water draft.
RADIO: Montevideo, stations CX6, 650 Khz and CXA4, 612.50 Khz. Transmit meteorological information at 1300 daily.
TUGS: Compulsory for vessels berthing in the harbour basins. Two tugs normally used, join vessel in the anteport.
BERTHING: Anteport: 7 anchorage berths in 27 ft. depth. Muelle de Escala: 288 metres long, 28 ft. depth. Basin No. 1: 7 berths, 28 to 33 ft. depth alongside. Basin No. 2: 4 berths, 28 to 33 ft. depth alongside. La Teja: Ancap basin with berths for two tankers 30 ft. depth in basin and entrance channel.
STEVEDORES: Working hours 0700–1100. Overtime is compulsory if port congested.
FRESH WATER: Supplied by pipe-line at all berths. Water barges available for vessels at anchor.
FUEL: All grades available by barges during loading/discharging. Vessels calling for bunkers only are refulled in the anteport.
TANKERS: Apart from La Teja Basin, mentioned above, tankers discharge in Basin No. 2 at Muelle Florida. Distance to oil tanks is considerable and discharge rate is about 80/100 tons per hour. Heavy grades of cargo require high heating to facilitate discharge.
GANGWAY/DECK WATCHMEN: Shore watchmen compulsory. Arranged by Agents. One required on deck and one for each gangway. Vessels carrying dangerous cargo must also employ a guard of the Prefectura.
REPAIRS: All repairs possible.
DRY DOCKS: Two dry docks available: Nacional, length 463 ft., width 61 ft. Maua, length 260 ft., width 28 ft. Also a floating dock, lifting capacity 12,000 tons, 545 ft. long and 93 ft. wide.
CONSULS: All maritime countries are represented at Montevideo.
HOLIDAYS: 1st and 6th January, Carnival Monday, Shrove Tuesday, Easter (six days), 19th April, 1st and 18th May, 19th June, 18th July, 25th August, 12th October, 2nd November, 8th and 25th December.
AIRPORT: International airport with world-wide connections.
TIME: April to October: GMT minus 4 hours; October to April: GMT minus 3 hours.
SHORE LEAVE: Allowed.
TELEPHONES: Can be connected on board vessels berthed at the quays.
AUTHORITY: Montevideo Port Administration.

NUEVA PALMIRA: 33.53 S. 58.25 W.

Situated on East bank of Uruguay River, 155 miles above Montevideo.
DOCUMENTS: See "Montevideo".
PILOTAGE: River Pilot boards in Montevideo roads. Radio request for Pilot to Agents in Montevideo stating accurate ETA well before arrival. At Nueva Palmira, vessels are berthed by the Uruguayan River Pilot. If vessel arrives from Argentina with an Argentine Pilot, then Port Pilot will board for berthing.
RESTRICTIONS: Vessels loading should pay particular attention to the daily river draft forecast, issued by local authorities. Draft controlled by depth of Martin Garcia Bar.
ANCHORAGE: Off Montevideo.
MAX. SIZE: Up to 25 ft. draft fresh water depending on river conditions.
HEALTH: Radio Agents in Montevideo requesting free pratique and stating health condition on board. If satisfactory, free pratique will be brought on board by River Pilot at Montevideo.
TUGS: Not required. Mooring launches available.
BERTHING: Manganese Pier: Depth alongside 25 ft. Loading rate: 600 tons per hour. Pier Head Berth: Depth alongside 21 ft. Grain loading.
STEVEDORES: Working hours: 0700–1100 and 1300–1700 hours. Saturdays: 0700–1100.
MEDICAL: Doctor and hospital facilities available.
FRESH WATER: Obtainable from berths.
FUEL: Not available.
REPAIRS: Only minor repairs can be effected.
GENERAL: Refer to "Montevideo" for all general information.

PAYSANDU: 32.18 S. 58.02 W.

Situated on the East bank of Uruguay River, 300 kms. above Montevideo.
DOCUMENTS: See "Montevideo".
PILOTAGE: River Pilot boards in Montevideo roads. Radio request for Pilot to Agents in Montevideo, stating accurate ETA well before arrival.
RESTRICTIONS: River navigation controlled by depth on Martin Garcia Bar, and in the passes at Almiron, Vera and Urquiza. Since river conditions vary from season to season, Agents should be consulted beforehand regarding available draft at any particular time.
ANCHORAGE: Off Montevideo.
MAX. SIZE: Up to 20 ft. draft fresh water, depending on river conditions.
HEALTH: Radio Agents in Montevideo requesting free pratique and stating health condition on board. If satisfactory, free pratique will be brought on board by River Pilot at Montevideo.
TUGS: Available.
BERTHING: Grain Elevator Berth: 30 ft. depth alongside. General Cargo Berth: 30 ft. depth alongside, 100 metres long. Ancap Pier: One berth for tankers, 22 ft. depth.
STEVEDORES: Working hours: 0700–1100 and 1300–1700 hours. Saturdays: 0700–1100 hours.
MEDICAL: All assistance available.
FRESH WATER: Available at all berths.
FUEL: Not available.
REPAIRS: Minor repairs can be effected.
CONSULS: Local representation for Argentina, Brazil, Italy and Paraguay. All other Consuls at Montevideo.
GENERAL: Refer to "Montevideo" for all general information.

Venezuela

AMUAY BAY: 11.46 N. 70.15 W.

OPERATORS: Creole Petroleum Corporation. Cable address, Creole Judibana.
ESSENTIAL REQUIREMENTS:
1. Incoming vessels must send ETA at least three days before arrival at Amuay Bay.
2. If a ship originally cleared for another port (including some other Venezuelan port) is diverted at sea to Amuay Bay, certain information must be radioed prior to arrival to avoid heavy fine and/or delays. See "Radio".
3. No dirty ballast may be pumped overside in port or in Venezuelan coastal waters. Ballast disposal facilities are available at Amuay Terminal.
4. The use of Venezuelan Government Pilots is compulsory for docking and for movements inside the bay.
5. The Venezuelan flag should be displayed at the mast-head during daylight hours by ships anchored and berthed in Venezuelan waters.
6. In addition to other clearance documents, two copies of an itemised list of articles in the ship's slop chest must be presented to Authorities on arrival.
7. Emergency fire signal is five long blasts on ship's whistle or siren. No other signal is to be given in the case of emergency.
8. Ratguards must be in place on all mooring lines.

LOCATION: The port of Amuay Bay is located on the Gulf of Venezuela, on the West Coast of the Paraguana Peninsula, Venezuela. The seabuoy marking the entrance to the bay is located in Latitude 11° 44′ 25″ N., Longitude 70° 14′ 53″ W.
DOCUMENTS: Inward clearance is effected on board immediately after docking by Government Port Officials and a representative of the Marine Department. It is necessary that the following documents be ready on arrival:
Clearance from last port (1 copy).
Ballast Manifest from last port (1 copy, visaed according to paragraph (a) if there is no Venezuelan Consul).
Crew Lists (6 copies).
Passenger and Baggage Lists (5 copies visaed, 2 copies not visaed).
Lists of Passenger in Transit, if any (2 copies not visaed).
Lists of Personnel Effects (2 copies not visaed).
Store Lists (3 copies, see note below).
Lists of Slop Chest (2 copies not visaed).
Sailing Permit (issued by Maritime Authority of last port).

Vessels arriving with cargo to discharge, will also require:
Manifest (Sobordo) (one original visaed and 2 copies not visaed from each loading port).
Consular Mail (one sealed envelope from each loading port).
Bills of Lading, one original and 1 copy visaed, and 4 copies not visaed from each loading port.
Tally Books (6 from each loading port).
Consular Invoice (3 originals visaed and 3 copies not visaed from each loading port).
Commercial Invoices (3 from each loading port).
Store Lists prepared should indicate separately all deck, engine and cabin stores.

The store lists may be prepared on board prior to arrival unless the ship is coming from the Islands of Aruba, Curacao, Barbados, Jamaica, Trinidad and the Guianas, in which case they must be visaed by the Venezuelan Consul at the port of departure.

(*a*) Cargo and clearance documents should be visaed by the Venezuelan Consul at the last port of call. In the absence of a Venezuelan Consul, they may be visaed by the Consul of a friendly nation, by the Chamber of Commerce, or by two reputable merchants, the latter's signatures to be notarised. In the absence of a Venezuelan Consul the following notation should be written on each document, in Spanish, and signed by the alternates designated above:

"Por no existir en la localidad Agente Consular Venezolano y a petición de los embarcadores, certifico el presente documento."

(Signature).....

Although vessels proceed directly to Amuay Bay, clearance documents should be prepared showing the port as Las Piedras, Paraguana (Amuay Bay). Failure to observe this requirement may result in penalties up to a maximum of Bs.2.000.

All ships calling at a Venezuelan port for the first time must be measured for tonnage by the Captain of the Port. It is the usual practice to take ashore the ship's Panama Canal or Suez Canal Certificate, which is used as a basis for recalculating tonnage under the Venezuelan Regulations, and is returned before sailing. The Venezuelan Admeasurement Certificate, when later issued, is forwarded to the owners. A fee is charged for this certificate, which is payable only on the ship's first call. Vessels registered in the following countries are excluded from the above regulations: Netherlands, Germany, France, Portugal, United Kingdom, Denmark, Sweden, U.S.A., Ireland and Norway.

Outward clearance and cargo documents are delivered on board by the Marine Dispatcher. However, in order to obtain the sailing permit, a special form, delivered on board on arrival, must be completed, not later than two hours before sailing time. This form gives cargo and freeboard information by the Captain of the Port.

In the event the berth is required by another vessel, a vessel having completed loading may be required to vacate the berth promptly and proceed to anchorage to await cargo documents.

PILOTAGE: Pilots are employees of the Venezuelan Government and pilotage is compulsory for vessels entering or leaving the harbour. The Marine Department will arrange for Pilots to board all vessels as necessary.

The Pilot acts in an advisory capacity; the Master retains responsibility for the ship at all times. In the event it becomes necessary to disregard the Pilot's instructions in order to ensure the safety of the ship, the Master must forward through the Marine Department a full written report of the circumstances, for delivery to the Captain of the Port.

ANCHORAGE: For vessels awaiting berth, there is a good anchorage about 1 mile N.W. of the seabuoy in 8 to 12 fathoms with a sand and mud bottom. Ship Masters are requested not to anchor at a distance greater than three miles from the seabuoy.

RESTRICTED AREA: A restricted fishing area has been established by the Venezuelan Government which is prohibited for mechanically propelled vessels drawing more than 5 ft. This zone lies within the area off the Paraguana Peninsula from Punta Macolla, Lat. 12° 5′ 32″ N., Long. 70° 12′ 55″ W., to Punta Estanques (Los Taques), Lat. 11° 48′ 45″ N., Long. 70° 16′ 45″ W., and a line connecting the positions below indicated: Latitude 12° 07′ 40″ North, Longitude 70° 14′ 25″ West; Latitude 12° 03′ 15″ North, Longitude 70° 19′ 23″ West; Latitude 11° 49′ 25″ North, Longitude 70° 21′ 50″ West.

MAX. SIZE: Length 1,000 ft.; draft 42 ft. 06 in.

BERTHING: Four finger piers provide eight berths, numbered one to eight, from South to North.

Berth	1	2	3	4	5	6	7	8
TJ-102 Crude	x	x			x	x		
All other crudes	x	x	x	x	x	x	x	x
Fuel Oils	x	x	x	x	x	x	x	x
Gas Oil	x	x			x	x	x	x
Lube Stocks			x	x				
Penetration Asphalt			x	x				
Cut back Asphalt			x	x	x	x	x	x
All other Products					x	x	x	x
General Cargo			x	x				
Safe Draft	42′6″	42′6″	40′	40′	40′	40′	40′	40′
Max. Length Ship	1000′	1000′	650′	700′	700′	700′	700′	700′
Max. Beam	Unl.	Unl.	Unl.	*	*	*	*	Unl.

Ballast line, fresh water and all grades bunkers at all berths.

* Maximum beam permissible varies dependent upon the beam of vessel berthed on other side of the slip.

The use of an anchor when docking is permitted at all berths. It is considered prudent to have the outboard anchor hove-out prior to entering the harbour in order to facilitate speedy release if necessary while docking. The Pilot will advise whether the ship is to be berthed port or starboard side to the dock.

LOADING: Loading rates, particularly for low-flash products loaded during the hours of darkness or when topping-off cargo tanks, will be reduced by the terminal to meet existing conditions

All loading and discharging will be stopped during the passage of an electric storm, and ullage covers must be closed and dogged down. During periods of calm, loading of gasoline or other similar low-flash products may be loaded at reduced rates or loading stopped if the heavy vapours are not being dispersed quickly enough to prevent hazards from accumulated gas pockets. Ship's officers are cautioned to be on their guard during such conditions.

Loading rates will be reduced when topping-off, if requested by the ship's officer.

Some of the fuel cargoes are loaded from fuel reservoirs through certified positive displacement meters, and shipping documents are prepared on the metered figures. All reconstituted crudes are line blended with conditions recording of component rates and quantities. Actual loading rates of both this crude and metered fuel cargoes are available at any time upon request of the standby.

Instructions as to grade or grades of cargo, and the approximate loading rate anticipated, will be given to the Master on completion of inward clearance. Supplementary information including number and size of lines and hoses will be furnished to the Chief Officer before loading commences.

If vessel's loading order from owners or charterers do not agree with the terminal's orders, either as to grades or quantity, the marine representative should be advised immediately. The terminal is authorised to load 10% more or less than the quantity nominated; if the cargo to be lifted will be more or less than this 10% limitation it is necessary to cable New York for confirmation.

A terminal employee is stationed at each pier during the entire time the ship is discharging ballast, bunkering, or loading cargo. Fifteen minutes "stand-by" notice should be given to this man prior to completion of ballast, bunkers, or cargo.

TUGS: Tug-boat assistance is considered essential and is afforded all vessels entering, leaving or shifting in the harbour by two 1,600 h.p. tugs. Disposition and manoeuvres of tug-boat are directed by the Pilot, who uses a "walkie-talkie" to convey orders to the tugs.

RADIO: The cable and telegraphic address for the Creole Petroleum Corporation at Amuay is "Creole Judibana". Radio messages to and from ships at sea are routed through the government radio station at Maiquetia (La Guaira) call letters YVG. This station operates on a 24 hour continuous watch, on the following frequencies:

Listening Frequencies: Long Wave, 500 kc/s., Short Wave, 4178, 6267, 8356, 12534, 16712, 22225 kc/s.

Transmitting Frequencies: Long Wave, 500, 472, 464, 417 kc/s. Short Wave, 17141.6, 12817.5, 8730, 8722, 6519.5, 6505·5, 4352, 4322 kc/s.

Vessels that were originally cleared for another foreign port, or another Venezuelan port, and were subsequently diverted at sea, should radio the following information to "Creole–Judibana" prior to arrival:

Vessel's name	Last port of call
Master's name	Port for which originally
Vessel's flag	cleared
Number of crew	Grade and quantity of cargo
Estimated time of arrival.	to be lifted.

This information is required in order to make in advance special arrangements for inward clearance, to avoid payment of fine.

Radio notice of arrival should be sent 72 hours prior to arrival at Amuay.

Ship-to-shore telephone: Radio-telephone listening watches are maintained on a 24-hour basis in the Marine Office on the following frequencies: 2182 kc.; 156·8 Mc.; 8797·3 kc (single sideband).

International telephone: International telephone calls are routed through Caracas, Venezuela. Telephone number is Punto Fijo 1402. (It is usually difficult if not impossible to complete a call.)

BALLAST: Vessels should arrive with sufficient ballast to permit safe handling. The Pilots require a draft of minimum 8 ft. forward, 18 ft. aft, on a T-2 or similar size tanker, 11 ft. forward and 20 ft. aft on a 26,000 dwt. or larger vessel. Ballast should be carried in a minimum number of tanks, and all other tanks stripped, so as to minimise deballasting time.

A relatively small amount of salt water remaining in ship's tanks or lines can contaminate crude and cause operating problems for the refiners. It is important therefore to strip tanks and lines as dry as possible.

Vessels provided with completely segregated ballast system are permitted to discharge ballast and load cargo simultaneously.

Absolutely oil-free ballast may be discharged overside. All dirty ballast must be pumped ashore. A 20in. ballast line, two 60,000 barrel slop tanks and separator system are available.

A considerable number of vessels are now participating in the programme to eliminate pollution of the seas. Under this programme, vessels may arrive carrying quantities of oil/water emulsion. If it is desired to follow the "load-on-top" procedure in such instances, it is requested that the Marine Representative be informed on arrival.

MEDICAL: Medical treatment and hospitalisation, if required, is provided at a hospital located in the Creole concession, operated by the Society of Catholic Medical Missionaries. Several dentists are located in the area.

Italian crew members covered by Casa Maritime insurance re-

ceive medical attention from the appointed medical representative in Punto Fijo.

Authorisation forms for medical and dental treatment are provided, which require Master's signature. Transportation is available at the Marine Office. Please note that if the patient does not speak Spanish or English, an interpreter should accompany him.

FUEL: Ship's requirements specifying grade and quantity desired are to be given to the Marine Representative boarding the vessel on arrival. All grades of bunker fuel, intermediate fuels and Diesels are available, except Esso diesel. Bunker delivery rates average 2,500/3,500 barrels per hour. Bunkers are loaded through meters which automatically register quantities on bunker receipts. It is the responsibility of ship's engineer to give "standby" notice to the terminal employee and advise him when to shut down.

FRESH WATER: Fresh water can be supplied if necessary; however, supplies are limited to essential requirements. All fresh water is piped from distant sources; the cost to ships is Bs. 5.00 per ton. Loading rate is about 10 tons per hour.

CUSTOMS: Venezuelan laws are strict in regard to contraband and Masters are requested to instruct their crews not to take cigarettes or other articles ashore. Cigarettes in carton lots, cigars, tobacco souvenirs, gifts (particularly items of women's apparel) should be collected prior to arrival in port, listed with the items in the slop chest and placed in the custody of the Master for deposit in the slop chest or closet which will then be sealed for the duration of the vessel's stay in port.

Firearms on board any merchant vessel calling at Venezuelan ports must not exceed one per officer, nor can the ammunition exceed 18 cartridges per officer. All firearms and ammunition must be noted on the stores list. Officers must not carry firearms while the ship is in Venezuelan waters and these sidearms and ammunition should be collected and held in the Master's safe custody. Crew members should be warned against taking knives or other weapons ashore.

While the vessel is in port, Venezuelan National Guard Officials are assigned on board to ensure compliance with Customs regulations. The law requires that meals be supplied to these officials during regular meal hours. Masters are requested to give them the privilege of eating in the officers' mess-room, to avoid difficulties.

DENSITY: The usual specific gravity of sea water at the berth is 1025, temperature ranges from 78°F. to 85°F.

CONSULS: Brazil, Great Britain, Italy, the Netherlands, and Norway have consular representatives in the area.

TIME: GMT minus 4 hours.

SHORE LEAVE: Shore leave is permitted and a representative of the Captain of the Port boards on arrival and issues the required number of passes. Shore passes are to be collected prior to sailing, and given to the Pilot undocking the vessel. Vessels are not permitted to sail until all crew members are on board, unless hospitalised or prior arrangements made for disembarking.

REGULATIONS: (i) *Pollution:* The laws of Venezuela are very strict in regard to the pollution of harbour and coastal waters by oil, and heavy fines are imposed for violations. No dirty ballast, oil or bilge slops are to be pumped or allowed to escape overboard. All overboard discharge valves from cargo tanks and bilges are to be secured before loading or discharging commences. Loading is to be conducted with the greatest care and vigilance in order that errors or delays in handling cargo valves may not result in overflows. All deck scuppers should be plugged before loading to avoid harbour contamination should an overflow occur. The Authorities require that a written report be submitted by the ship involved in the event of an oil spill.

(ii) *Gangways:* All vessels using the port of Amuay must provide a safe gangway. The use of rung ladders, pilot ladders, etc., is contrary to Port Regulations, and Port Authorities will not board except by means of a safe gangway or accommodation ladder.

(iii) *Passengers:* Passengers will not be permitted to disembark unless in possession of the required visa and documents. To facilitate clearance, if passengers are carried, the Master should include advice to this effect in his radio ETA.

(iv) *Visitors:* All visitors to ships are prohibited except those company employees, petroleum inspectors, etc., whose duties require their presence aboard.

GENERAL: (a) *Weather Conditions:* There is little rainfall at Amuay Bay; annual precipitation averages 12 in. The so-called rainy season usually coincides with the Caribbean hurricane season, from August to November, although Amuay lies South of the usual hurricane track. During these months calms are often experienced and winds from a Westerly direction may be expected. Normal winds are steady from the North-east, average force 4, Beaufort Scale, with a maximum of force 8. Temperatures average about 85°F., with little variation from day to night or season to season.

(*b*) *Tides:* The normal range of the tide is about 11 in.; however, a 28-in. range has been observed during spring tides.

(c) *Lubricating oil:* Supplies of Essomarine lubricating oils are available. Requirements should be given in vessel's radio notice of arrival.

(*d*) *Bonded Stores:* Cigarettes or other stores in bond are not obtainable in Amuay Bay.

(*e*) *Cash Advances:* The local currency is the Venezuelan Bolivar and cash advances are made only in this currency. It is requested that any requirement for cash advances be included in the vessel's ETA radio, to permit delivery on board on arrival.

(*f*) *Charts:* No supplies of charts or sailing directions are available at Amuay Bay.

(*g*) *Laundry:* A six-hour laundry service is available throughout each working day. The charge is Bs. 2.25 per kilo. Such service should be requested in the vessel's ETA message.

(*h*) *Mail:* Itemised lists are required for ship's mail, to be signed by the Master. Unless other instructions are given, ship's mail received after sailing, or for vessels on which no advice has been received, will be held for 30 days and then returned to Owners or Operators at ship's expense.

(*i*) *Inspection – Petroleum Products:* Chas. Martin & Co. and E. W. Saybolt, petroleum inspectors, are available if specified. Telephone numbers, Chas. Martin 44665, 44650; Saybolt 44639.

(*j*) *Norwegian Government Seamen Service:* A field representative of the above service is stationed at Amuay providing Norwegian and Swedish film exchange and other usual services. His telephone number is 44511.

(*k*) *Personnel – Seamen Left Ashore:* In the case of seamen left ashore for hospitalisation, repatriation or other reason, all documents and personal effects are to be delivered to the Marine Office before sailing. A letter is required from the Master advising the maximum advances to be made to the seamen, if any, and instructions concerning his repatriation. All expenses incurred by seamen left ashore, including cost of repatriation, are for ship's account. It is important that Masters bear in mind that the Venezuelan law will at all time hold the vessel, her Master, Agent or owner, responsible for any seamen left behind in Venezuela.

(*l*) *Provisions and Stores:* Provisions and stores in limited quantities are available, the prices and quality of some items, such as fresh fruit, fish, shrimps, vegetables, etc. are competitive; dry stores are considerably higher than in most ports. The Port Steward will assist in filling requisitions.

(*m*) *Radar and Radio:* Radar and radio repairs can be effected in Amuay. A service repair man is available, but spare parts are limited.

(*n*) *Repairs:* Shore facilities are available only for emergency repairs of a minor nature. The nearest dry docks are those at Puerto Cabello and Curacao, N.A. Several contractors in the area provide labour for hull painting and for tank cleaning. Contracts for these services are made by the ship's Master directly with the contractor.

(*o*) *Surveyors:* There are no appointed surveyors to American Bureau of Shipping or Lloyd's in the area. However, with sufficient advance notice, arrangements can be made to have their nearest representatives come to Amuay to attend surveys.

(*p*) *Walport Film Exchange:* Subscribers to the Walport Service may exchange films at the Marine Office.

ATTENDANCE: Representatives of the Marine Department board vessels immediately on arrival, and it is particularly requested that Masters indicate at that time all ship's requirements. The Marine Office building is located at the Pierhead Trestle and personnel are available for assistance at all hours. Telephones are located on all docks and the Marine Shift Supervisor can be called on telephone No. 444475 or 444465.

CARIPITO: 10.09 N. 63.02 W.

OPERATORS: Creole Petroleum Corporation.

LOCATION: Caripito is located on the West bank of the San Juan River in latitude 10° 09′ 25″ N., longitude 63° 02′ 01″ W.

ESSENTIAL REQUIREMENTS:

1. Incoming vessels must send to Caripito their ETA Guiria at least three days in advance.

2. If a ship originally cleared for another port (including some other Venezuelan port) is diverted at sea to Caripito, certain information must be radioed to Caripito prior to arrival to avoid a heavy fine and/or delays. See "Radio".

3. No dirty ballast may be pumped overside in port or in Venezuelan coastal waters. Limited ballast facilities are available at Caripito Terminal.

4. Vessels calling at Caripito must obtain Government Pilots at Guiria.

5. The Venezuelan flag must be displayed during daylight hours while vessel is within port limits.

6. The emergency fire signal in Caripito dock area is six short and one long blasts on ship's whistle or siren. No other signal is to be given in the case of emergency.

APPROACHES: The traffic in San Juan River is restricted to one-way from Marieta Point to Caripito. Therefore, instructions are issued at Guiria to incoming vessels relative to what action to take on arrival at Marieta Point. Outbound traffic is controlled so as not to conflict with these instructions.

1. Guiria. The town of Guiria is located on South coast of Paria Peninsula on N.W. shore of Gulf of Paria. When approaching from East a signal tower will be observed on a bluff slightly to North of town.

2. Maturin Bar. Buoy E-1, marks the entrance to Maturin Bar Channel. At Punta Gorda there is a light tower located in approximare Lat. 10° 09′ 50″ N., Long, 62° 37′ 52″ W. displays a flashing red light.

3. Channel. Maturin Bar Channel is 14 miles in length and 400 ft. in width. The tidal range over the bar varies from 4 ft.-6 in. to 4 ft.-9 in. with currents up to 3 knots. The average salinity of water is 1.009; however, this may vary considerably between wet and dry seasons and spring and neap tides. Maximum draft permitted by Venezuelan regulations is 34 ft. in fresh water. There is a restriction of 6 in. less for all motor tankers. On leaving Maturin Bar Channel the San Juan River narrows from approximately 1¼ miles in width to about 0.7 miles with slight variations in width up to Marieta Point where it narrows to about 1,200 ft. and varies between 800 and 2,000 ft. up to Caripito. Marieta Point marks intersection of Caño Frances

and the San Juan River. It is also at this point that course of San Juan River changes approximately 100° to starboard and it is the beginning of one-way traffic. Frequently, incoming vessels are requested to anchor below this point to await outbound traffic. There are 32 lights marking strategic points in San Juan River between Maturin Bar and Caripito terminal. These light towers are painted aluminium and are easily visible during daylight hours.

DOCUMENTS: (also see under "Radio").

1. *Clearance (inward and outward).* Inward clearance is effected at Caripito. The sanitary inspector boards vessel at anchor or at berth depending on tidal conditions and/or the availability of a berth. The Customs and other Government officials usually board at the berth. However. should there be a delay awaiting berth or tide, the entry will be granted while vessel is at anchor, in which case accommodation ladder must be rigged.

It is necessary that the following documents be ready on arrival:
Ballast List (1 original, visaed).
Passenger List (5 copies, of which none visaed).
Baggage List (5 copies, of which none visaed).
Crew List (7 copies, of which none visaed).
Sailing Permit from Last Port (1 original, visaed).
Stores List (5 copies, see *Note*).
List of Personal Effects (3 copies, of which none visaed).
List of Contents of Slop Chest (3 copies, of which none visaed).
List of Passengers in Transit (5 copies, of which none visaed).

Note: The Stores Lists may be prepared on board prior to arrival unless ship is coming from Netherlands Antilles or the Guianas, in which case they must be visaed by Venezuelan Consul at port of departure.

2. *Cargo documents.* The Port of Caripito has in force a system of cargo documentation for expediting the sailing of vessel. It is as follows:

a. Certain documentation with approximate cargo figures of unofficial nature are placed on board and official cargo documents are airmailed to discharge port.

b. Blank signed documents are placed on board to vessel's departure from Caripito and thence correct figures are radioed to sub-agency at Guiria who delivers them in writing to Master, who acknowledges its receipt by signing carbon copies of transmittal sheet.

PILOTAGE: Pilots are employees of Venezuelan Government and act in an advisory capacity. The Master retains responsibility for ship at all times. In the event it becomes necessary to disregard the Pilot's instructions in order to ensure the safety of the ship, the Master must forward through the Marine Department a full written report of the circumstances, for delivery to the Captain of the Port.

Pilots are compulsory and are embarked and disembarked at port of Guiria through a sub-agent. Vessels should proceed to the Guiria sea buoy and await instructions. If arriving during the hours of darkness, certain instructions are usually transmitted by light signals from the signal tower. Voice radio communications can be established at any time with Guiria or Creole Caripito on frequencies 2182 kc/s, 2638 kc/s and 2738 kc/s. The launch which embarks the Pilot will also deliver instructions to the Master relative to the movements of his vessel en route to Caripito, port regulations, facilities, etc. The regular pilotage fees cover the area from the entrance to Maturin channel to and from Caripito. The Pilot is to be provided sleeping quarters and food equal to that provided the officers aboard ship.

Note: Complaints or observations concerning the Pilots handling of vessel should be noted on back of pilotage ticket.

TIDES: The normal range of tide in the dock area is about 12 ft. with currents up to 3 knots during the flood and 4 knots during the ebb in rainy season (May-December). The normal current is $2\frac{1}{2}$ knots during the flood and 3 knots during the ebb.

ANCHORAGE: For vessels awaiting berth, there is an anchorage about 1,000 metres up-stream from the Caripito terminal. Vessels awaiting clear channel may at times be requested to anchor at Punta Marieta. Vessels awaiting high tide anchor at Punta Marieta or off Punta Gorda.

MAX. SIZE: Vessels up to 780 ft. and 48,000 dwt. can be accommodated with a low water depth of 35 ft.

RADIO: The cable and telegraphic address for the Creole Petroleum Corporation at Caripito is "Creole – Caripito". Radio messages to and from ships at sea are routed through the Government Radio Station at Maiquetia (La Guaira), call letters "YVG". This station operates on a 24-hour continuous watch, on the following frequencies:

Listening Frequencies: low frequency, 500 kc/s; high frequency, 4178, 6267, 8356, 12534, 16712, 22225 kc/s. Transmitting Frequencies: low frequency, 500, 472, 464 417 kc/s; high frequency, 4322, 4352, 6505·5, 6519·5, 8722, 8730, 12817·5, 17141·6 kc/s. Radio notice of arrival should be sent 72 hours prior to arrival at Guiria and corrected if weather or other conditions delay the vessel.

Radio telephone listening watches are maintained on a 24-hour basis at Guiria and at Caripito on 2182 kc. The following frequencies are available for communications after contact: 2638 kc and 2738 kc.

All vessels en route to Caripito may also communicate with Amuay or La Salina Marine offices and request that message dealing with corrected ETA's, Pilots and other business be relayed to the Caripito Marine Office.

Vessels that were originally cleared for another foreign port, or another Venezuelan port, and were subsequently diverted at sea, should radio the following information to Creole Caripito prior to arrival:

Vessel's name	Last port of call
Master's name	Port for which originally cleared.
Vessel's flag	Grade and quantity of cargo to be lifted.
Number of crew	
Estimated time of arrival at Caripito	

This information is required in order to make in advance special arrangements for inward clearance, to avoid payment of a fine. It is necessary in such a case that the following documents be ready on arrival:

Crew List (original and 6 copies).
List of Personal Effects (original and 2 copies).
List of Contents of Slop Chest (3 copies).
Stores List (original and 1 copy).

Also required are the original and 2 copies of the radiogram instructing Master to proceed to Caripito. Outward clearance documents are placed on board the vessel prior to departure from the Caripito terminal.

Masters should bear in mind that while vessels are within Venezuelan territorial waters, Government authorities do not permit the use of ship's radio equipment. Cables and radiograms should be handed to the company representative for transmittal via shore radio communication system. Caripito has also radio telephone communication with North and South America and Europe. For further information contact Port Services Section in the terminal building, telephone C-435.

BALLAST: Ballast is not required when mooring. Any ballast carried should be in a minimum number of tanks, and all other tanks stripped, so as to minimize deballasting time.

A relatively small amount of salt water remaining in ship's tanks or lines can contaminate crude and cause operating problems for the refiners. It is important therefore to strip tanks and lines as dry as possible.

Vessels provided with completely segregated ballast system are permitted to discharge ballast and load cargo simultaneously. Absolutely oil-free ballast may be discharged overside. Consolidated residues may be pumped ashore, where facilities are available for receiving up to a maximum of 8,000 barrels.

A considerable number of vessels are now participating in the programme to eliminate pollution of the seas. Under this programme, vessels may arrive carrying quantities of oil/water emulsion. If it is desired to follow the "load-on-top" procedure in such instances, it is requested that the Marine Representative be informed on arrival.

BERTHING: The Marine Office Building is located on the West bank of the San Juan River upstream from the berths. Representatives of the Marine Department board vessel immediately upon arrival and it is particularly requested that Masters indicate at that time all ship's requirements. Personnel are available for assistance at all hours.

Caripito Creole maintains a deep water terminal, consisting of two ocean tanker berths, Nos. 2 and 3. These are T-type piers with breasting dolphins located approximately 10 ft. off the face of each pier.

All terminal facilities are under the control of Creole Petroleum Corporation. The port is open for navigation during day and night. All ocean tankers are moored at berths No. 2 and 3 on the flood tide only. Vessels may sail from berth No. 3 at any stage of the tide. Sailings from berth No. 2 are restricted to flood tide only when berth No. 3 is occupied.

A vessel entering or leaving port must be assisted by a Docking Master in the general employ of and furnished by Creole Petroleum Corporation. The Docking Master will board an inbound vessel at San Juan River Light Beacon No. 31 and relieve the Government Pilot of his duties. A Custom guard will board at the same time and remain with the vessel. The Docking Master will deliver to the Master his loading and docking instructions together with any other information pertinent to the vessel's call. He will also sign the Notice of Readiness if requested. The vessel will proceed to anchor to await flood tide to dock, to await berth, or will swing to the flood tide in the turning basin and proceed directly to the berth depending on circumstances.

LOADING: Loading rates, particularly for low-flash products loaded during the hours of darkness or when topping off cargo tanks, will be reduced by terminal to meet existing conditions.

All loading and discharging will be stopped during passage of an electric storm, and ullage covers must be closed and dogged down. During periods of calms, loading of gasoline or other similar low-flash products may be loaded at reduced rates or loading stopped if the heavy vapours are not being dispersed quickly enough to prevent hazard from accumulated gas pockets. Ship's officers are cautioned to be on their guard during such conditions.

Loading rates will be reduced when topping off, if requested by the ship's officer.

Instructions as to grade or grades of cargo, and the approximate loading rate anticipated, will be given to the Master. Supplementary information including number and size of lines and hoses will be furnished to the Chief Officer before loading commences.

If vessel's loading order from Owners or charterers do not agree with terminal's orders, either as to grades or quantity, the marine representative should be advised immediately. The terminal is authorised to load 10% more or less than the quantity nominated; if the cargo to be lifted will be more or less than this 10% limitation it is necessary to cable our New York office for confirmation.

A terminal employee is stationed at each pier during the entire time the ship is discharging ballast, bunkering, or loading cargo. Fifteen minutes "standby" notice should be given to this man prior to completion of ballast, bunkers, or cargo.

MEDICAL: Medical treatment and hospitalisation, if required, is

provided at a hospital located in the Creole concession. Several dentists are located in the town of Caripito. Authorisation forms for medical and dental treatment are provided, which require Master's signature. Transportation is available at the Marine Office. Please note that if the patient does not speak Spanish or English, an interpreter should accompany him.

FRESH WATER: Fresh water is available in any quantity. Delivery is made through 2½ in. national standard fire hose thread hydrants. Ships personnel must provide hoses and connect up.

FUEL: Bunker "C" fuel oil, marine diesel and intermediate fuels are available. It is the responsibility of ship's engineer to give "standby" notice to the terminal employee and advise him when to shut down.

CONSULS: There are no consular representatives in the area. Vessels bound for U.S.A. or British Caribbean ports will be provided with a letter stating this fact.

CERTIFICATES: All ships calling at a Venezuela port for the first time must be measured for tonnage by Captain of the Port. It is the usual practice to take ashore the ship's Panama Canal or Suez Canal Certificate, which is used as a basis for recalculating tonnage under the Venezuelan regulations, and is returned before sailing. The Venezuelan Admeasurement Certificate, when later issued is forwarded to the Owners. A fee is charged for this certificate, which is payable only on ship's first call. Vessels registered in following countries are excluded from above regulations: Netherlands, Germany, France, Portugal, United Kingdom, Denmark, Sweden, U.S.A., Ireland and Norway.

CUSTOMS: While the vessel is in port, Venezuelan National Guard officials are assigned on board to ensure compliance with Customs regulations. The law requires that meals be supplied to these officials during regular meal hours. Masters are requested to give them the privilege of eating in the officers' messroom, to avoid difficulties.

Venezuelan laws are strict in regard to contraband and Masters are requested to instruct their crews not to take cigarettes or other articles ashore. Cigarettes in carton lots, cigars, tobacco, souvenirs, gifts (particularly items of women's apparel) should be collected prior to arrival in port, listed with the items in the slop chest and placed in the custody of the Master for deposit in the slop chest or closet which will then be sealed for the duration of the vessel's stay in port.

Firearms on board any merchant vessel calling at Venezuelan ports must not exceed one per officer, nor can ammunition exceed 18 cartridges per officer. All firearms and ammunition must be noted on the stores list. Officers must not carry firearms while ship is in Venezuelan waters and these side-arms and ammunition should be collected and held in the Master's safe custody. Crew members should be warned against taking knives or other weapons ashore.

REPAIRS: Only minor repairs of an emergency nature can be made. There are no electronic repair services available in the area.

SHORE LEAVE: Shore leave is permitted and a representative of the Captain of the Port boards on arrival and issues the required number of passes. Shore passes are to be collected prior to sailing, and given to the Docking Master undocking the vessel. Vessels are not permitted to sail until all crew members are on board, unless hospitalised or prior arrangements made for disembarking.

TIME: Local time is Greenwich Mean Time minus 4 hours.

GENERAL:

Gangways: Gangways at berths No. 2 and 3 are provided by the terminal.

Plimsoll Marks: The Captain of the Port requires that the Plimsoll marks of all vessels using the port be clearly visible. Vessels will be checked on completion of loading, and if the Plimsoll Marks are not readily legible, permission to sail may be withheld.

Surveyors: There are no appointed surveyors to the American Bureau of Shipping or Lloyd's in the area. With 48 hours notice, non-exclusive surveyors can be obtained from Caracas, or at times from Puerto La Cruz, or qualified Masters or chief engineers may be available for appointment as surveyors when required.

Bonded Stores: Cigarettes or other stores in bond are not obtainable at Caripito.

Cash Advances: The local currency is the Venezuelan Bolivar and cash advances are made only in this currency. It is requested that any requirement for cash advances be included in the vessel's ETA radio, to permit delivery on board on arrival. Cash returns can be accepted only during the normal work day – 0700 to 1600 hours. Sundays and holidays excluded.

Provisions and Stores: Provisions and stores in extremely limited varieties and quantities are available at prices considerably higher than in most other ports.

Charts: No supplies of charts or sailing directions are available at Caripito.

Personnel – Seamen Left Ashore: In the case of seamen left ashore for hospitalisation, repatriation or other reason all documents and personal effects are to be delivered to the Marine Office before sailing. A letter is required from the Master advising the maximum advances to be made to the seamen. if any, and instructions concerning his repatriation. All expenses incurred by seamen left ashore, including cost of repatriation, are for ship's account. It is important that Masters bear in mind that the Venezuelan law will at all time hold the vessel, her Master, Agent or owner, responsible for any seamen left behind in Venezuela.

Laundry: Laundry service is not available for periods of less than 48 hours.

Lubricating Oil: Supplies of Esso marine lubricating oils are available from Puerto La Cruz. Quantities required should be included in the ETA cable.

Mail: Any pending ship's mail will be delivered on board by the marine dispatcher on arrival at Caripito. At the same time he will receive any ship's mail to be dispatched. The marine despatcher will accept personal mail only if it carries the proper amount of Venezuelan postage, or if Master authorises postage by signing seven copies of the Company Post Transmittal form. Masters interested in knowing the individual postage amounts to be paid by each crew member, should provide a list, in duplicate, of the senders, and number of letters sent by each one identified by a number written on each letter. Copy of this will be returned aboard vessel when leaving this port outward bound. If not ready on time, it will be airmailed to the vessel's next port of call.

Inspection – Petroleum Products and Crude Oil: Charles Martin & Co. and E. W. Saybolt, petroleum inspectors, are available from Puerto La Cruz if specified.

Visitors: All visitors to ships are prohibited except those company employees, petroleum inspectors, etc., whose duties require their presence aboard.

Passengers: Passengers will not be permitted to disembark unless in possession of the required visa and documents. To facilitate clearance, if passengers are carried, the Master should include advice to this effect in his radio ETA.

Pollution of Harbour and Coastal Waters: The laws of Venezuela are strict in regard to pollution of harbour and coastal waters by oil, and heavy fines are imposed for violations. No dirty ballast, oil or bilge slops are to be pumped or allowed to escape overboard. All overboard discharge valves from cargo tanks and bilges are to be secured before loading or discharging commences. Loading is to be conducted with greatest care and vigilance in order that errors or delays in handling cargo valves may not result in overflows. All deck scuppers should be plugged before loading to avoid harbour contamination should an overflow occur. The authorities require that a written report be submitted by the ship involved in the event of an oil spill.

AUTHORITY: Creole Petroleum Corporation, Marine Department, Caripito, Guiria, Venezuela. Cable address: Creole Caripito.

MARACAIBO LAKE

Including, Section A – BAJO GRANDE
Section B – LA ESTACADA
Section C – LA SALINA
Section D – MARACAIBO
Section E – PUERTO MIRANDA
Section F – PUNTA DE PALMAS

(N.B. Certain information common to all Vessels entering Maracaibo Lake is given below. For specific details of ports/terminals within the Lake, see relative Section as indicated above.)

FLAG: Local authorities require that the Venezuelan ensign be flown at vessel's masthead, from the time of entering the outer channel until clear of the outer channel outbound.

DOCUMENTS: (*a*) *Inward Clearance for Scheduled Vessels:* Vessels arriving in ballast or with cargo in transit require following documents:

1 copy Sailing Permit from Last Port.
2 copies–1 visaed Ballast Certificate.
1 or more letters Consular Mail (in sealed envelope).
4 copies–2 visaed Passenger Lists.
4 copies–2 visaed Baggage Lists.
4 copies–2 visaed List of Passengers in Transit.
4 copies List of Slop Chest.
4 copies List of Personal Effects.
4 copies–2 visaed Store Lists.
5 copies Crew Lists.

Vessels arriving with cargo should have, in addition to the foregoing:

4 copies–2 visaed Sobordos (Venezuelan Inward Manifests).
6 copies–2 visaed Bill of Lading.
2 copies visaed Inward Manifests.

In lack of a Venezuelan Consul at discharge port, clearance documents should be signed by consul of a friendly nation, one of the Port Authorities, Notary Public, the Chamber of Commerce or by two well-known firms.

(*b*) *Inward Clearance for Diverted Vessels:* Vessels diverted to Maracaibo Lake Ports to load cargo, should submit all documents indicated in 1 through 10 above, except consular mail, which they will not have.

Vessels diverted at sea to Maracaibo Lake Ports which do not have a Venezuelan clearance on board, must advise loading port via radio prior to arrival, the name of vessel, master's name, vessel's flag, Venezuelan net tonnage (if available, if not, the registered net tonnage), last port of call, destination port for which originally cleared, ETA San Carlos pilot station and grade and quantity of cargo to be lifted. This information is required in order that Inward Clearance may be arranged with government officials in ample time prior to vessel's arrival. Also 3 copies of the diversion telegram received by vessel and signed by Master, together with copies of those documents listed under (*a*) should be presented to the Port Authorities upon arrival at Maracaibo. In the absence of this information, or of presentation of each of these documents to the Port Authorities the vessel will be subject to a fine. Please note, that the documents covered under (*a*) have to be presented upon arrival, regardless, if the vessel is or is not arriving with consular clearance or arriving after being diverted at sea.

(*c*) In Maracaibo two clearances from Custom's authorities are needed: One for proceeding from Maracaibo to loading berth, and

another after loading for proceeding from Maracaibo to destination. For this reason Custom Dispatch charges may be incurred twice.

(*d*) *American Crew List.* All non-American vessels loading for a U.S.A. port should have the American Crew List ready on arrival in Maracaibo to be visaed by the American Consulate in Maracaibo and placed aboard ship before departure. The crew list should be prepared on Immigration and Naturalization Service form No. I.–418 (Crew List Manifest) and should contain two sections:

Section 1 should list those crew members who are American or who possess individual visa documentation to the United States.

Section 2 should list, in the alphabetical order of their last names, those alien crew men who lack United States visa documentation and therefore require inclusion in the visa of the crew list.

Only one name may be placed on each line of the crew list. Two names should not be placed in the space of one line, nor should a full line between two names be left vacant. All copies of the crew list presented must be legible. Occasionally the names of the crew men included on the carbon copies of some crew lists presented at the consulate are blurred beyond recognition.

The information requested under columns 1, 2 and 3 should be filled in completely. Column 1 should always contain the complete first name and middle initial of the crew man. Column 2 should show the nationality of each crew member and the number of his travel Document. Column 3 should always include the name of the port where the crew man was shipped, not simply the country.

At the time of vessel's first application for a crew list, the crew list must be presented in four copies: Original and One copy should contain only information requested under Columns 1, 2 and 3. Two copies must include following information of those crew men to be included on crew list visa. Column 4 should list date, city and country of each crew men's birth. Column 5 should show place of issuance of seaman's travel document and name of Government which issued travel document. (It is not necessary to list date of issuance of travel document.)

Below is a sample line correctly entered on the Master crew list.

(1)	(2)	(3)	(4)	(5)
	Z.23455	Maracaibo	December 8, 33	
Bello, Tomás E.	Venezuelan	Venezuela	Caracas, Venez.	Cabimas, Venez

Upon subsequent crew list applications by same vessel within same year, the crew list need be presented in duplicate only, and the information in Columns 4 and 5 need be provided only concerning any new crew members who require visa documentation. When twelve months have elapsed since presentation of Original crew list, a crew list should again be prepared in 4 copies and should contain all the information required in columns 1–5. Such a master crew list is required after each 12 months period.

APPROACHES: The Channels leading to the Lake of Maracaibo are called the Outer channel, the Inner Channel and the Lake Channel. The controlling depths of the Outer Channel, Inner Channel and the channel Southward to buoys M1 and M2 are normally 45 ft. At certain times the controlling depth may be less. At such times suitable notices are published advising mariners of these temporary reductions of controlling depth.

Outer Channel. The Outer Channel starts at the E.M. Buoy in position 11° 13′ 47″ North and 71° 33′ 31″ West. The light characteristics of E.M. buoy are: flashing white every five seconds, visibility approximately five miles. The distance from E.M. buoy to the Southern end of the outer Channel, marked by buoys B–27 and B–28, is approximately 15·75 miles. The channel is 1,000 ft. wide and has a normal controlling depth of 45 ft. LWS with tidal range varying about 2 ft. 3 in. This depth is maintained by periodical dredging. Tankers are required to have a keel clearance of at least 2 ft. and dry-cargo vessels a keel clearance of at least 3 ft. Vessels navigating the channel at the maximum allowable draft are confined from two hours before to two hours after high water. There are no turns in the channel and the course is 189°.

There is a breakwater 0·5 mile East of, and parallel to, the Outer Channel and extending 1·6 miles Northward from the North side of Zapara Island. The end of this breakwater is marked with a skeleton steel tower with a light 27 ft. above sea-level. Light characteristics-flashing white light every five seconds; visibility nine miles.

On Zapara Island there is a skeleton iron tower with a height of 136 ft. above sea-level.

Cross currents are sometimes encountered near Zapara, San Carlos and Pescadero Islands, especially at low water when the cross currents are strong. Overtaking at these points should be avoided.

There is one anchorage zone in the Outer Channel which is a trapezoid on the port side when navigating inbound near the Buoys B–14, B–15, B–16 and B–18. All buoys in the Outer Channel are equipped with radar reflectors.

Caution: Masters are warned to keep adequate speed in the Outer Channel even when embarking the Pilot as strong cross currents are encountered near San Carlos and Zapara Island. Pilot boats are fast and fitted with a flying bridge.

Inner Channel. The Inner Channel continues on the same course as the Outer Channel for about 10 miles, whereafter the direction changes to 150°. Entire length of the Inner Channel is about 12 miles.

The beginning of the Inner Dredged Channel is marked by buoys B–29 and B–30. Channel is marked by beacons, and terminates at beacons T–55 and T–56. The channel is 800 ft. wide and the normal controlling depth is 45 ft. LWS with tidal range varying from 1·5 ft. to 2·5 ft.

The channel from beacons T–56 to Maracaibo Harbour is a dredged channel, the end of which is marked by buoys Nos. B–73 and B–74.

About 0·2 mile South of buoys B–29 and B–30, there are located two towers – one on each side of the channel, and about 1 mile further South are two more towers. These four towers are marked E–31 and E–32 (North) and E–33 and E–34 (South). Towers No. E–31 and E–32 are of single steel pipe construction on a concrete pile base. Towers No. E–33 and E–34 are of skeleton steel construction (former oil-well derricks) each mounted on four concrete piles. The characteristics of these towers are:

		Height above water (LWS)
Tower No.	*Light*	*Light*
E–31	43′	Green – Fl.
E–32	43′	Red – Fl.
E–33	123′	Green – Fl.
E–34	128′	Red – Fl.

Vessels are not allowed to overtake each other in the Inner Channel between buoys B–29 and B–30 and light beacons T–25 and T–26. Vessels may overtake each other in the Inner Channel between light beacons T–39 and T–40 after having exchanged prescribed signals with the vessels to be passed. This manoeuvre is, of course, allowed only if conditions are favourable and no vessel navigating in the opposite direction is in sight.

Lake Channel. The channel starting at light beacons T–39 and T–40 and leading to Maracaibo Roads is called the Lake Channel. This is a natural channel 3,000 ft. wide and 11 miles long.

The Main Channel through Maracaibo Lake is approximately 83 miles long, not less than 244 m. wide and with a greater depth than the outer channels.

The access channels to the various ports and terminals branch off from the main channel as described under Section for each port.

CHANNEL NAVIGATION:

(*a*) Inbound vessels leave to starboard side the buoys and beacons marked with even numbers and to port side the buoys and beacons marked with odd numbers.

(*b*) Outbound vessels shall leave to port side the buoys and beacons marked with even numbers and to starboard side the buoys and beacons marked with odd numbers.

(*c*) Vessels should pass as close as possible to the channel's edge on starboard side. Loaded vessels have preference.

(*d*) Approaching vessels are to reduce speed in order to minimise the suction force of the displacing waters.

(*e*) Vessels must maintain a distance of five ship's lengths by day and eight ship's lengths by night from other vessels navigating in the same direction.

(*f*) No vessel should start to manoeuvre to overtake another vessel before having received clearly the affirmative signal from the ship to be passed.

(*g*) A grounded vessel is not allowed to start any manoeuvre when another vessel is passing.

(*h*) Dredgers are frequently at work in the channels and caution should be exercised in passing them. Signals used by the dredgers are as follows:

Daytime

Black cylinder hoisted on side of yardarm: You can overtake me on the side on which the cylinder is shown.

Two black balls over the bridge: The channel is blocked.

Night

Green light on side of yardarm (a white light on mast-head helps to show on which side the green lights is placed): You can overtake me on the side on which the green light is shown.

Two red lights over the bridge: The channel is blocked.

The tidal range is 4 ft. at neaps.

(*i*) Maximum speed for vessels navigating in lake channels has been limited to 10 knots. Masters should exercise the outmost care in complying with this regulation as heavy fines may be imposed to offending vessels.

PILOTAGE: (N.B. Maracaibo Pilotage Regulations require that inbound tankers, in ballast, while crossing the Bar, shall not have greater than 8 ft. difference between the fore and aft draft. The Government pilot will not take the vessel if this requirement is not met, unless he is satisfied that the actual draft of the vessel will permit safe navigation through the Outer and Inner Channels.

Every Master of a vessel navigating in Lake Maracaibo who desires to enter the main ship channel in Pilotage Zones No. 1 or No. 2 must first ensure that said channel is free of traffic.

The limits of the Main Ship Channel in Pilotage Zone No. 1 are from buoys B1/B2 located at the entrance to the Outer Bar Channel and buoys B73/B74, of the city of Maracaibo. Pilotage Zone No. 2 begins approximately one mile below Maracaibo and extends Southward to lightfloats M36/M37. All other channels are considered as access channels to their respective port zones and subject to special local rules. Every vessel navigating to or from any port in Lake Maracaibo must follow the prescribed routes through the main and access channels leading to or from such ports, unless special permission has been granted to do otherwise.)

(*a*) Pilots are employees of the Venezuelan Government and act in an advisory capacity; The Master retains responsibility for the ship at all times. In the event it becomes necessary to disregard the Pilot's instructions in order to ensure the safety of the ship, the Master must prepare a full written report of the circumstances, for delivery to the Captain of the port.

(*b*) Inbound vessels have the option at present to embark government Pilot at the following areas:

(*i*) In the channel off San Carlos Pilot Station between buoys B–24 and B–26.

(*ii*) Anchorage area approximately 5½ miles North-east of pilot station, San Carlos Island. Position N. 11° 04′ 22″, W. 71° 33′ 48″

East of buoy B–17. This area is demarcated with green light buoy equipment with radar reflector.

(*iii*) At the E.M. Buoy.

(*c*) The Port Captaincy of Maracaibo is unable to guarantee embarking or disembarking Pilots at the E.M. buoy or at anchorage area position. For this reason Masters should communicate with San Carlos pilot station for necessary instructions as to where to pick up Pilot, who usually embarks between buoys B–24 and B–26. The communication system between San Carlos pilot station and vessels will be by Morse lamp and radio-telephone. The stand-by frequency at San Carlos is 2182 kilocycles. Other existing frequencies are 2120 and 2080 kilocycles; 156·6 and 156·8 megacycles. Each pilot launch has a radio-telephone with 2182 kilocycles frequency. The launch that leaves San Carlos pilot station with Pilot for ship, takes approximately 20 to 30 minutes to cover distance, and distance between Buoys and San Carlos is approximately 6 miles or 10 kilometres.

(*d*) Pilot Permit to navigate the Outer Channel without aid of a government Pilot will be granted to those Masters who desire to obtain same. In order to fill the application required, a blank sealed paper and three copies should be signed by Master on arrival. Copy of this solicitude duly endorsed by port Captain of Maracaibo, will serve the Master as temporary permit until the official one has been received. Masters in possession of permits to cross the Outer Channel without a Pilot, have the option to enter channel either at the E.M. buoy or between any other buoy, taking into consideration the heavy traffic of the channel. Government pilotage through the inner channel is compulsory at all times.

(*e*) Outbound vessels will receive Pilot in Maracaibo, who will pilot vessel up to San Carlos area approximately between Towers E–31 and E–33, where he will disembark. The Port Captain of Maracaibo has instructed that all Captains should always in ample time identify themselves with the San Carlos pilot station by radio-telephone regardless of time of day. While inbound – between buoys B–17 and B–19 and sailing outbound – between markers T–42 and T–40. These instructions are obligatory and are required in order for the pilot service to be aware, at any moment, of any emergencies which may arise, and also to avoid, especially during the night, the launch departing with an official pilot aboard believing that the ship in sight needs his services, in which case, even though the launch or pilot services are not rendered, the same will be charged to the company owning the ship, or its representative.

TONNAGE: Venezuelan Port Authorities base part of their pilotage charges on the size of the vessel, i.e.

(*a*) On Registered Net Tonnage. Venezuela will accept the tonnage of ships registered in countries with which they have a reciprocal tonnage agreement. As of this date, such countries are:

Norway	Sweden	Denmark
England	Ireland	Holland
France	Germany	Portugal
	U.S.A.	

(*b*) On Venezuelan Net Tonnage. Ships not registered in countries listed above, when calling at Venezuelan ports for the first time, must be measured for Venezuelan tonnage by the Captain of the Port. It is the usual practice to take ashore the ship's Panama Canal or Suez Canal Certificate, which is used as a basis for recalculating tonnage under the Venezuelan regulations, and return it before sailing. The Venezuelan admeasurement certificate, when later issued, is forwarded to the Owners. A fee is charged for this certificate, which is payable only on the ship's first call.

(*c*) In practice, the procedure for stating the tonnage of all ships entering the Lake of Maracaibo is as follows: The inward Pilot boarding the ship presents Master a form on which among others the Master should fill in the tonnage of ship. Pilotage charges are based on this tonnage given by the Master. Master's attention is drawn to the fact that the Venezuelan net tonnage is usually higher than the International net tonnage. Care should be taken if an old Venezuelan net tonnage certificate is on board, because the country in which the ship is registered might later have signed the reciprocal tonnage agreement with Venezuela. If the pilotage charges are made on basis of a higher tonnage than the one that should be applied, it is later very difficult, if not impossible, to get a refund.

CUSTOMS: (*a*) *Customs Watch.* While vessel is in port, Venezuelan National Guard Officials are assigned on board to ensure compliance with customs regulations. The Law requires meals be supplied to these officials during regular meal hours. Masters are requested to give them the privilege of eating in officers' messroom, to avoid difficulties.

(*b*) *Firearms and Ammunition.* Firearms must not exceed one per officer nor may the ammunition exceed eighteen cartridges per officer. All firearms and ammunition must be carefully declared on Store List and should be collected and held in Master's safe custody while vessel is in Venezuelan waters.

(*c*) *Contraband.* Strict compliance with the customs law of the country is enforced by the authorities, and Masters are strongly advised to caution crew members against attempting to smuggle cigarettes. One open package per person is allowed to be carried ashore, but greater quantity will result in fine and imprisonment of the offender as well as lost ship's time. Due to very strict enforcement of the customs regulations, it is recommended that no goods be carried which are not shown on Store List. Any new articles (clothes, shoes, etc.) should be included in Store List and marked as personal belongings. If during a check-up by Customs, articles considered as contraband are found, this will not only mean confiscation of these articles, but also hours or days of lost ship's time, while the case is handled at court.

CONSULS: The following nations maintain consular representative in Maracaibo:

Belgium	Germany (West)	Peru
Chile	Great Britain	Portugal
Colombia	Guatemala	Spain
Costa Rica	Italy	Sweden
Denmark	Netherlands	Switzerland
Ecuador	Norway	United States of America
El Salvador	Nicaragua	
France	Panama	

TIME: Local time is Greenwich Mean Time minus 4 hours.

VISITORS: All visitors to ships are prohibited except those company employees, petroleum inspectors, etc., whose duties require their presence aboard.

PASSENGERS: Passengers will not be permitted to disembark unless in possession of the required visa and documents. To facilitate clearance, if passengers are carried, the Master should include advice to this effect in his radio ETA.

POLLUTION: The Laws of Venezuela are very strict in regard to the pollution of harbour and coastal waters by oil, and heavy fines are imposed for violations. No dirty ballast, oil or bilge slops are to be pumped or allowed to escape overboard. All overboard discharge valves from cargo tanks and bilges are to be secured before loading or discharging commences. Loading is to be conducted with greatest care and vigilance in order that errors or delays in handling cargo valves may not result in overflows. All deck scuppers should be plugged before loading to avoid harbour contamination should an overflow occur. The Authorities require a written report to be submitted by the ship involved in the event of an oil spill.

SEAMAN LEFT BEHIND: Sailing may be withheld until all crew members are aboard with exception of those ashore for justified reasons. It is important that Masters bear in mind that the Venezuelan Law will at all times hold the vessel's, Master, Agent, or Owner responsible for any seamen left behind in Venezuela.

Section A

BAJO GRANDE: 10.29 N. 71.38 W.

(N.B. For important details of Documentation, Pilotage etc., see "Maracaibo Lake".)

OPERATORS: Chevron Oil Company of Venezuela.

CHANNEL: Entrance and leaving this terminal is made between buoys B.85 and B.86.

DOCUMENTS: Cargo Documents and Outward Clearance.

Captain's copy of Bill of Lading – Bill of Lading form used is usual Warshipoilvoy form. Masters wishing to use another form should Furnish twenty blanks on arrival in Maracaibo.

A Pencil copy of the Certificate of Quantity and Quality.

Customs Clearance – Duplicate of "Conocimiento de Embarque". Duplicate of "Manifiesto de Carga".

(Both stamped and signed by Customs).

Communication – A letter from Maracaibo Customs Authorities to Customs Authorities in Port of Destination.

Zarpe – Permission to sail signed by Maracaibo Port Captain. This is brought on board in Maracaibo by outbound Pilot.

PILOTAGE: Chevronmar's Mooring Master will assist in docking. It should be borne in mind that Docking Master acts as adviser only. The Master retains full responsibility at all times. Any damage incurred to vessel or loading platform which may be deemed to have been caused by Mooring Master or Docking Master's fault or negligence, may be held against the ship.

MAX. SIZE: (*a*) Maximum Draft. Maximum draft alongside pier is 34 ft. 6 in. (*b*) Berthing Draft. Vessels up to 18,000 DWT – 12 ft. forward 18 Aft. Vessels over 18,000 DWT – deeper. Vessels with less than the stipulated draft may be refused a berth.

RADIO: Information to be cabled to Chevronmar three days prior to arrival.

(*a*) Cable Address is: Chevronmar Maracaibo. Please send through PJC (Curacaoradio) and AAC (All America Cables). Chevronmar offices in Bajo Grande have direct teletype communication with the offices of All America Cables in Maracaibo, and Chevronmar also receive cables over the telephone from AAC until 9 p.m.

(*b*) Flag. If vessel has loaded in Bajo Grande before the nationality of the vessel need not be cabled.

(*c*) Sailing port, and at which other port vessel will call in this area. For clearing vessel in and out in Maracaibo, Chevronmar must know beforehand from where ship comes and which other port it will call in this area. Therefore, it is of importance to inform Chevronmar whether vessel will load part cargo or bunker, at which terminal, and whether inbound or outbound.

(*d*) Port for which Vessel is cleared. In case vessel was diverted en route and consequently is not cleared for Maracaibo or one of the terminals in Lake of Maracaibo, Chevronmar must obtain from authorities special permit for vessel to enter Lake of Maracaibo.

(*e*) Ballast Certificate. If vessel arrives in ballast a Ballast Certificate is mandatory. A fine against vessel will be issued by Port Authorities if vessel does not have this certificate.

(*f*) Estimated Time of Arrival. Cable ETA San Carlos pilot station Buoys 25–27, 72 and 48 hours prior to arrival there, or, if vessel is taking part cargo or bunkering inbound, cable ETA bunker or first loading port. Please use local time if possible (four hours slow of Greenwich Mean Time).

(*g*) Net Tonnage. If vessel has not loaded in Bajo Grande before, also cable net tonnage. To determine whether international or

Venezuelan net tonnage should be mentioned, see "Maracaibo Lake".

(*h*) Master's full name. Please sign first message with Master's first name and surname.

(*i*) Changed ETA. An additional cable should be sent about 48 hours and 24 hours prior to arrival at pilot station buoys 25–27 if ETA is changed.

TUGS: The Venezuelan Government has ruled mandatory the use of two tugs for docking and undocking and also to have stand-by tugs during loading operations.

BERTHING: Loading Pier in position 10° 50″ North and 71° 36′ 8″ West or about 8 miles or 12·8 kilometres South of Maracaibo on Western shore of lake and about 9000 ft. offshore with its centreline North-south. Two vessels can berth simultaneously, one outside at berth number one and inside at berth number two. Bajo Grande Pier heads are 700 ft. apart. However longer ships have been tied up. Design of fenders permits berthing of vessels with a displacement of 42,000 tons.

NOTICE OF READINESS: Masters are free to tender their ships as being ready to load at any place and time which, in their opinion, conforms with the terms of the charter party. Chevronmar's personnel authorised to countersign notice of readiness have been instructed to indicate the time vessel was all fast or, if vessel anchored to wait for berth, the time vessel anchored. This does not imperil in any way the rights of the shipowner in his negotiations with the charterer and it limits Chevronmar's liability to the consignee.

BALLAST: Shore deballasting facilities are available at Bajo Grande. Deballasting facilities at Bajo Grande are subject to no special regulations and procedures. Tanker ballast water is pumped through two 8 in. hose connections into a 24 in. line of about 9,000 ft. in length to a 120,000 bbls. receiving basin situated on shore. Contamination of Lake Maracaibo waters with only material of any nature is strictly prohibited by Venezuelan Laws. Chevron Oil Company of Venezuela is required to report to the authorities any such contamination by vessels docked at Bajo Grande. Heavy fines are then assessed against the ships. Co-operation is requested to prevent contamination from tank overflows, bilge oil, line leaks or any other source.

TANK CLEANING: (Before Loading). Precautions as are common for any heavy oil should be taken to insure that no ballast was left in any tank. If the cargo is contaminated with water, the water will not separate from the oil. The salt content of the oil will be raised approximately ten pounds per one thousand barrels for every 0·10% contamination by sea water. All cargo compartments must be stripped extremely dry. Cargo pipelines should be drained and/or purged of water. On standard T-2 type vessels, this can be done by draining the fore and aft main cargo lines, both suction and discharge sides, into the pump room bilges followed by opening of main suction valves on each individual compartment, thereby releasing water retained in dead and transverse lines. After this procedure is completed, each compartment should be restripped with stripping pumps and lines, followed by draining the stripping line to pump-room bilges. On other ships equipped with looped systems, it is possible to blow the system with air and drain water into the bilges. In other situations, fresh water might be used to flush cargo systems of salt water and in turn strip salt water and fresh water as outlined for T-2 vessels. All deck scuppers should be securely plugged and all precautions should be taken to avoid pollution of lake waters.

LOADING:

Product	*API Gravity*	*Loading Temperature °F*	*Loading Lines used*	*Loading Rate B/H*
Boscan Crude	10.3–10.4	160	2×18″	12,000
Boscan Crude Blends	18.2–31.0	120	,,	,,
Topped Boscan Crude	10.0	160	,,	,,
Topped Boscan Crude Asph Grade	8.0–11.0	160	,,	,,
Cutback Asphalt	11.0–15.0	170	2×12″	4,000
Asphalt Cement	5.0–8.0	300	1×14″	,,
Gas-oil	35.0–42.5	90	1×12″	5,000/7,000
Fuel Oil No. 6 (Bunker "C")	16.0–17.0	140	1×12″	3,000
			1×18″	14,000
Heavy Naptha (HSR)	52.5–53.5	80	1×12″	5,000/7,000
Light Naptha (LSR)	70.0–73.0	,,	1×12″	5,000/7,000
JP – 4	45.0–52.0	,,	1×12″	5,000/7,000

(*a*) Inspection of Tanks. Before loading can commence, tanks and loading system must be inspected and passed. This is usually done by Chevronmar's own cargo inspector but, if consignee so requests, third party inspection can be arranged. Both Chas. Martin and E. W. Saybolt & Company are represented in Maracaibo.

(*b*) Line Displacement. When a vessel is loading crude and products, it is usually necessary to displace lines once or twice during loading. Masters will be advised of necessary line displacements before loading starts and are requested to take note because notice has to be given by vessel when pumping should be stopped and tank changed. Once shore tanks have been changed it will not be possible to change the quantity of the product already in the ship, as shore lines will then contain a product different from the one already loaded. Ship's gauges and/or draft should be carefully checked when calculating required quantities.

(*c*) Spillage. In case spillage occurs, the port supervisor must be advised immediately, as any spillage must be reported to the Authorities without delay.

(*d*) After Loading. All butterworth plates, tank tops and ullage plugs should be inspected to insure against entry of salt water. Inspection of ullage plugs should follow on completion of temperature readings because of the necessity of taking temperatures enroute. Sea suction valves should be secured by positive means until all cargo has been discharged. This may be accomplished by numbered seals, chains and padlocks. The method of securing should be noted on the inspection documents. Regardless of which method is used, appropriate log entries should be made indicating the date, time and method used and under whose supervision, both vessel officer and/or cargo inspector, such method was applied. About one hour is required for preparation of documents.

BUNKERING:

(*a*) Advance Notice of Requirement. Owners, operators, or Agents should place their nominations with Chevron International Oil Company Inc., San Francisco, California; Chevron International Oil Company Inc., New York, N.Y., and Chevron International Oil Company, Ltd., London.

Cable addresses: "Chevronint, Sanfrancisco;" "Chevronint, New York," and "Chevronint, London".

In order to serve customers without inconvenience or delay nominations should be placed as much in advance of the delivered date as possible.

(*b*) Bunker Facilities. Bunkers available ex pipe line for vessels loading and unloading cargo at berths No. 1 and No. 2. Bunkering rate up to 10,000 barrels per hour for Bunker Fuel and Intermediate Bunker Fuel, up to 6,200 barrels per hour for Marine Diesel.

(*c*) Marine Fuels and Lubricants available: Bunker Fuel, Intermediate bunker fuels, Marine diesel, Lubricants – Full line of Chevron Marine Lubricants subject to seven day's advance notice.

(*d*) Lighterage. Bunker fuel, Intermediate bunker fuels and Marine diesel available for ships in the Maracaibo area. The barging rate is $0.18 per barrel (approx.), minimum $100.00. 72 hours advance notice is required for barge deliveries of all products.

WATER: Delivery of boiler and potable water is made by barge at an all-inclusive price of Bs. 12.00 per metric ton (approx.). Minimum quantity 80 tons. The barge holds about 160 tons and the pumping rate is about 25 tons per hour. Requirements should be cabled in advance.

REPAIRS: No major repair facilities are available in Maracaibo but small jobs can be taken care of by local machine and electric shops. Shore labour can be furnished if required. Technicians are available for minor radio repairs. Nearest dry docks are at Curacao for vessels up to 18,000 DWT and at Puerto Cabello for vessels up to 30,000 DWT. There is a submarine 2400 volt power line to the pier. Electric power can be supplied.

SHORE LEAVE: Shore Leave is permitted at the discretion of the port authorities: required number of shore passes will be brought on board on arrival in Maracaibo and have to be returned to the customs guard again before the vessel leaves Bajo Grande. Shorts may not be worn ashore.

GENERAL: (*a*) *Visitors.* According to port regulations concerning access to ships and loading terminals and in the interest of industrial safety, only persons directly concerned with loading operations will be permitted to board vessel or visit the loading platform at Bajo Grande.

(*b*) *Guards.* Two customs guards are stationed on the platform at Bajo Grande. They must be provided with sleeping quarters on the ship and seated in the officers' mess for their meals. Non-compliance may cause cargo stoppage and fines. The Customs Guard will request master to countersign his time on board the vessel. This is counted from time first hose was connected until all hoses were disconnected, regardless of whether vessel was receiving cargo or not.

(*c*) *Plimsoll Marks.* Port Captain requires that Plimsoll marks be readily visible. If they are not clearly legible, permission to sail may be withheld.

(*d*) *Marine Stores/Charts.* Marine stores are available in limited supply. Marine charts are not available.

(*e*) *Compass Adjusters.* There are no compass adjusters in Maracaibo.

(*f*) *Classification.* American Bureau of Shipping and Lloyd's Register have Agents in Maracaibo.

(*g*) *Cash Advance.* Cash advances are made only in local currency (Bolivares). In order that money be available on arrival, Masters are requested to include the amount required in the arrival message.

(*h*) *Launch Service.* The launch is primarily for the use of the port staff, but will transport crew when convenient.

(*i*) *Taxi.* Taxi service is generally available at Bajo Grande. It is recommended that the price be fixed in advance.

(*j*) *Crew in Transit.* In case a crew member is left ashore for a justified cause, as hospitalisation, repatriation, etc., his documents and personal effects are to be delivered to the port supervisor at Bajo Grande before sailing. A letter is required from the Master with detailed instructions as to maximum cash advance etc. All expenses incurred by such members are for vessel's account.

(*k*) *Gangways.* The ship is to supply a safe gangway, which allows easy access to the vessel. Chevronmar has a gangway which may be used at request with the understanding that any damage to the gangway or ship or shore personnel through its use may be held against the ship.

SAFETY: Vessel must be in readiness to move at all times. The attention of Masters of turbine steamers is called to this regulation.

Ship's fire-fighting equipment must be ready for instant use while vessel is alongside. Shore personnel will render assistance in an emergency but, since no fire-boats are stationed in the immediate area, vessels should be prepared to combat fire without outside assistance. It is necessary to obtain docking Master's approval for repairs of propelling machinery. Normal safety precautions apply, no smoking is permitted on the pier. No hotwork is permitted

on vessels alongside without a written permission from the Port Supervisor. Swimming alongside pier is dangerous and absolutely prohibited.

CARGO TEMPERATURE: On short voyages, as for instance to the U.S.A., it was proved most practical to maintain the loading temperature. On longer voyages, as for instance to Europe, the temperature may be dropped to 130 °F, which does no harm as long as sufficient time is given to bring the temperature up again to that required for discharging. Masters should, however, not expect a temperature rise of more than 5°F per day, especially if the sea temperature is low. The heat transfer properties of Boscan Crude are very poor as are those of the heavy products made from this crude. Many ships have been delayed at the discharging port due to too low cargo temperature. Without exception, Boscan Crude, Topped Boscan and cutback asphalts should have at least 160°F on arrival in discharge port.

DISCHARGE: Boscan Crude has a flash point of 90–160°F and a maximum viscosity of 1400 SSF at 140°F. The viscosity at other temperatures follows the pattern of other petroleum products. Boscan Crude has been successfully handled in ships fitted with both reciprocating and centrifugal type pumps with forward and after pump rooms respectively. It is generally found that this crude can best be handled at a temperature which brings its viscosity to about 600 SSF 160°F. Vessels with forward pumproom should control stern trim so that it does not exceed about four feet while stripping the after tanks. Also a five-degree list is very helpful when stripping. Once the cargo gets below heating coils, tanks must be pumped empty as fast as possible. At times if has been found helpful to gather tanks strippings into a single tank for discharge ashore, as it is very difficult to strip against heavy back pressures. Watch reciprocating pumps for vapour-lock. Because of high viscosity, proper care should be taken that no oil is left in vessel discharge lines at low temperature.

TANK CLEANING: (After Discharge). Many Masters have expressed concern over tank cleaning after discharge. Assuming that ship proceeds to sea for this operation and has sufficient time for proper execution, vessel may be cleaned quite thoroughly using the butterworth system. However, it is of vital importance that the system be used at maximum pressure, and temperature not below 160 PSI and 170°F respectively. At these readings and with two machines, it has been found that about four hours are required for each tank. It is of important to keep the tanks well stripped during the butterworthing.

Some Masters prefer to steam out the tanks before butterworthing. If this course is adopted care should be taken that the steaming does not last more than one hour as the heat will drive off the light ends of the oil and leave a rubbery residue that is very difficult to remove.

It has been found helpful to keep the machines in low position for about one hour and then high – middle and low in order, in the usual manner.

AGENT: Chevron Oil Company of Venezuela, Apartado 93, Maracaibo. Cable address: "Chevronmar".

Section B

LA ESTACADA: 10.42 N. 71.32 W.

(N.B. For important details of Documentation, Pilotage etc., see "Maracaibo Lake").

OPERATORS: Texaco Maracaibo Inc.

LOCATION: Loading terminal in the Lake of Maracaibo at La Estacada, located at 10° 42′ 30″ N. and 71° 31′ 40″ W. Entrance and leaving this terminal is made between buoys B.65 and B.66.

DOCUMENTS: As soon as vessel is safely moored Texaco's marine dispatcher will board the ship together with the port authorities.

PILOTAGE: (see "Maracaibo Lake").

1. All vessels must call Texacomar on 2182 kc when passing the E.M. buoy and when embarking the Pilot at San Carlos.

2. Reduce speed approaching inner channel buoy B–63; rig accommodation ladder starboard side properly illuminated. Company mooring master will board between B–63 and B–65.

3. Listen during transit on 2182 kc.

4. In event of unforeseen circumstances requiring vessels to anchor, area West of Estacada Northern buoy mooring outside of channel limits will be used.

Vessels proceeding to La Estacada Terminal must enter the Outer Channel and embark the Government Pilot between buoys B–25 and B–27. After vessel arrives in the vicinity of the E.M. buoy, Master must contact San Carlos Pilot Station by radio-telephone on frequency 2182 kc requesting Pilot between buoys B–25 and B–27.

Once Pilot is on board, the vessel will proceed to Estacada, reducing speed in vicinity of Inner Channel buoys B–63 and B–65 where Texaco's mooring master will board. Vessel should have a strong line ready to hoist Texaco's mariner radio on board. The official Pilot will stay on board until vessel is moored.

MAX. SIZE: Water depth in both buoy moorings is 44 ft. mean monthly observed lowest water (MMOLW). Because of the depth of the surrounding approaches, 41 ft. (MMOLW), admissable mid ship's maximum draft in both moorings is 39 ft. freshwater. Under certain tidal conditions, however, with vessels over 60,000 DWT and LOA exceeding 750 ft., it may be necessary to restrict loading to 38 ft. 6 in. Masters are requested to be guided by Mooring Masters in appropriate draft to be loaded.

Berth No. 2 will accommodate vessels up to 850 ft. LOA, and Berth No. 1 up to 720 ft. LOA. Beam in both berths is unlimited.

RADIO: Information to be cabled to Texaco Maracaibo Inc. Cable address: "Dekok, Texacomar, Maracaibo".

Upon vessel's departure from the last port bound for La Estacada, cable 72–48 and 24 hours ETA at San Carlos pilot station, including in this message last port, Master's name, if a.c. current on board and any requirements. If diverted, cable original destination, also have 5 copies of diversion cable ready on arrival. If the vessel is nominated to load a part cargo only at La Estacada, indicate at which port cargo will be completed. All cables should be sent via PJA (Curacao Radio) and via ITT all American Cables.

BERTHING: (*a*) *Description:* Marine Oil Loading Terminal, owned by Texaco Inc., is an off-shore installation and consists of two permanent buoy moorings, No. 1 to the South, and No. 2 to the North.

Berths No. 1 and No. 2 consist of 4 fourteen-foot cylindrical steel buoys, each fitted with a pelican hook to which ship's mooring lines are attached by Texaco's mooring launches. On each buoy there are two 1⅜ in improved plow steel wirelines to supplement mooring lines in order to provide additional security during strong winds. In berth No. 1 the plow steel wires are 520 ft. long and in berth No. 2 585 ft.

Both berths are two directional; ships moored heading North or South according to prevailing current.

(*b*) *Deballasting.* No facilities at La Estacada to receive dirty ballast, Ballast must be clean, and is discharged into the Lake.

(*c*) *Mooring.* All ships should have an adequate supply of stoppers or other special equipment necessary to handle wires attached on mooring buoys. Vessels mooring in berths must be equipped with four ropes for ward and four ropes aft. Vessels are cautioned that good quality ropes are essential and that they will be held liable for any damage occurring through improper or poor mooring ropes or inability to properly handle same.

Vessels in buoy moorings must have deck winches in readiness for use at all times. Method of berthing wil! be at discretion of Company's mooring master, as weather and other conditions permit. During berthing and unberthing, ship's engines, tackle and all other gear must be in operative condition and in a state of readiness for use on immediate notice.

Weather permitting, and berths being available, vessels may be berthed at any hour of the day or night. Mooring buoys are properly lighted. Texaco's mooring master will assist in mooring the vessel in berth No. 1 or 2. Loading hoses can be connected both port and starboard side, according to ship's position. The mooring master will remain on board ship to advise on connecting and disconnecting loading hoses, and loading of cargo. He will later unmoor vessel and hand over to government Pilot on departure.

Mooring Master acts as adviser only and the Master retains full responsibility at all times. When ship is in position and mooring wires tautened, mooring winches such as tension winches must have their manual brakes put on securely, and should not rely on automatic rendering devices.

During time vessel is at the berth, frequent and regular inspection of mooring is essential to ensure that mooring lines are kept taut and that movement of ship is kept to a minimum. When tugs are alongside or assisting a tanker, all cargo openings, permanent ballast tanks, lids and pump-room doors must be closed no matter what grade oil is being or has been carried, unless these spaces are gas-free.

The mooring operations are carried out by two mooring launches and two tugs.

TUGS: Use of two tugs of at least 1,600 h.p. is compulsory for mooring and unmooring at La Estacada (Government Decree). Use of two mooring launches with crew including a diver, who inspects the submarine loading hoses, is compulsory at La Estacada. These mooring launches remain alongside ship during stay in berth order act in any emergency.

TANK INSPECTION: As soon as all ballast is discharged and hoses connected, production supervisor from La Estacada boards to inspect ship's tanks. If same are dry and clean he will sign corresponding certificate.

LOADING: Berth No. 1 has two loading lines (one 24 in. and one 16 in.) with corresponding manifold, and Berth No. 2 also has two lines (one 24 in. and one 18 in.). Twelve-inch – 150 pds. marine loading hoses are used. Each berth capable of a maximum loading rate of 25,000 barrels per hour, with an appropriate reduction for topping-off.

However, maximum loading rate entirely at Company's option and will vary according to circumstances and type of tanker concerned. When completing loading, stoppage of cargo will be determined on board, and Masters are requested to inform mooring master at least 30 minutes in advance in order reduce pumping rate for topping-off. Mooring master will be in continuous contact with pumping station by means of portable radio. Should this means of communication fail, the following signals on ship's whistle will apply:

One long blast	Stand by
Two long blasts	Commence pumping
Three long blasts	Stop pumping

Upon completion of loading, marine dispatcher, together with ship's officer, will gauge ship's tanks and later prepare cargo documentation.

FUEL: Bunkers and marine fuels supplied by barge before or after loading operation at anchorage. Chevron, Creole, and Shell have bunker service in Maracaibo.

FRESH WATER: Must be ordered with first ETA cable so that arrangement can be made with supplier. A water barge and a tug must be hired. Although the water may be supplied by Texaco, the hire of tug and barge is very expensive. Recommended that Masters obtain adequate fresh water at other ports.

REPAIRS: Only smaller repairs can be effected locally; however, technicians available for radio and radar repairs.
SHORE LEAVE: Launch is primarily for use of authorities and company staff, but will effect trips for crew if required by Master. Contact mooring master who will make necessary arrangements.
GUARDS: One National Guard stationed on board. He must be provided sleeping quarters and seated in officers' mess for meals.
CLEARANCE: Immediately after termination of loading operations, hoses are disconnected and Texaco's mooring master will proceed to unmoor vessel. In the meantime, cargo documents are prepared by Agency personnel, the government Pilot is ordered, and as soon as vessel is cleared, she will proceed to her destination.
CURRENT/DENSITY/TIDE: Current velocity maximum 4 knots. Nature of bottom, mud. Salinity of water, 997–1003. The tidal range in feet for the Estacada Terminal is springs 1.5 neaps 0.5.
GENERAL: (*a*) *Cash Advance.* Cash advance will be in local currency (Bolivares). Cable in advance any such requirements.

(*b*) *Mail.* Outgoing correspondence may be given to our marine dispatcher. For personal mail (crew) a list should be made, indicating name of crew member, quantity of letters and destinations.

(*c*) *Ship Chandlers.* Two ship chandlers in Maracaibo who can supply vessels with fresh meat, fish, vegetables, fruits, etc. Requirements should be transmitted in first ETA cable.

AGENT: Texaco Maracaibo Inc.

Section C

LA SALINA: 10.22 N. 71.28 W.

(N.B. For important details of Documentation, Pilotage etc., see "Maracaibo Lake".)
OPERATORS: All terminal facilities are under the control of the Creole Petroleum Corporation.
APPROACH: Entrance and leaving this terminal is made between buoys B.97 and B.98.
LOCATION: La Salina located on Eastern shore of Lake Maracaibo, in latitude 10° 22′ 18″ N., longitude 71° 27′ 49″ W.
CARGO DOCUMENTS: These are generally placed on board prior to departure. Vessels whose Master accepts the early departure procedure may sail with documents in blank. Figures are then radioed for inclusion in blank documents. Outward clearance documents are placed on board the vessel prior to departure.
PILOTAGE: In the event that no contact can be made with San Carlos pilotage station, or if there is a language problem, contact should be made with Creole Marine at La Salina by voice radio on 2182 kc or 156·6 Mc.

A vessel entering or leaving the harbour must be assisted by a Docking Master in the general employ of area furnished by Creole Petroleum Corporation, an inbound vessel being boarded by him at the anchorage area approximately 3 miles off shore.
ANCHORAGE: For vessels awaiting berth there is an anchorage area located West of a line between rig L–175 to buoy S3 and the light buoys M1, M1A and S1 (chart No. MO-G-4-C) about 3 miles West of the loading Terminal in 6 to 7 fathoms of water with a mud bottom.
RESTRICTIONS: None. The port is open for navigation during the day and night, allowing ships to enter and sail at any hour.
MAX. SIZE: Up to 110,000 DWT. The access channel to La Salina has a least depth of 41 ft.
RADIO: The cable and telegraphic address for the Creole Petroleum Corporation at La Salina is "Creole La Salina". Radio messages to and from ships at sea are routed through the government radio station at Maiquetia (La Guaira) call letters YVG. This station operates on a 24 hour continuous watch, on the following frequencies: Listening frequencies: long wave: 500 kc/s; short wave: 4178–6267–8356–12534–16712–22225 kc/s.

Transmitting frequencies: long wave: 500–472–464–417 kc/s; short wave: 17141.6–12817.5–8730–8722–6519.5–6505.5–4352–4322 kc/s.

Radio notice of arrival should be sent 72 hours prior to arrival at La Salina and corrected if weather or other conditions delay the vessel.

La Salina Port Services section maintains radio-telephone listening watches on a 24 hour basis on following frequencies: 2182 kc/s., 156·8 Mc/s.

Frequencies 2638 kc/s, 2738 kc/s, 2120 kc/s and 156·6 Mc/s are available for use after initial contact on one of the above listening frequencies.

All vessels en route to La Salina may also communicate with Creole Amuay or Caripito Marine offices and request that messages dealing with corrected ETA's, pilots and other business be relayed to the La Salina Marine Office.
TUGS: Creole maintains one 3,000 h.p. diesel tug and one 1,300 h.p. diesel tug. Tug-boat assistance is considered essential and is afforded all vessels entering, leaving or shifting in the harbour.
BERTHING: At La Salina, Creole maintains a deep-water terminal (Lacustre) consisting of an island where are located two finger piers, each 1,100 ft. in length and 500 ft. between piers, providing four berths to accommodate tankers up to 110,000 DWT. Berths are numbered 6N, 6S, 7N and 7S, from North to South. At these berths various crudes can be loaded simultaneously. In addition there is an offshore platform (Pier No. 3) where liquefied petroleum gases (Butane and Propane) can be loaded and refined products can be loaded or discharged.

Instructions concerning berthing are given by Port Services Section by means of radio-telephone.

The use of an anchor when docking is permitted at all berths. It is considered prudent to have the outboard anchor hove-out prior to entering the harbour in order to facilitate speedy release if necessary while docking. The Pilot will advise whether the ship is to be berthed port or starboard side to the dock.
BALLAST: Vessels should arrive at La Salina with sufficient ballast to permit safe handling. Docking Master requirements in this connection under normal weather conditions are interpreted as drawing approximately 8 ft. forward, 18 ft. aft. on a T–2 or similar type tanker, and 11 ft. forward, 20 ft. aft on a 26,000 DWT, or larger type vessel.

Ballast should be carried in a minimum number of tanks, and all other tanks stripped, so as to minimize deballasting time.

It has been established that one of the major causes of contamination of crude oil is the relatively small amount of salt water remaining in the ship's tanks, pumps, and ballast lines after ballast discharge. This very small amount of salt, nevertheless, frequently results in costly damage and downtime to refining equipment, besides presenting many other processing problems.

It is therefore requested that the full co-operation of the Master and Officers of ships loading for Aruba, be given to ensure that all ballast tanks and lines are flushed with lake water and stripped as dry as possible.

Vessels equipped with a separate and completely segregated system of ballast tanks, lines and pumps, will be permitted to discharge ballast and load cargo simultaneously, providing approval of both the pier foreman and Petroleum Inspector is secured.

A pier supervisor who is in direct communication with the loading pumphouse is stationed at each pier during the entire time the vessel is discharging ballast or cargo or receiving cargo.

Absolutely oil-free ballast may be discharged overside. All dirty ballast must be pumped ashore. A 34 in. ballast line, with dirty ballast treating facilities are available.

If it is desired to follow the "load-on-top" procedure it is requested that the marine representative be informed on arrival.
LOADING: Instructions as to grade or grades of cargo, and the approximate loading rate anticipated, will be given to the Master on arrival. Supplementary information including number and size of lines and Chicksan Arms will be furnished to the Chief Officer before loading commences. Loading rates will be reduced as required when topping off.

If vessel's loading order from owners or characters do not agree with the terminal's orders, either as to grades or quantity, the marine representative should be advised immediately. The terminal is authorised to load 10% more or less than the quantity nominated; if the cargo to be lifted will be more or less than this 10% limitation it is necessary to cable Creole New York for confirmation.

A terminal employee is stationed at each pier during the entire time the ship is discharging ballast, bunkering, or loading cargo. Fifteen minutes "standby" notice should be given to this man prior to completion of ballast, bunkers, or cargo.

Shut-down controls for all crude oil pumps are available at each loading berth at ship's rail of loading vessels for use in case of emergency only.
LOADING RATES: Loading operations at La Salina Terminal are normally carried out at relatively high pumping rates; up to an average of 40,000 BPH. Ship's officer will be advised by the pier supervisor at what rate the cargo will be loaded. LPG is loaded up to an average maximum rate of 7,500 BPH at Platform No. 3.

The loading and discharging of all crude petroleum and its products will be stopped during the passage of an electric storm, and ullage covers must be closed and dogged down. During periods of calms, loading of gasoline or other similar low flash products may be at lower rates or loading stopped if the heavy vapours are not being dispersed quickly enough to prevent hazards from accumulated gas pockets. Ships' officers are cautioned to be on their guard during such conditions.

Loading rates will be reduced when topping off, if requested by the ship's officer.
MEDICAL: Complete medical, dental and hospitalisation facilities are available at La Salina. Medical treatment is provided at a Creole operated clinic.

Authorisation forms for medical treatment are provided which require the Master's signature. Transportation will be supplied by Port Services section.

If the patient does not speak Spanish or English, an interpreter should accompany him.
FRESH WATER: A limited supply of fresh and boiler water is available at La Salina Lacustre Terminal. Delivery is made through 2½ in. National Standard Fire Hose Thread hydrants at a charge of Bs. 6,75 per metric ton. Ship's personnel must provide hoses and connect up.
FUEL: Bunker C fuel oil, marine diesel and intermediate fuels are available at La Salina Terminal Lacustre. Delivery is made alongside Piers 6 or 7 by 8 in. diameter Chicksan hose, located about midship's.

It is the responsibility of the ship's engineer to give "stand-by" notice to the terminal employee and advise him when to shut down.

Supplies of Essomarine lubricating oils are available. Delivery will be effected while loading and requirements should be incorporated in the ETA radio.
WEATHER CONDITIONS: The weather in La Salina is dominated by a daily cycle of land and sea (or lake), breezes. During the hot part of the day (say 10 a.m. to 4 p.m.) a gentle breeze usually blows from lake to land. During the night it blows from land to lake.

During the rainy season, generally May through November, with May and October the wettest months, 90% of the year's thunderstorms (Chubasco) occur. They have an average duration of 18 to 20 minutes and wind velocity of 20 m.p.h., although a few have winds

greater than 25 m.p.h. During this season the chubasco blows from the sector 270 degrees to 0.45 degrees and can occur at any hour. During the dry season a chubasco is most likely to occur between 10 a.m. and 8 p.m. and can blow from any direction.

Average annual rainfall is 28 inches.

DENSITY: The average density at the berth is 1002 but varies dependent upon amount of rainfall. The temperature ranges from 82° to 86°F.

TIDES: The normal range of tides at La Salina varies between 4 and 5½ inches dependent to some extent upon seasonal rains.

REPAIRS: The Marine Port Staff will assist with emergency repairs as may be required in each case depending upon availability of competent personnel and equipment. The company's shop facilities while not equipped for extensive ship repairs, may be made available to fabricate or repair items that are urgently required.

The nearest dry docks are those at Puerto Cabello and Curacao, N.A. Several contractors in the area provide labour for hull painting and for tank cleaning. Contracts for these services are made by the ship's Master directly with the contractor.

Radio technicians are available for minor repairs. With sufficient advance notice a radar specialist can be arranged to board the ships at La Salina.

CONSULATES: The following countries have consular representatives in the area:

Belgium	El Salvador	Nicaragua
Chile	France	Panama
Columbia	Germany (West)	Peru
Costa Rica	Great Britain	Spain
Denmark	Guatemala	Sweden
Dominican Rep.	Italy	Switzerland
Ecuador	Netherlands	U.S.A.
	Norway	

SHORE LEAVE: Shore leave is permitted and a representative of the Captain of the Port boards on arrival and issues the required number of passes. Shore passes are to be collected prior to sailing, and given to Pilot undocking the vessel. Vessels are not permitted to sail until all crew members are on board, unless hospitalised or prior arrangements made for disembarking. No launch service for liberty parties is available while vessel is anchored off La Salina awaiting berth.

GENERAL: Representatives of the Marine Department board vessels immediately on arrival, and it is particularly requested that Masters indicate at that time all ships requirements. The Marine Office Building is located at the Pierhead Trestle and personnel are available for assistance at all hours.

(*a*) *Bonded Stores.* Cigarettes or other stores in bond are not obtainable in La Salina.

(*b*) *Cash Advances.* Cash advances are made in local currency, the Venezuelan Bolivar with a rate of exchange of Bs. 4.50 to the U.S. dollar. The latter may be freely converted at banks, hotels, etc., at rates ranging from Bs. 4.54 to Bs. 4.75. Cash requirements should be included in the ETA radio.

(*c*) *Charts.* On first arrival of each tanker, the Marine Dispatcher will furnish a set of local charts if required. No supplies of U.S. Hydrographic or British Admiralty charts, or sailing directions, are available.

(*d*) *Classification Societies.* American Bureau and Lloyd's Register have non-exclusive Agents in Maracaibo, and qualified Masters and Chief Engineers are available for appointment as Surveyors when required.

(*e*) *Gangways.* All vessels using the port of La Salina must provide a safe gangway, unless there is a rotating telescopic counterweighted gangway in operation on the pier. The use of rung ladders, pilot ladders, etc., is contrary to port regulations and port authorities will not board except by means of a safe gangway or accommodation ladder.

(*f*) *Plimsoll Marks.* The Captain of the port requires that the Plimsoll Marks of all vessels using the port be clearly visible. Vessels may be checked on completion of loading, and if the Plimsoll Marks are not readily legible, permission to sail may be withheld.

(*g*) *Port Services.* On arrival at La Salina terminal, a company representative boards vessels, so it is particularly requested that Masters make known to him all ship's requirements. Master should bear in mind that while vessels are within Venezueland territorial waters, Government authorities do not permit the use of ship's radio equipment. Cables and radiograms should be handed to the company representative for transmittal via shore radio communication system. La Salina has also radio telephone communication with North and South America and Europe. For further information contact Port Services Section in the terminal building, tel. 88694 and 88695.

(*h*) *Ratguards.* By order of the Port Authorities, vessels are required to use ratguards on all mooring lines.

(*i*) *Personnel* – Seamen left ashore. In the case of seamen left ashore for hospitalisation, repatriation or other reason, his documents and personal effects are to be delivered to the Marine Office in La Salina before sailng. A letter is required from the Master advising maximum advances to be made to seaman if any, and instructions concerning his repatriation. All expenses incurred by seamen left ashore, including cost of repatriation, are for ship's account.

It is important that Masters bear in mind that the Venezuelan law will at all times hold the vessel, her Master, Agent or Owner, responsible for any seamen left behind in Venezuela.

(*j*) *Provisions and stores.* Fresh and dry provisions are supplied by various shipchandlers in Maracaibo and Cabimas (La Salina). Master should deliver his signed requisition to the Marine Department representative who boards on arrival. Provisions would then be delivered to the vessel while loading. The prices and quality of some items, such as fresh fruit, fish, shrimps, vegetables, etc., are competitive; dry stores are considerably higher than in most ports. The Fleet Steward will assist in filling requisitions. It is important that the Master sign the ship-chandlers invoice as authorisation for the Marine Department to make settlement.

(*k*) *Mail.* Any pending ship's mail will be delivered on board by the Marine Dispatcher on arrival at La Salina. At same time he will receive ship's mail to be dispatched. The Marine Dispatcher will accept personal mail only if it carries the proper amount of Venezuelan postage, or if Master authorises the postage by signing seven copies of the Company Postal Transmittal form. Masters interested in knowing the individual postage amounts to be paid by each crew member, should provide us with a list, in duplicate, of the senders, and number of letters sent by each one identified by a number written on each letter.

Copy of this list will be returned aboard the vessel when leaving this port outward bound. If not ready on time, it will be airmailed to the vessel's next port of call.

(*l*) *Inspection of Petroleum Products and Crude Oil.* Chas. Martin & Company and E. W. Saybolt petroleum inspectors are available if specified.

(*m*) *Laundry.* Laundry service is available between 0700 and 1700 on week-days. No guarantee can be given on time of delivery. Cost is about Bs. 2.00 per kilo for all flat work.

Section D

MARACAIBO: 10.40 N. 71.38 W.

On the North-western shore of the Lake Maracaibo.

Maracaibo is the capital of the State of Zulia and seat of all Government and Consular Offices, as well as the port of entry for all vessels loading at one of the Terminals in the Lake of Maracaibo.

(N.B. For information details of Documentation, Pilotage etc., see "Maracaibo Lake").

ANCHORAGE: The Pilot will not con the ship into the anchorage, but will indicate the proper location to anchor. Care should be taken because of small boats and ferry traffic.

ACCOMMODATION LADDER: Vessels must provide an accommodation ladder. The use of trunk ladders, pilot ladders, etc., is contrary to port regulations. Port authorities will board only by means of an accommodation ladder. It is recommended to rig this in advance in order to avoid unnecessary delays.

BOARDING PARTY: The boarding party usually consists of the following persons: One Quarantine Official, Two Customs Officials, One Port Captain's Representative, Two representatives (Agent and mooring master).

RADIO: "Radio Marina" transmits information of interest to navigation every day from Monday to Friday from 1000 to 1015 hours and from 1600 to 1615 hours on frequency of 4,420·7 kHz in the 60 metre band, output 1 kilowatt. All bunker, lubricating oils, water and other requirements should be included in the cable giving the ETA of the vessel.

TUGS: Service not compulsory, assistance is rendered if required by the Harbour Master. Tugs are privately owned by the companies who operate their own terminals.

BERTHING: The manoeuvring area within Maracaibo harbour has a depth of 26 ft.

Wharf No. 1	Length 106 metres	Depth alongside 17 ft.	
,, ,, 2	,, 106 ,,	,, ,, 19	,,
,, ,, 3	,, 159 ,,	,, ,, 19	,,
,, ,, 4	,, 159 ,,	,, ,, 20	,,
,, ,, 5	,, 135 ,,	,, ,, 20	,,
,, ,, 6	,, 135 ,,	,, ,, 22	,,
,, ,, 7	,, 135 ,,	,, ,, 22	,,
,, ,, 8	,, 135 ,,	,, ,, 22	,,
,, ,, 9	,, 120 ,,	,, ,, 22	,,
,, ,, 10	,, 120 ,,	,, ,, 22	,,
,, ,, 11	,, 120 ,,	,, ,, 22	,,
National Brewery Wharf	,, 125 ,,	,, ,, 19	,,
Regional ,, ,,	,, 120 ,,	,, ,, 21	,,

FUEL: Heavy and medium marine diesel, intermediate fuel, and bunker C fuel oil are available at Maracaibo from Creole, Shell, Chevron and local contractors with barges. Supplied only by barge at the wharves or anchorage. Lubricating oils are also available.

FRESH WATER: All wharves supplied with fresh water by 2 in. hoses. Fresh water also available from local contractors with barges.

MEDICAL: Complete medical services are available.

CONSULS:

Germany	Tel. 76061	Netherlands	Tel. 4621
Belgium	,, 3235	Great Britain	,, 6169
Colombia	,, 72232	Italy	,,
Costa Rica	,, 6511	Mexico	,, 6781
Denmark	,, 6531	Nicaragua	,, 76703
Ecuador	,, 74055	Norway	,, 78911
El Salvador	,, 74241	Panama	,, 78110
Spain	,, 71118	Peru	,, 4545
United States	,, 2123	Portugal	,, 80870
France	,, 5297	Dominican Rep.	,, 6511
Guatemala	,, 71193	Sweden	,, 6511

STEVEDORES: Normal working hours 0700–1100; 1300–1700 and 1800–2300.

TELEPHONES: There is no service for connecting telephones

on board vessels. Public telephones are situated in the warehouses adjacent to all wharves.

HOLIDAYS: All Sundays; 1st January; Good Thursday and Friday; 19th April; 1st May; 24th June; 5th July; 24th July; 12th October; 24th October; 18th November; 17th December; 25th December.

POLICE/FIRE/AMBULANCE: Police tel. 3821; Fire, tel. 6585; Ambulance, tel. 2209.

REPAIRS: No major repairs facilities are available; however, repair jobs can be done through local machine and electrical shops, and shore labour can be furnished if required. Radio and radar technicians are also available.

SHORE LEAVE: Launch service in the Maracaibo harbour is readily available for official ship business. For shore leave personnel, depends on launch availabilities on arrival.

AIRPORT: Modern International Airport "Granode Oro" situated North-west of Maracaibo City served by many national and international airlines. A second airport with cargo and passenger services is situated at Santa Barbara del Zulia, on the banks of the Escalante river.

PROVISIONS: Fresh and dry provisions are procurable through ship chandlers in Maracaibo for delivery at Maracaibo Harbour or at the terminal.

AGENT: Head Office, (Direction and Control), Brokers, chartering and tramp agents, Victor H. Selinger, PO Box 1632, Caracas, Venezuela. Cables: "Seltank". Tel. 81.25.28–81.86.38–81.28.78. Telex: 22859. New Boe Code.

Local Office: PO Box 496, Maracaibo. Tel. (061) 24960. (061) 24962. Cables: "Seltank".

Section E

PUERTO MIRANDA: 10.46 N. 71.34 W.

(N.B. For important details of Documentation, Pilotage, etc., see "Maracaibo Lake".)

LOCATION: Situated at Eastern shore of entrance to lake of Maracaibo, in position lat. 10° 46′ N., long. 71° 34′ W.

OPERATORS: Compañia Shell de Venezuela Ltd.

CLEARANCE: Pratique and Custom's clearance will be granted on arrival either at the anchorage or after the vessel has been berthed. Masters therefore requested to have the accommodation ladder ready on arrival to avoid delays, since the Government Officials do not board the vessels by pilot ladder.

On arrival when pratique is requested, all vessels should fly International flag signal "Q", or show a yellow light during hours of darkness.

PILOTAGE: On arrival Puerto Miranda under Government Pilot's advice the vessel will be boarded by company Berthing Master, who will assist Master in docking vessel. He will also assist in undocking.

CHANNEL: Channel has a leading mark formed by the towers "P" and "M" and is marked by buoys.

(1) Incoming traffic bound for Puerto Miranda must leave the main channel between the buoys B–59 and B–61 towards the anchorage.
(2) Vessels coming from the Lake in ballast or to complete cargo at Puerto Miranda must leave the main channel when passing the buoy B–63 on their starboard side and proceed in the direction of Jetty 3 towards the anchorage.
(3) Vessels with draft up to 37 ft. 6 in. on leaving Puerto Miranda should enter the Main Channel by the buoyed exit channel marked by the buoys numbered AP–3, AP–2, AP–1 and B–57–B.
(4) Vessels with draft over 37 ft. 6 in. on leaving Puerto Miranda should navigate in the leading line Punta Gorda – Jetty 2 until buoy "P.M." (white flash) is passed and entered the main channel south of buoy B–63.

Once the ship is unmoored, the Berthing Master on duty at Puerto Miranda will emphasise to the official Pilots the route to be followed in each case.

MAX. SIZE: The maximum permissible draft is 39 ft. even keel, including the ship's sagging when taking the advantages of high water. Otherwise, draft must be in accordance with depth available at time of departure, which under no circumstances can be higher than 39 ft.

RADIO: Port Services Office equipped with radio-telephone installation operating on 24 hours basis, transmitting on following frequencies (simplex press to talk system).

		Int. Channel
Approach calling and safety	156·8 Mc/s	No. 16
CSV and other tankers port operations	156·6 ,,	No. 12
Emergency calling	2·182 kc/s.	

ARRIVAL ADVICE: Vessels equipped with radio-telephone installation operating on above frequencies are requested call Puerto Miranda about three hours before arrival at port. Calls made in Spanish language will be answered promptly, since there is always a Spanish-speaking clerk on duty. Calls in English will be answered by Berthing Master on duty, except when he is occupied, in which case the call should be repeated later on, as an alternative, the Master could ask Government Pilot to report in Spanish his vessel to Puerto Miranda. During hours of darkness all vessels must identify themselves on arrival, either by radio-telephone or Aldis lamp.

TUGS: Two 1600 h.p. motor-tugs will assist all vessels in docking and undocking and also one or two mooring launches will be standing by to take ropes.

BALLAST: Discharge of oil or water polluted by oil into lake waters is prohibited and will incur heavy fines and compensation to beach owners and fishermen for cleaning nets.

All dirty ballast must be discharged ashore. Clean ballast in cargo tanks may only be pumped overboard after prior consultation with Port Services Dept. Deballasting line pressure must not exceed 100 lb. p.s.i. Vessels equipped with a special separate and clean ballast system are to discharge their ballast into lake.

Ocean vessels should be ballasted on arrival E.M. Buoy for inward passage with minimum ballast necessary for safe handling, taking into consideration Article 31 of Maracaibo Pilotage Zone Regulations, which states all vessels entering lake Maracaibo shall have a trim of no more than 8 ft., to permit safe navigation through channels.

One of the major causes of contamination of crude oil is relatively small amount of salt water remaining in ships tanks, pumps and ballast lines after ballast discharge. This very small amount of salt, nevertheless, frequently results in costly damage and down-time to refining equipment, besides presenting many other processing problems. It is therefore requested that full co-operation of Master and officers be given to ensure that all ballast tanks and lines are stripped as dry as possible.

BERTHING:

Jetties/berths	*Maximum permissible Depth* MMOLW		*Draft*		*Length in feet*	*Type of vessel*
Jetty No. 2						
No. 1 (North Outer)	41′	0″	39′	0″	720	45.000
No. 2 (South Outer)	41′	0″	39′	0″	720	45.000
No. 3 (North Outer)	37′	6″	36′	6″	*575	23.000
No. 4 (South Outer)	33′	0″	32′	0″	†575	23.000
Jetty No. 3						
	40′	0″	38′	0″F		
	(o)41′	0″	39′	0″A	910	110.000
	40′	0″	38′	0″F		
No. 5 (Inshore North	(o)41′	0″	39′	0″A	850	83.000
Seaward)	41′	0″	39′	0″	810	73.000
	41′	0″	39′	0″	775	58.000
	41′	0″	39′	0″	755	51.000
	38′	0″	36′	0″F		
	(o)41′	0″	39′	0″A	910	110.000
	39′	0″	37′	0″F		
No. 6 (Inshore	(o)41′	0″	39′	0″A	850	83.000
South Seaward)	40′	0″	38′	0″F		
	41′	0″	39′	0″A	810	73.000
	41′	0″	39′	0″	775	58.000
	41′	0″	39′	0″	755	51.000

Under-Keel Clearance. Clearances recommended in still water conditions. Alongside under-keel clearance for ships up to 700 ft. OAL = 1 ft. Alongside under-keel clearance for ships over 700 ft. OAL = 2 ft.

* O.A.L. in Berth No. 3: This can be increased up to 620 ft. whenever vessels of Berth No. 1 have O.A.L. up to 665 ft.

† O.A.L. in Berth No. 4: This can be increased only for LPG's vessels up to 610 ft. if Berth No. 2 or 5 are empty when vessel arrives, then Berth No. 2 has to be temporarily restricted to vessels up to 665 ft. O.A.L.

(1) Nature of bottom soft mud, but near buoys VB–59 & VAP–1 is partly hard.
(2) Density of water at berths 997–1003.
(3) Density of water outer channel 1015–1025.
(4) Least depth in Exit Route for loaded vessels with draft up to 36 ft. 6 in. is 38 ft. 6 in. MMOLW.
(5) Least depth in Exit Route for loaded vessels with draft over 36 ft. 6 in. is 40 ft. 6 in. MMOLW.
(6) These alongside drafts are subject to reduction owing to depth in Exit channels.
(7) Recommended under keel clearance in exit channel 2 ft.

MOORING: Vessels are to be moored to satisfaction of Pier Master. A suitable gangway will be provided by shore installation. When it is out of order vessel's gangway has to be used, which will be notified on VHF telephone before arrival at E.M. buoy.

Vessels of any deadweight must secure with at least: *Forward:* Two headlines; four breasting ropes fibre or two wires of 1¼ in. diam. minimum each connected by a 2½ in. shackle to a 1½ in. diam. shore wire, plus one polypropylene line from jetty in berths 1, 2, 5 or 6; one spring. *Aft:* Two sternlines; four breasting ropes fibre or two wires of 1¼ in. diam. minimum each connected by a 2½ in. shackle to a 1¼ in. diam. shore wire plus one polypropylene line from jetty in berths 1, 2, 5 or 6; one spring.

When vessel are fitted with tension winches (forward and aft) the following ropes are required:

Forward: Two headlines; two wires from tension winches as breasting lines plus one polypropylene line from jetty in berths numbered 1, 2, 5 or 6; one spring. *Aft:* Two sternlines; two wires from tension winches as breasting lines plus one polypropylene line from jetty in berths numbered 1, 2, 5 or 6; one spring.

When vessels are nominated to load at berth 1 or 2 of Jetty 2 one extra headline and a second spring is required. Vessel's best ropes or wires should be used as breasting lines.

LOADING: Vessels should load in accordance with International Loadlines Regulations taking into account maximum permissible draft at this Terminal and also at Maracaibo bar channel.

The Captain of the Port requires that the load-line marks of all vessels using the port be clearly visible. If Harbour Authorities should refuse to pilot an out-going vessel due to being overloaded, Master will be held responsible for all delays, expenses, in connection with discharging any overloaded cargo and all further losses.

Vessels' maximum permitted loading rate should always be required. Maximum shore loading rate is 7.000 M.T. per hour, using two shore lines and four hoses.

Following ship's whistle signals should be used for loading: Two blasts = Stand by (15 minutes prior completion of cargo and or part cargo). One blast = Stop (2 minutes prior to complete cargo and or part cargo).

EMERGENCIES: In order to deal quickly and efficiently with any emergency during loading/deballasting operations, the following equipment is available:

(*a*) Control for quick closing of shore manifold valves. This is a red-painted hydraulic valve situated on the ship/shore gangway. In the event of a spillage aboard, this valve must be opened. Within ninety seconds the shore manifold valves will close against the loading pumps.

(*b*) Direct ship/shore telephone. This is a red telephone and in order to obtain instant communication with the loading supervisor in the Control Room it is only necessary to lift the receiver. An Alarm Bell will alert the supervisor and a light will advise him from which berth the call originated.

FUEL: Available ex wharf: Bunker "C", thin fuels from 200 to 3500 seconds Redwood 1 at 100 deg. F., and marine diesel. Delivery rate 400 and 80 tons respectively. Gas oil, F. oil and thin fuels may be supplied by barge ex Maracaibo delivered at anchor, at a maximum rate of 110 and 140 tons.

FRESH WATER: Available on all jetties with a loading rate between 20 and 30 tons per hour. This depends on number of vessels at the same time. Price: Bs 10.00 per M. Tons (approx.).

MEDICAL: Ship's personnel may visit local doctor on week-days between 0700 and 1130 hours, or 1400 and 1700. Outside these hours, or in cases which require special treatment, patients receive attention in Maracaibo. Written request for medical attendance, as well as a shore pass, is always required.

CUSTOMS: One opened packet of cigarettes allowed to be taken from vessel by each crew member when going ashore. Masters advised to strongly caution crew against attempted smuggling.

SHORE LEAVE: Not granted until shore passes are stamped and signed by Authorities. Passes must be shown to guards at gangway and gates. Crew members must be properly dressed (long trousers and shirt) before proceeding ashore. Master must collect all passes and return them to Agent before vessel's departure.

GENERAL: (*a*) *Tides:* In view of the available depth in the channels which allow navigation to all vessels up to about 47.000 DWT fully laden at all states of tide, permanent prediction tide tables for calculating the ship's sailing draft have been prepared by the Instituto Nacional de Canalizaciones (INC), and they will send on board ships of over 47.000 DWT when required.

(*b*) *Currents:* The tidal current (Lunar tide) at this port can at times be very strong and subject to changes. Usually outgoing tide runs for 7 to 8 hours against 4 to 5 hours for incoming tide. Direction approx. at right angles to jetty.

(*c*) *Movement of Passengers:* Embarkation or disembarkation of passengers through this port is not allowed by Venezuelan law, as this Terminal is only authorised by the Treasury Ministry (Ministerio de Hacienda) exclusively for exporting crude oil.

(*d*) *Short Dispatch Procedure:* This procedure is available for ships loading cargoes consigned to Shell Companies.

(*e*) *Failure to rejoin vessel:* If any member of crew is not aboard at sailing time, Authorities will not clear vessel although permission may be given to proceed to anchorage if the berth is required. If sailing permission is granted, Master is required to sign letter accepting all costs in connection with missing crew member to be for Owner's account.

(*f*) *Launch Service.* A charge of Bs. 250.00 will be made for a round trip to Maracaibo, but launches are only available on written request by Master. Masters who have to go on business to Maracaibo (Agency or Consulates) can make use of public service launches.

(*g*) Proceeding to Cardon: Vessels proceeding to Cardon to load or to take bunkers, are required to have ready on arrival Cardon:

4 Lists of Deck and Engine Stores and Spares.
4 Lists of Stewards Stores.
6 Lists of Personal Effects.
6 Crew Lists.

In order to prevent delays it is imperative that these documents are presented to the port officials when they board to clear the vessel.

(*h*) *Loading for Curacao:* Unless Master requests otherwise, arrangements will be made for Government Pilot to board ship one hour after vessel has signalled "stand-by".

(*i*) *Guards:* Custom Guards (Guardia Nacional) will be posted on all vessels and Masters are reminded that these guards must be accommodated and treated in the same manner as ships' officers. Non-compliance entails not only a fine but will result in delays in clearance and cargo operations.

(*j*) *Visitors:* Only persons on business allowed on piers. Visitors, as guests of Master, allowed board vessels provided a written and signed request presented by Master to Port Services Department. Further particulars covering procedure for obtaining permits for visitors can be obtained from Port Services Office.

(*k*) *Cables and mail:* Crew mail list forms put on board all vessels when entering Puerto Miranda. Crew's private mail accepted for posting provided all letters bear the sender's name and a list in duplicate is prepared showing addresses and sender. One copy of list will be forwarded to Master showing individual charges. Cables can be dispatched at all times.

(*l*) *Norwegian Government Seamen Service:* A field representative of the above service is stationed at Puerto Miranda providing Norwegian and Swedish film exchange and other usual services.

(*m*) *Charts – Nautical publications:* On arrival of each tanker the Agency Representative will furnish a set of lake charts if required. No supplies of U.S. Hydrographic or British Admiralty charts or Sailing Directions, Nautical Almanac, etc., are available at this port.

(*n*) *American Crew List:* Vessels sailing for U.S. ports requested have American Crew List ready on arrival, so it can be forwarded to U.S. Consulate without delay.

(*o*) *Films Exchange:* Films may be exchanged at this Terminal.

(*p*) *Fire Alarm:* Each Friday morning at 1000 hours there will be a test of fire alarms including sirens at the wharves. Before the test will be a warning message in English and Spanish.

(*q*) *Cash Advances.* Local currency is Venezuelan Bolivar and cash advances are made only in this currency. It is requested that any requirement for cash advances be included in vessel's ETA radio, to permit delivery on board on arrival.

REGULATIONS: Following regulations should be strictly observed by Masters of vessels alongside jetties. Non-compliance with these instructions entails not only a fine but delays in cargo operations.

Use of rafts for painting the ship's sides is strictly prohibited.

Lifeboats should not be lowered without the special permission of the Government Port Captaincy (obtainable on request).

Swimming in the harbour is strictly prohibited.

Waste water sanitary or other must not be discharged on jetty.

It is strictly prohibited to paint ship's name or others on jetties. When this occurs the vessel will be charged for the cleaning.

Painting in ships alongside is strictly prohibited.

Before commencing loading, all dock scuppers should be securely plugged.

It is necessary to keep a close and constant watch on moorings and to adjust when necessary. When adjusting, call for assistance of harbour tugs before slackening off any mooring lines.

TELEPHONES:

Head Port Services Operations Office 228 during day.
Head PRDP Operations Office 222/310/323 during day.
Operation Supervisor (PRDP) Office 353/343/350 during day and night.
Berthing Master Office 238 during day and night.
Ship's Services Office 338/275 during day and night.
Dispatch Clerk Office 274 during day and night.
Wharf Supervisor (SP-2) Office 244 during day and night.

Jetty No. 2	*Berth*	*Tankers*	*Wharf Master*
	1	213	214
	2	223	224
	3	233	234
	4	243	244
Jetty No. 3	5	253	254
	6	263	264

AUTHORITIES: Jetties Gate 374, Main Gate 364, Policlinic 348, National Guard 276, Customs Officer 268, Port Captaincy 271

AGENT: Compañia Shell de Venezuela, Ltd. Port Services Department, Estado Zulia – Venezuela.

Section F

PUNTA DE PALMAS: 10.26 N. 71.38 W.

(N.B. For important details of Documentation, Pilotage etc., see "Maracaibo Lake".)

OPERATORS: Venezuelan Sun Oil Co. Punta de Palmas Terminal is jointly owned by Venezuelan Sun Oil Company, as Terminal Operator; and Venezuelan Atlantic Refining Company, Texaco-Seaboard, Inc., Pan American Venezuela Oil Company, Signal Oil & Gas of Venezuela, Sohio Venezuela Company, Pure Oil Company of Venezuela, Inc., Hancock Venezuela Oil Company, Phillips Petroleum Company, Ashland Oil & Refining Co., El Paso Venezuela Company, Sunray DX Oil Company, Triangle Refineries Inc., Venezuelan Canadian Oils, C.A., Venezuelan Pacific Petroleum, C.A., and Murphy Oil Venezolano, S.A., as non-operators.

LOCATION: The terminal is located at Punta de Palmas del Sur, approximately 13 miles South of the port of Maracaibo on the West shore of Lake Maracaibo. The terminal proper may be identified by a 300 ft. radio tower, having two small red lights 200 ft. from base, and one large red light on top of tower. The top light flashes every two seconds.

CARGO DOCUMENTS: Vessel's clearance and cargo papers will be delivered to the Master on arrival in Maracaibo Harbour outbound. Venezuelan Sun will accept no responsibility for delay in clearing a vessel due to unavailability of personnel from offices of the Port Authorities.

CHANNEL: The channel between Punta Palmas and Maracaibo is 10 miles long with a minimum width of 244 m. and a maximum width of 305 m. Depth 45 ft.

LAKE PILOT: A government Pilot will assist each vessel from Maracaibo to Punta de Palmas, and on the outbound trip to Maracaibo. The government Pilot will also assist in the mooring and unmooring operations. The ship's Agent will inform the Master of each vessel, as well as the government Pilot, the mooring scheduled for berthing.

MAX. SIZE: The maximum permissible fresh water draft in Mooring No. 2 is 38 ft. 6 in. and the maximum length vessel this mooring will accommodate, is 835 ft. in length. Vessels exceeding 785 ft. in length must be equipped with two bow and two stern tension deck winches with sufficient wire rope to run a line to each of the bow and stern buoys.

The maximum permissible fresh water draft in Mooring No. 1 is 38 ft. and the maximum length vessel this mooring will accommodate is also 835 ft. in length. Deeper water exists to North-west of both moorings.

RADIO: When vessel departs from its last port bound for Punta de Palmas Terminal, the date of departure and best ETA Maracaibo should be cabled to Venezuelan Sun Oil Company in Maracaibo. At least 48 hours before arrival at pilot station the ETA should be sent by cable to Venezuelan Sun Oil Company. Vessel's nationality, Venezuelan net tonnage (if available, otherwise registered tonnage), last port, Master's name and all requirements (fuel, water, etc.) should be included in cable. The cable address for the company is "Sunoil Maracaibo". As the cable office in Maracaibo is not able to communicate directly with vessels at sea, messages to Sunoil Maracaibo, should be routed via PJC Curacao, and prefix the message "Via AAC" (All American Cables and Radio).

MEDICAL: Emergency cases only will be transported to Maracaibo for medical treatment.

BALLAST: Since there are no disposal facilities for dirty ballast at Punta de Palmas Terminal, it is imperative that vessels arrive with clean ballast as Venezuelan laws are very strict regarding contamination of lake water.

TUGS: Tug service consisting of two tugs of not less than 1600 h.p. each is provided by the terminal operator for all vessels. Both tugs will assist all vessels in mooring and unmooring operations. Should it be deemed necessary by the terminal operator to require a tug in addition to the two terminal tugs for mooring or unmooring vessels exceeding 750 ft. in length, charges for this additional service will be for the account of vessel.

MOORING: moorings are designed as No. 1 and No. 2 and are located approximately $5\frac{1}{2}$ miles off shore from the Terminal and approximately $1\frac{1}{4}$ miles due West of channel buoy B–95 and B–96 on the Maracaibo ship channel.

Mooring No. 2 is located North-east of Mooring No. 1 and is further off shore. Mooring No. 2 is equipped with two bow buoys, two stern buoys, and a starboard stern breasting piling with cable.

All vessels planning to moor in either Mooring No. 1 or Mooring No. 2 shall be equipped with mooring hawsers of sufficient length and strength to run two lines to each of the bow and stern buoys and shall use such equipment while in moorings. Vessels equipped with tension winches and cables shall utilise these in addition to mooring hawsers or alone if vessel has sufficient cables to meet minimum requirements of running two cables to each bow and stern buoy. For added security of those vessels not equipped with tension winches and/or cables, one steel cable will be furnished on each of the bow and stern buoys by Venezuelan Sun Oil Company. It should be recognised by all parties, that while use of these cables is strongly recommended, Venezuelan Sun Oil Company accepts no responsibilities for loss or damage to any vessel or to any facility or to any person that may result from failure of this equipment. Two carpenter stoppers are available with each mooring for handling the steel safety cables and their use is also recommended.

Vessels in excess of 750 ft. length are required to moor in Mooring No. 2 and must use their starboard bow anchor for mooring and starboard stern breasting cable furnished in this mooring.

For convenience and safety of all personnel boarding or unboarding while at Punta de Palmas, it is recommended that vessel's accommodation ladder be rigged on port side, this being lee side under prevailing weather conditions in this area. The ladder should be suspended after mooring master boards and during mooring operations to avoid being fouled by mooring tugs or launches.

Venezuelan Sun Oil Company's mooring master will board each vessel prior to entering mooring to establish radio contact between ship and tie-up launch as well as with terminal office. The Venezuelan Sun Oil Company's mooring master will assist in mooring and unmooring operations. It should be understood that mooring master acts only in an advisory capacity to the Master. The vessel's Master retains full responsibility at all times. Venezuelan Sun Oil Company assumes no responsibility in connection with any acts or advice given by the mooring master.

The tie-up launch will handle all mooring or pick-up lines before and after loading. Tug service is on call 24 hours per day from the main terminal harbour. The Venezuelan Sun Oil Company tie-up crew will assist the ship's crew in lifting and connecting the cargo hoses and in removing same on completion of loading. The approximate lift required to haul cargo hoses into connecting position is 4 tons. The tie-up launch will carry connections and other equipment to facilitate hose connecting, which will be at the disposal of ship's crew, if required.

LOADING: Cargo hose position, supports, and connections must be to satisfaction of ship's personnel in charge. Upon approval from ship's personnel in charge of loading, cargo hose valves may be opened to test cargo hose connections for leaks and to commence loading.

The responsibility for and custody of cargo passes to ship's personnel when cargo reaches the connection owned by ship.

The minimum loading rate is 4,000 B.P.H. and then only when starting to load or when slowing down to trim vessel at completion of loading. The maximum loading rate to be expected under normal conditions is 15,000 B.P.H.

Under normal operation conditions it may be necessary to displace terminal sea line as cargo loading is completed. This will require ship's personnel in charge of loading to advise terminal representative when cargo is short by an amount equal to the sea-line displacement.

The sea line displacement is a *set* amount and should *not* be cut short or exceeded. Therefore, when displacements are to be made, the cargo should be carefully planned by ship and terminal personnel to eliminate the possibility of either cutting the displacement short or short loadings of cargoes.

The mooring master will be equipped with charts and drawings of both sea moorings and will make these, as well as advice, available to Captain, if so requested. The mooring master will also be available to inspect ship's tanks as required, and will act as a liaison between the ship's Captain and the Agent or Punta de Palmas Terminal to transmit any information pertinent to the ship. This person should be furnished with food and accommodation fitting a ship's officer.

FUEL: Heavy and medium marine diesel, intermediate fuel, and bunker "C" fuel oil available. Lubricating oils also available.

FRESH WATER: Available from local contractors with barges.

STORES: Fresh and dry provisions procurable through ship chandlers in Maracaibo for delivery at the terminal.

REPAIRS: No repair facilities are available, but when required, personnel from shops in Maracaibo, will travel to Punta de Palmas to effect repairs.

SHORE LEAVE: Launch service for business purposes and emergencies is readily available. Launch service for shore leave can be arranged through contract marine service and will be responsibility of ship's personnel. Arrangements for shore leave transportation can be made through loading master on board.

CUSTOMS: All vessels entering from foreign ports and bound for Punta de Palmas Terminal are required to anchor in Maracaibo harbour for formal customs clearance and visit of government port authorities prior to proceeding to destination.

The vessel's accommodation ladder should be rigged prior to the vessel's arrival at Maracaibo. A member of the National Guard will board each vessel at Punta de Palmas to observe all activities connected with loading or unloading operations. This official is authorised as the customs representative, and is referred to as Customs Watch. Food and accommodation similar to officers should be made available to him by vessel in order to avoid difficulties.

CONSULS: See "Maracaibo".

GENERAL:

(*a*) *Oil spillages:* There has been considerable discussion in Venezuela concerning oil spillages resulting in contamination of Lake Maracaibo, to the extent that a special commission has been formed by the oil companies in order to collaborate with government officials in combating and eliminating oil spillages. In addition, considerable pressure has been exerted by governmental agencies and commercial organisations to eliminate oil spillages in lake water. Venezuelan Sun is making every effort to prevent contamination of Lake Maracaibo because, if this is not done, stronger measures will be taken by government officials.

Because of the above, it is strongly recommended that Masters emphasise to the officers on deck to endeavour avoid spillages all possible and to make certain that the scupper plugs are installed prior commencement of loading operations in order to withhold on deck any spillage that might occur.

(*b*) *Mail:* Outgoing mail for ship's account may be given to the Agent's representative who boards vessel on arrival at Maracaibo inbound. Personal mail will be accepted only if carrying the correct amount of Venezuelan postage, or if postage is authorised by master for the vessel's account.

(*c*) *Classification Societies:* American Bureau and Lloyd's Register have Agents in Maracaibo. Surveyors are available by appointment from any of these agents.

(*d*) *Currency:* The Venezuelan unit of currency is the Bolivar (Bs) and is the only currency recognised as legal tender within the country. Masters desiring a cash advance should make the request when advising ETA. Payment of all invoices for disbursements shall be made in Bolivars to the Venezuelan Sun's Maracaibo office, unless other instructions are given.

AUTHORITY: Venezuelan Sun Oil Company, Calle 77 No. 10–26 Apartado 663, Maracaibo. Telex: 61126.

AGENCY: Effective June 1, 1970 Venezuelan Sun Oil Company ceased acting as Agent for all tankers calling at this Port and requested closer co-ordination between the Master, vessel's Agent and the loading terminal to instruct the Master of each vessel to cable direct to "Sunoil" Maracaibo advising the ship's ETA at Maracaibo Harbour and the name of the vessel's Agent.

AGENT: Head Office. (Direction and Control), Brokers, chartering and tramp agents, Victor H. Selinger, PO Box 1632, Caracas, Venezuela. Cables: "Seltank". Tel. 81.25.28–81.86.38–81.28.78. Telex: 22859.

Local Office. PO Box 496, Maracaibo. Tel. (061) 24960, (061) 24962. Cables: "Seltank".

ORINOCO RIVER: 08.36 N. 60.25 W.

General information, followed by:

Section A – MATANZAS
Section B – PALUA
Section C – PUERTO ORDAZ (Orinoco Mining)
Section D – PUNTA CUCHILLO
(Phillips Petroleum Terminal)

ESSENTIAL REQUIREMENTS:

1. As early as possible, advise Puerto Ordaz Radio Station, call letters YVM, giving ETA at Buoy EO of North (natural) channel, or at Buoy 0.1 of South (dredged) channel.
2. Twenty-four hours prior to arrival, send another ETA to YVM.
3. Upon arival, depending on whether Master intends to enter Orinoco waterway through North or South channel, adhere to following procedure:

(*a*) *North Channel.* Notify Port Captain, Ciudad Bolívar, via YVM, of time of arrival at Buoy EO and give ETA at Beacon G7 (mile 27·7).

(*b*) *South Channel*. Request permission to enter from Port Captain, Ciudad Bolívar, via YVM. *Do not enter* until notified by YVM that Port Captain has granted permission; while awaiting, lay to or anchor at least 1 mile outside of Buoy 0.1.

4. While navigating waterway, inbound or outbound, report position to YVM hourly on the hour.
5. No Pilot required nor available for navigation along North or South channel at the Boca Grande of the Orinoco River.
6. The International Rules for Preventing Collisions at Sea apply outside of Beacon G7, mile 27·7.
7. Given the case of two vessels navigating North and South channel respectively, the one navigating South channel is the privileged vessel.
8. Anchoring either in North or South channels is forbidden.
9. Throughout Orinoco waterway, the down-bound loaded vessel is the privileged vessel.
10. It is compulsory to fly Venezuelan ensign inside of Buoy EO or Buoy 0.1.
11. Vessels can only carry clean ballast within Orinoco Waterway
12. Pilotage compulsory within Pilotage Zone No. 1 of the Orinoco Pilots board at outer boundary of said pilotage zone. in upstreamward vicinities of Beacon G7.
13. Regulations for the Pilotage Zone No. 1 of the Orinoco apply inside of Beacon G7.

APPROACHES: (Also see "Radio" – paragraphs (*b*) and (*c*)).

1. *The Waterway*

A Radio Direction Finder, located at Lat. 8° 31′ 45″ N., Long. 60° 28′ 28″ W., transmits following signal continuously: YV – AYV. The transmitter has an output of 500 watts with a range of about 200 miles and operates on a frequency of 305 kc/s. While navigating the waterway, ships should favour the shore on their starboard side to the extent possible, giving preference of manoeuvre to loaded vessels in all cases. Ships navigating upstreamward (inbound), upon approaching narrow channels should await the passing and give way to downbound vessels. It follows, therefore, that downbound loaded vessels are the privileged vessels.

2. *The Boca Grande (Barima Bar) Channels*

There are two navigable channels across the Boca Grande (Barima Bar), identified as follows: North channel (or natural channel), and South channel (or dredged channel). The two channels have converging courses and meet at mile 27·7 in the vicinity of Beacon G7. Vessels navigating the South channel are privileged, regardless of the direction in which they travel.

(*a*) *The North (Natural) Channel*

This channel has a minimum depth of 12 ft., referred to Mean Low Water. The approach from the sea is marked by a battery-operated electric flashing black buoy, identified with the letters EO. This buoy is located in 46 ft. of water at Lat. 9° 00′ 10″ N., Long. 60° 18′ 20″ W. Its characteristics are: colour of light, white; flash, 1.0 seconds; eclipse, 6.0 seconds; height above water, 10·7 ft., visibility, 7 miles. From seabuoy EO, the channel develops for 7.3 miles to Buoy EOA on a course of 213° 40′ true, then for 2·8 miles to Buoy EOB on a course of 198° 57′ true. From this point the channel follows an approximate straight course of about 205° true for a distance of 17 miles to Beacon G7. Starting from EOB distances between successive navigation aids are as follows: G1 at 1·9 miles; G1A at 1·5 miles; G3 at 2·1 miles; G3A at 2·3 miles; G5 at 3 miles; EL 24 at 2·6 miles; G7 at 3·7 miles. All navigation aids are black buoys fitted with white lights, except Beacon G7 and EL 24 which is a range structure indicating the West side limit alignment of the South (dredged) channel. This structure has been fitted with a white flashing light to mark the North (natural) channel.

(*b*) *The South (Dredged) Channel*

The South channel is a 400 ft. wide dredged channel. Depths therein accommodate the maximum draft authorised by the Port Captain. The approach from the sea is marked by a battery-operated electric flashing black buoy, identified with the number 0.1. This buoy is located in 45 ft. of water at Lat. 8° 55′ 52″ N., Long. 60° 11′ 17″ W. Its characteristics are: colour of light, white; flash, 0.5 seconds; eclipse, 11.5 seconds; height above water, 25 ft.; visibility, 11 miles. From seabuoy 0.1, the channel develops along four different courses over a total distance of 27·7 miles to Beacon G7. The course reduces by about 7° true at each of three turning points, located at miles 9, 15 and 21 respectively. The initial course of 234° 18′ true continues to mile 9 where it changes to 227° 07′ true. Upon reaching mile 15, the course again changes to 219° 51′ true to mile 21. At mile 21, the course changes to 212° 45′ true to Beacon G7 at mile 27·7. The centreline of the channel on all courses is visually marked by range structures fitted with green flashing, directionally beamed lights. The West (right ascending) side limit of the channel through mile 21 is also visually marked by range structures fitted with amber flashing, directionally beamed lights; the alignment given by the side ranges develops 200 ft. to the West and parallel to the centreline of the channel. Battery operated electric flashing navigation aids are located along both sides of the channel. All navigation aids along the East (left ascending side of the channel are located 325 ft. from centreline or 125 ft. outside of the channel lateral limit. White flashing navigation aids are located at one mile intervals through mile 25·1; all aids along this side are black buoys, except beacons 8.1, 9.1, 14.1, 15.1, 20.1, 21.1, 22.1, 23.1, 24.1, 25.1, 27.1 and 27.7 (G7). All navigation aids along the West (right ascending) side of the channel are located 200 ft. from centreline or on the exact lateral limit of the channel. Red flashing buoys painted red are located at one mile intervals from mile 1·6 to mile 11·6. From mile 11·6 to mile 27·7, there are only two aids; red buoys 13.6 and 26.0.

3. *The River Channel*

From mile 27·7, the navigable channel develops upstream. The river channel is generally deep and wide, except for the following 12 reaches which require periodic dredging: miles 27·7 to 36·5; miles 37·3 to 38·6; miles 53·1 to 54·2; miles 99·0 to 106·5; miles 109·1 to 111·0; miles 131·7 to 131·9; miles 136·6 to 139·0; miles 141·2 to 145·8; miles 146·2 to 149·4; miles 167·6 to 170·8; miles 178·4 to 182·4; miles 183·5 to 184·1. Dredged channels are normally 300 ft. in width, but occasionally can be restricted to a minimum of 250 ft. The depth maintained therein can accommodate the maximum draft authorised by the Port Captain. By notice to Mariners, the Port Captain has instructed all Masters and Pilots to reduce speed and to proceed with caution while navigating the aforesaid reaches, especially during the low water season.

4. *River Stages*

In response to the cycle of wet and dry seasons, the flow of the Orinoco River follows a relatively regular pattern of rise and fall each year. The river normally begins rising in later March or early April and continues to rise until it peaks at crest in late August. In September, the river begins a fairly steady recession until the extreme low-water stage is reached, generally in March. The amplitude of stage variation above the low water plane of reference (0.0 ft.) at Palúa (Mile 181·7) averages about 35 ft. with minimum variations of 31 ft. and maximum variations of 39 ft. The effects of the flood rise decrease progressively below Palúa and practically vanish in the upstreamward vicinities of the Boca Grande.

5. *Tides and Currents*

(*a*) The indicated mean tidal range is 5.4 ft. Tidal influence is not experienced above mile 60 during high river stages. At low river stages, a tidal effect can be observed throughout the waterway, although it progressively diminishes, moving upstreamward. However, the tidal effect is still significant at Puerto Ordaz, mile 184, where a maximum semidiurnal change of 1.7 ft. has been recorded.

(*b*) The strength of river currents is generally commensurate with flow, the strongest currents occurring at high river stages. The velocity of currents at any one time generally decreases moving downstreamward. However, in certain locations, this pattern is affected by particular characteristics of river width and shape as well as by bottom gradient. Maximum velocities of about 6 knots have been recorded.

6. *Navigation Aids*

(*a*) The navigation aids installed along the waterway consist of buoys, beacon and ranges. All aids are lighted. Identification is provided by means of numbers representing the approximate mileage of each aid, to the nearest one-tenth of a mile. The last digit of numbers identifying white lighted aids is odd, while the last digit of numbers identifying red lighted aids is even. White lighted aids mark the left ascending limit of the navigable channel, while red lighted aids mark the right ascending limit. Aids are placed as to be intervisible, to the extent that – when abreast of any one aid – the preceeding and the following ones can be sighted. Consecutive aids always carry different light characteristics. Buoys are normally placed on the exact lateral limit of the channel (except for black buoys along the South channel at the Boca Grande); beacons, instead, are located at variable distances outside of the channel.

(*b*) During the execution of dredging along any of the reaches which require periodic maintenance, buoys are generally moved 100 ft. outside of the channel lateral limits. This information is made available to ships by YVM.

(*c*) The Ministerio de Comunicaciones, Dirección de Marina Mercante, publishes semi-annually a complete list of navigation aids. Monthly lists of changes are also published so that the complete current list can be maintained up to date.

(*d*) Upon encountering damaged, inoperative, or misplaced navigation aids, vessels should immediately notify YVM.

(*e*) Vessels are forbidden to make fast to any navigation aid.

7. *Dredging Aids*

Range structures, generally located close to shore or over the bank, are normally used to mark the lateral alignments of the channel along the reaches which require periodic dredging. These ranges are generally fitted with amber flashing, directionally beamed lights. The lights are extinguished except during execution of dredging. Dredging ranges *are not* to be used for navigation.

8. *Navigation Charts*

Navigation charts of the Orinoco Waterway should be aboard vessels for use by the Master. These charts are sold by the Instituto Nacional de Canalizaciones and are also available for purchase from the Orinoco Mining Company. If requested, the Orinoco Mining Company will, if possible, arrange to make the charts and latest revisions available through the Pilot who boards at Punta Barima, provided such request is received by radio (YVM) at least 48 hours in advance of the Pilot's boarding. A set of navigation charts, corrected to latest revisions, is maintained in the office of the Traffic and Ships' Agency of the Orinoco Mining Company in Puerto Ordaz. Masters may use this facility to keep their charts up to date.

DOCUMENTS: (Clearance, documentation and other requirements).

1. *Consignment of Inbound Vessels*

The official documents of all vessels proceeding to Puerto Ordaz should show the following consignment: to: Orinoco Mining Company, Ciudad Bolívar, Zona de Puerto Ordaz. The proper consignment of vessels proceeding to Palua, on official documents, is as follows: Iron Mines Company of Venezuela, Ciudad Bolívar, Zona de San Felix.

2. *Customs Requirements*

Vessels bound for Venezuela in ballast, without passengers, from

foreign ports outside the West Indies or Guianas, require the following documentation:

(a) Vessels must have a ballast despatch statement (Certificado de Lastre) which must consist of a note from the Venezuelan Consul, if such Consul is present at the port of departure; otherwise, in descending order of desirability, from the Consul of another friendly nation, the local Chamber of Commerce or two reputable merchants of the port of departure. The note should include the name and nationality of the vessel, name of the Captain, registration number of the vessel and tonnage, sailing date and assertion that the vessel is en route in ballast, cargo, or with passengers. The note should be given to the Captain of the vessel or his Agent in an open envelope, which the Captain can exhibit in intermediate Venezuelan ports of call and can turn over to Customs authorities in the Venezuelan ports of destination. Under no circumstances may the ballast despatch statement be signed by an Agency of the government of the country from which the vessel is departing.

(b) The vessel must have a clearance certificate (Certificade de Zarpe) or sailing authorisation issued by the Customs authorities of the port of departure, representing the government of the country the vessel is departing from. No consular certification need be placed upon this document.

(c) Stores List (Lista de Rancho) signed by Master unless vessel is dispatched from the West Indies or Guianas, then the stores list must be visaed by the Venezuelan Consul at port of departure. Stores list must indicate separately all deck, engine and cabin stores. These lists may be prepared on board prior to arrival.

(d) Spare Parts List (Lista de Repuestos). It must contain a note of all the spare parts and objects for the service of the vessel, including fuel. No consular certification required. To be signed by the Master and to be current as of the day of entering the Venezuelan port.

(e) List of Effects for use of Captain and Crewmen (Lista de efectos personales de la dotacion). No consular certification required. To be signed by the Master and to be current as of the day of entering the Venezuelan port. The Customs are very strict and will confiscate any article that appears new.

3. *Health, Immigration, and Police Requirements*

Vessels bound for Venezuela in ballast, without passengers, from foreign ports outside the West Indies or Guianas, require following documentation:

(a) Current individual International Vaccination Certificates for each member of the crew.

(b) Rat Eradication Exemption Certificate. No consular certification required.

(c) Crew Lists (original and seven copies). No consular certification required.

(d) Panama or Suez Canal or any comparable type measurement certificate.

Contraband: The Venezuelan law is very strict on this subject. It cannot be emphasised too strongly that all new articles, clothing, cigarettes, liquor, etc., must be declared and sealed-up upon arrival.

Meals for Pilots and government officials. It is requested these men be granted the privilege of eating in the officers' dining salon.

N.B. Masters of vessels calling at Trinidad for bunkers before proceeding to Venezuela must also have the documents stamped by the Venezuelan Consulate at Port of Spain.

PILOTAGE: In order to expedite the movement of shipping in the waterways, Masters are requested to establish contact with YVM station as soon as possible, giving ETA pilot station at Barima (Orinoco River entrance). At the same time a radio-telegraph message must be sent to Agents giving ETA Barima and cargo required. When vessel is 24 hours from pilot station, send another ETA via YVM.

After reporting the ETA in advance of arrival, try to contact directly, by radio, the Estacion de Pilotos when the ship approaches the sea-buoy of the bar entrance (about two hours before arrival at the pilot station).

After taking the Pilots aboard, report to Radio Marina and continue giving the ship's position according to the mile, up-river, at exactly every hour on the hour, and receive from Radio Marina the pertinent information concerning the traffic in the river waterway. If no communication can be established by voice radio aboard, comply by radio-telegraph by way of the YVM station.

Pilots are employees of the Venezuelan Government and act in an advisory capacity. The Master retains responsibility for the ship at all times.

(1) Pilotage is not required and Pilots are not available for navigation outside the pilotage zone. Masters will take charge of inbound and outbound navigation on the North or South channel outside Beacon G7 at the Boca Grande, without Pilot's assistance.

(2) Pilotage is mandatory within the Pilotage Zone No. 1 of the Orinoco. Inbound vessels will embark the government River Pilot in the upstreamward vicinities of Beacon G7. It is important that vessels pass Beacon G7 and be in sight of the pilot station at Barima in order to avoid any delay, as Pilots may not proceed until vessel is sighted. The government River Pilot will pilot the vessel while navigating the waterway; a special government Docking Pilot will generally take the vessel into and out of the Puerto Ordaz harbour.

Signals

(1) All signals used outside of the pilotage zone (that is to say, seaward of Beacon G7 – mile 27·7) shall conform to the International Rules for Prevention of Collisions at Sea.

(2) Within the pilotage zone (that is to say, inside of Beacon G7 – mile 27·7) the signals used shall be in accordance with the "Regulations for the Pilotage Zone No. 1 of the Orinoco". It should be noted that these signals are peculiar to the Orinoco Waterway, and are not necessarily in conformance with the International Rules.

(3) Within the pilotage zone, special signals are used for passing dredges at work along the waterway.

Speed

The Captain of the Port has the authority to impose speed restrictions. By means of "Notices to Mariners", the Port Captain has ordered that all vessels reduce speed while navigating by the following locations: San Felix Dock, mile 179·8; El Toro, miles 95·4 to 96·6. It is recommended that speed be also reduced while navigating by the Palúa Dock (mile 181·8), Barrancas (mile 143·2), and Curiapo (mile 60·4). At the inception of the low water season each year (generally in early January), the Port Captain has in the past issued a "Notice to Mariners" instructing all vessels to reduce speed and proceed with caution while navigating the following river reaches: (1) miles 184 to 178, (2) miles 171 to 167, (3) miles 150 to 141, (4) miles 140 to 137, (5) miles 133 to 131, (6) miles 112 to 109, (7) miles 106 to 98, (8) miles 55 to 53, (9) miles 39 to 36

ANCHORAGES:

(1) No ships are permitted to anchor either in the North or South channel at the Boca Grande. Vessels are to anchor at least one mile outside of Buoy EO or Buoy 0.1.

(2) Within the pilotage zone, no vessel is allowed to anchor in narrow channels, nor close to a turn.

(3) Between Beacon G7 – mile 27.7 and mile 137, vessels which need anchoring may do so by coming as close as possible to shore on the ship's starboard side.

(4) Between mile 137 and mile 184, the Pilotage Regulations provide for three permanent anchorages and one seasonal anchorage, as follows: Area No. 5 (permanent): miles 139.3 to 140.4. Area No. 6 (permanent): miles 150.1 to 151.7. Area No. 7 (permanent): miles 178.0 to 179.0. Area No. 8 (seasonal): at the junction of the Caroní and the Orinoco. It should be observed that Area No. 7, as determined in the Pilotage Regulations, partially encroaches on the narrow (dredged) channel and on shore. Vessels are to anchor in the naturally deep and wide part of the area.

(5) The low-water anchorage (for one ship only) previously established by the Port Captain between miles 182 and 183 is no longer in use. This area is currently used as the turning basin for vessels exiting the Palúa channel, upon sailing from the new Palúa dock at mile 181.8.

(6) If due to emergency a ship is required to anchor in places other than the designated areas, it may do so in such a way as not to obstruct the channel and by taking the necessary precautions to avoid swinging around.

(7) Upon anchoring, vessels should notify YVM.

MAX. SIZE:

1. *Maximum Permissible Draft*

The Port Captain of Ciudad Bolívar can establish the permissible draft for the Orinoco Waterway, to a maximum of 40 ft.

2. *Controlling Depths and Authorised Draft*

The draft authorised by the Port Captain for the Orinoco Waterway is made public by means of a "Daily Bulletin of Depths and Draft" (Boletín Diario de Profundidades y Calado). Each daily bulletin issued by the Port Captain carries the following information, in Spanish and English:

(a) Controlling (minimum) depth between miles 184 and 133, and corresponding location.

(b) Controlling (minimum) depth between miles 133 and 42, and corresponding location.

(c) Controlling (minimum) depth between miles 42 and 0, and corresponding location.

(d) Predicted high tides (heights and times) at mile 13.5.

(e) River stage (height of river level above low water plane) at Puerto Ordaz and Palúa.

(f) Authorised draft, in feet and inches.

The controlling depths given for locations comprised between miles 184 and 42 are actual depths, and reflect depth conditions as of the date of the bulletin. The controlling depth given for locations comprised between miles 42 and 0 is referred to mean low water springs and does not include the height of tide at high water.

The authorised draft may be predicated either on the controlling depth existent between miles 184 and 42 or between miles 42 and 0, dependent upon whichever is the least.

When the controlling depth between miles 184 and 42 is the significant factor, the permitted draft authorised is at least 2 ft. less than the controlling depth in this sector.

When the controlling depth between miles 42 and 0 is the significant factor, the permitted draft authorised is generally less than the mean low water springs controlling depth but occasionally can be equal to the mean low water springs controlling depth.

Whenever the MLWS controlling depth existing between miles 42 and 0 does not provide sufficient clearance under the keel of the vessel at low water, the Master is expected to navigate by the site where the controlling depth is located only at times when the height of tide will assure a safe passage.

3. *Variations in Authorised Draft*

(a) The authorised draft is generally increased or decreased by multiples of six inches.

(b) Throughout the year, the authorised draft is susceptible to variations, according to the conditions of depth and witdth existing in the channel at any one time. On the basis of average river stages, it is estimated that the authorised draft should not be less

than 31 ft. at extreme low river stage; the maximum permissible draft possible at high river stage is 40 ft.

(c) Although variations may possibly occur on a day-by-day basis, the broad pattern of change in authorised drafts should closely follow the seasonal change in river stage; that is to say, that when the stage is increasing the draft should also increase, and that when the stage is decreasing the draft should also decrease.

HEALTH: Radio pratique may be obtained by sending a message, after picking up Pilot, to the Port Health Officer, advising that there is no sickness on board, name of last port, ETA, number of crew and nationality of vessel and name and nationality of Master.

RADIO:

(a) *Communications:* Communications are generally handled through the radio-telegraph station at Puerto Ordaz, call letter YVM. This station is operated on a 24 hour basis. The operating frequencies are: 440 kc/s; 472 kc/s; 4322 kc/s; 6505.5 kc/s; 8722 kc/s. The GMT – CQ times and frequencies are: 0900 hours, 4322 kc/s; 1200 hours 6505.5 kc/s; 1430 hours 8722 kc/s; 2000 hours 8722 kc/s; 0030 hours 8722 kc/s; 0300 hours 4322 kc/s.

There is no charge for messages from ship to shore or from shore to ship handled directly through YVM. A VHF frequency modulated radio system provides voice communications along the Orinoco Waterway. Master sets for the system are installed in the Puerto Ordaz radio-telegraph station (voice call: "Marine Radio"); Marine Radio handles shipping matters exclusively, The system consists of a high-band VHF frequency modulated voice radio net. To ensure a more efficient and satisfactory coverage, this system operates on dual frequencies alternating according to location, so that ships can either transmit on 161.700 megacycles receiving on 159.000 megacycles, or transmit on 161.150 megacycles receiving on 159.850 megacycles. For best results, ships should select frequencies according to the following: From sea to mile 50: transmit on 161.700 mc., receiving on 159.000 mc.; From mile 50 to mile 112: transmit on 161.150 mc., receiving on 159.850 mc.; From mile 112 to mile 159: transmit on 161.700 mc., receiving on 159.000 mc.; From mile 159 to mile 184: transmit on 161.150 mc., receiving on 159.850 mc.

Pilot station at Barima Bar, Palúa and Matanzas are equipped with this system. For the Puerto Ordaz area, ships will transmit to Marine Radio on a frequency of 43.02 megacycles and to others on a frequency of 43.18 megacycles, receiving in both cases on a frequency of 43.18 megacycles.

(b) *Control of Navigation:*

(*i*) Navigation on the North (natural) channel at the Boca Grande is free. However, vessels are requested to notify the Port Captain, Ciudad Bolívar, via YVM, upon arrival at Buoy EO, giving ETA at Beacon G7, mile 27.7.

(*ii*) Simultaneous navigation in opposite directions by two or more vessels is not permitted on the South (dredged) channel at the Boca Grande. The restriction is placed on inbound traffic, to the extent that any vessel wishing to enter the South channel requires prior authorisation from the Port Captaincy of Ciudad Bolívar. The request for permission to enter the South channel is to be addressed to the Port Captain, Ciudad Bolívar, via YVM, and is to be transmitted before the vessel reaches Buoy 0.1. Upon receipt of the request, the Port Captain will notify the vessel via YVM whether permission is or is not granted, indicating, in the latter case, the approximate waiting time. Until permitted to enter, vessels are to anchor at least 1 mile outside of Buoy 0.1. Once that authorisation has been granted, vessels are to enter the South channel at the earliest opportunity. Any vessel which has been notified to wait may elect to proceed and enter through the North (natural) channel; in this case, the vessel will have to satisfy the requirements outlined in paragraph (1) above.

(*iii*) While navigating the Orinoco Waterway inbound or outbound vessels are to report their position to YVM hourly on the hour.

(c) *Accident, Stranding, etc.*

(*i*) Should a collision, stranding or other accident occur in the waterway, or should it be found necessary to take control of the vessel away from the Pilot for any reason, the Venezuelan law requires that a written report be made to the Captain of the Port by the Master of the vessel involved within hours. The report is to be addressed to the Captain of the Port and may be handed to the Pilot or the ship's Agent for delivery. The Master need not appear in person before the Captain of the Port unless specifically ordered to do so.

(*ii*) Slight groundings or touching of banks and bottom may simply be noted on the reverse side of the receipt for pilotage signed by the Master.

(*iii*) In case of collision, stranding, slight grounding, touching of banks and bottom, or other accidents, vessels should immediately notify YVM.

Section A

MATANZAS: 08.17 N. 62. 50 W.

N.B. See "Orinoco River" for all important entry requirements.

OPERATORS: CVG Siderurgica del Orinoco CA.

LOCATION/ANCHORAGES: Between buoys Nos. 195 and 197, Orinoco River.

MAX. SIZE: Length 600 ft.; breadth 74 ft.; draft 30 ft. Height of hatchway above w/l 23 ft.

RADIO: See "Orinoco River". Cable address of Matanzas terminal operators is "Sidor Matanzas – Telex 22709" and cables may be routed through Caracas, Curacao or Trinidad Radios.

TUGS: Every vessel over 2,000 registered tons is required to use a tug when berthing. Tug is 1,600 h.p.

BERTHING: Undertaken day or night. One quay 300 metres length with 5 cranes. Floating derrick 85 metres length and 100 metric tons capacity.

MEDICAL: Private hospital and several doctors available.

TIDE: 6 inches rise and fall at the berth. Current, in winter 6 knots; in summer 1·5 knots.

FRESH WATER: Available at rate of 12 metric tons/hour.

FUEL: Available in emergency.

CUSTOMS: 200 cigarettes and 1 bottle spirits allowed for crew member for personal consumption.

IDENTIFICATION CARDS: Provided by authorities, and necessary if crew going ashore.

REPAIRS: Local workshops undertake minor repairs.

AIRPORT: Distant 10 miles. Six flights a week to Caracas.

HOLIDAYS: No work on 1st January, Maundy Thursday, Good Friday and 24th December. Work can be arranged on other holidays.

Section B

PALUA: 08.21 N. 62.41 W.

N.B. See "Orinoco River" for all important entry requirements. Specific details, relevant to Palua only, are as follows:

SUPPLIER: The ore supplier is Iron Mines company of Venezuela, cable address El Pao San Felix (Venezuela). Their Palua office is fitted with VHF radio-telephone on 161.150/159.850 megacycles and 2182 (call) kilocycles.

CLEARANCE: Agent will secure the Clearance dispatch.

Note: The Palua dock and facilities are the private property of Iron Mines Company of Venezuela. All Company regulations must be obeyed by vessels and vessels personnel.

The Bill of lading will be prepared by Iron Mines Company of Venezuela, also the Commercial Invoice on the Consular Invoice form 138. The Inward Foreign Manifest, U.S. Customs form 7527–B, should be prepared by Master after sailing from Palua.

BALLAST: To provide the best manoeuvring trim on docking, it will be at the discretion of the Master to properly ballast the vessel. But in order to lose no time on loading operations, as well as to prevent short loading, the ballast should be pumped out as soon as possible, using utmost caution not to pump oil or sludge overboard in the port area.

APPROACH AND DOCKING IN PALUA: After passing the village of San Felix, and before reaching the turn off from the main channel, a Tug and a Docking Pilot will meet the vessel and will assist in the docking manoeuvre. Although the Master will always be responsible for the vessel's movements either in the case of docking or undocking, the Docking Pilot will actually pilot the vessel to and dock the ship at Palua.

At mile 180.5 the ship should leave the main channel, turning to the left to follow the new dredged entrance channel of approach which is marked by two flashing buoys: white on the port and red on the starboard side. Diamond-shape range marks of 6 ft. side, painted white with black diagonal cross, indicate the centre line of the approach channel. The front range, fastened on the ore loading pier, shows flashing green light, and the rear range, set on a tower approximately 2,000 ft. away, has fixed green light.

The docking shall be port side to in all events; and please stow all hatch boards, or pontoons, or steel battens, etc., on the starboard side of the hatch; as this will keep the gear cleaner and lessen the work of the ore handling gang.

The dock will provide a gangway for access to the ship. Nothing should overhang the port side of the vessel on docking.

If the loading berth is not available the arriving vessel would be instructed to anchor at an anchorage just below the entrance to Palua approach channel at mile 179.

LOADING DOCK: The ore loading port is located at mile 181.5 of the Orinoco waterway, along the left bank going up-river. The new steel dock here is aligned up and down stream in the general direction of the current. It is 907 ft. long between its pointed heads, with 791 ft. of boarding side along, the deck fixed at about 6 ft. over the maximum expected rise of the river in the flood season. It has a strong fender system of steel structure covered with timber overhanging the side, down to near the lower river stage; and is fitted with 14 bollards plus two more, one on each head, for proper docking and securing the vessel.

Once the vessel is moored alongside the new ore loading dock, there shall be no further shifting necessary to load, as the loading tower moves along the dock on rails to facilitate the loading through the various hatches.

LOADING: The ore handling and loading equipment for Palua has a capacity to load 3,000 metric tons of ore per hour, for the time being. With this capacity, the vessel's mooring lines should be tended during the operation.

The boom of the loading tower is so designed as to allow free movement in any direction, fore and aft. The gantry and boom travel along the dock for a distance of 518 ft., and can place the ore at a distance horizontally out from the dock fenderline of 23 ft. minimum and 62 ft. maximum at the highest water stage, and from minimum 29 ft. to maximum 67 ft. horizontally out at the lowest stage.

Care must be taken during the course of loading to avoid piling the ore too high in the holds, as this necessitates hand trimming before the hatch covers can be properly secured, and incurs unnecessary trouble.

UNDOCKING: The Master, assisted by a Docking Pilot if required,

will handle the vessel on leaving the dock, going upstream from the dock not less than ¾ mile distance to the turning basin in the same heading as when the ship moored alongside. One tug (or two tugs if required), will go alongside the ship prior to undocking and will assist the vessel until it is headed downstream in the main Orinoco channel. The amber lights at the heads of the dock form a range to mark the shoreside boundary of the local dredged channel. A red light high up on the loading gantry will come in the same range as the two amber lights. In the turning basin a tug-boat will assist the vessel swinging downstream.

When the ship is in the main channel, properly headed downstream, the Docking Pilot will leave on the tug, and the River Pilots (two of them) will assume the navigational direction. Report to Radio Marina by voice radio and give ETA at mile 31.

Report again to Radio Marina giving position every hour, and try to contact Barima pilot station sometime before arrival at mile 31, where the Pilots will disembark.

If Voice radio communication is not possible, comply by radiotelegraph by way of the YVM station.

HEALTH: The vessel will be boarded by the Public Health Doctor after docking at Palua; unless instructions to the contrary.

In the event that the Authorities have to board the vessel anchored out in the stream, an accommodation ladder should be rigged, preferably on the starboard side, to keep the port side clear for docking. Venezuelan authorities and workmen will not use pilot ladders.

REGULATIONS: The Master, members of the crew and passengers if any, are required to have in their possession individual smallpox vaccination certificates. Serious delays may result in the dispatch of the vessel if this requirement is not complied with.

The Venezuelan law is very strict on the subject of contraband. It cannot be stressed strongly enough that all *new* articles, clothing, cigarettes, liquor, etc., must be declared and sealed up on arrival.

Concerning passes, the regulation states that "members of the crew who are not officers of the vessel, in order to go ashore and return aboard, have to be supplied with an identification card to be issued by the Purser of the vessel or his substitute, which card will contain the name of the vessel, the name of the crew member and the date of issue. This card will have to be signed by the person issuing same and has to be authorised by the respective officer of the Port Captain's office for the district".

GAS-FREE CERTIFICATE: Vessels reporting to Palua to load ore should have the holds and cargo compartments swept clean and ready to receive cargo. Also, any combination ore/tanker vessel tendering to load iron ore at Palua shall present, along with the notice of readiness, a Gas-free Certificate if said vessel has in the past been employed in the carriage of petroleum products. Such certificate shall be dated subsequent to the discharge of the vessel's last petroleum cargo. But they are advised that around Palua in Venezuela there is no chemist available for granting such a Gas-free Certificate. It may be secured before arriving at Venezuela by calling at Trinidad, reporting to cable address: Harriman, Port of Spain.

In case of necessity, or for convenience, it could be arranged for the chemist to travel to Venezuela to meet the ship in Palua, advising Harriman (Port of Spain) at least three days before arrival at Palua.

If the vessel is equipped with a gas-indicating meter (explosimeter), Iron Mines Company of Venezuela will accept the Master's certification in writing that the vessel is gas-free. However, they reserve the right to check the vessel with their own equipment prior to acceptance.

RADIO: Should a vessel receive radio advice at sea to proceed to Palua, and the clearance is to another port, the Master must radio to Agents-Alcoaships Puerto Ordaz (Venezuela) and advise the name of the vessel, flag, port of embarkation, original port of destination, Captain's name and the number of members in the ship's crew including the Master. This is necessary in order to comply with the Venezuelan Customs Law.

CONSULS: At the present time there are no Consular Agents located around Palua, the nearest being in Ciudad Bolívar or Caracas.

FLOOD SEASON: The port experiences a yearly flood season from the middle of June to the middle of November, to a maximum of about 38 ft. at the last days of August, above the lowest stage (during the first days of April) in the dry season that occurs from the middle of November to the middle of June.

TIDE: The wind in the locality blows generally upstream, and on exceptional occasions during the dry or low-river season, when the current is weak, does overcome the current and cause the anchored ships to tend with stern upstream.

REPAIRS: Minor emergency repairs of mechanical, electrical and electronical types may be carried out in the shops by the personnel of the Iron Mines Company of Venezuela. The American Bureau of Shipping has a surveyor at Puerto Ordaz, near Palua.

MEDICAL: There is a medical dispensary at Palua, and a hospital of the Company at El Pao, where seamen may be admitted when requiring hospitalisation in emergency cases.

FUEL: No bunker fuel is available in Palua. Diesel oil can be obtained in small quantities, in drums.

FRESH WATER: Drinking water is available at the dockside in limited quantity of about 100 tons every 24 hours. Small amounts of fresh provisions may be obtained in the locality.

AGENT: Alcoa Steamship Company, Cable address: Alcoaship, Puerto Ordaz.

Section C

PUERTO ORDAZ: 08.21 N. 62.43 W.

OPERATORS: Orinoco Mining Company.

LOCATION: The operations of the Orinoco Mining Company are centred in the State of Bolívar in Eastern Venezuela and iron ore is loaded into ocean-going vessels at Puerto Ordaz 8° 21′ N., 62° 43′ W.) at the junction of the Caroní and Orinoco rivers, approximately 184 nautical miles from the open sea.

GAS-FREE CERTIFICATE: Any combination ore-tanker vessel tendering to load iron ore at Puerto Ordaz shall present, along with the notice of readiness, a gas-free certificate if said vessel has in the past been employed in the transportation of petroleum products. Such certificate shall be dated subsequent to the discharge of the vessel's last petroleum cargo. Gas-free certificates can be obtained through an approved surveyor in Puerto Ordaz.

HEALTH: Vessels will be boarded by the Public Health Doctor in the stream off Puerto Ordaz. He will not come up a pilot ladder and will insist on an accommodation ladder which should be rigged and ready when he approaches. In order not to delay docking, this accommodation ladder should be rigged on the port side during low river stage, and starboard side during high river stage.

RADIO: Should a vessel receive radio advice at sea to proceed to Puerto Ordaz, and the clearance is to another port, the Master must radio station YVM Puerto Ordaz, and advise the name of the vessel, flag, port of embarkation, original port of destination, Master's name and number of members in the ship's crew. This is necessary in order to comply with article 17 of the Venezuelan Customs Law.

TUGS: All vessels touching at Puerto Ordaz will be assisted by a tug in docking and undocking manoeuvres. Line-handlers are available on the dock to secure mooring lines on vessel's arrival, and to release them on vessel's departure.

BERTHING:

1. **The Harbour:** The Puerto Ordaz Harbour extends from mile 183.5 to mile 184.1 of the waterway. The harbour consists of a natural basin formed by the mouth of the Caroni as it flows into the Orinoco. The width of the turning area within the basin varies from a minimum of about 1,600 ft. at low water to a maximum of about 2,000 ft. at high water. The lighted buoys marking the navigable limits on either side of the harbour are moved to different positions according to river stages in order to achieve full utilisation of navigable waters. The bottom of the harbour is generally rock, with scattered layers of sand overburden deposited as sediment by the river. This sand is regularly removed by dredging in order to maintain depths which will accommodate the maximum draft authorised by the Port Captain. The bottom configuration across the harbour consists of a rocky shelf extending about 900 ft. from the face of the dock. Beyond this shelf the bottom slopes steeply into a deep gorge, then rises to form a sandy beach along the opposite shore. The velocity of river currents at this site varies according to stage levels. A slower current is generally experienced over the rocky shelf adjacent to the dock, with velocities averaging about 1.5 knots at flood stages and about 0.5 knots or less at reduced river stages. The velocity of the current over and along the deep gorge averages about 3.5 knots at flood stages and 1.5 knots or less at reduced river stages. During extreme low water, the basin is subject to tidal influence and the velocity of currents is minimal, although there is no reversal of flow. The direction of the current is aimed slightly toward the face of the dock at its South-east end but deflects away from the pier about 500 ft. downstreamward. Access to the harbour is by way of a naturally deep and wide fairway which is the continuation of the gorge as it enters the Orinoco River.

2. **The Dock:** The Puerto Ordaz dock is located along the right ascending side of the harbour and extends outward from shore on a South-east by East alignment. The all-steel fixed-height dock is 1,885 ft. long; its elevation is 41 ft. above low water plane (0.0 ft. stage). This dock is fitted with a strong fender system and with a sufficient number of accessible bollards for proper docking and securing.

3. **Arrival:**

(*a*) *Notice of Readiness:* When completely ready to receive cargo, vessels will submit "Notice of Readiness" to Orinoco Mining Company. Vessels will be loaded in the order in which Notices of Readiness are accepted by Orinoco Mining Company. The Company will advise when the vessel may proceed alongside the dock.

(*b*) *Docking:* Special Docking Pilots are provided for the docking and undocking of vessels at Puerto Ordaz. These Pilots are qualified River Pilots, thoroughly familiar with local conditions. All vessels will dock starboard side to. During the low water stage, which is from the middle of November to the middle of June, no gangway should be rigged and nothing should overhang the starboard side of the vessel. When the river is sufficiently high which is from the middle of June to the middle of November vessels are requested to have starboard gangway or accommodation ladder rigged and ready to lower immediately after docking in order to expedite the commencement of loading. Venezuelan authorities and workmen will not use pilot ladders. Vessels reporting to Puerto Ordaz to load ore should have holds and cargo compartments broom clean and ready to receive cargo. Considerable time will be gained if this requirement is met prior to reporting.

(*c*) *Hatches:* On arrival at Puerto Ordaz all hatch boards or pontoons, beams, tarpaulins, steel battens, wedges, etc., should be stowed on the port side of the hatch. This will keep the hatch gear cleaner and lessen the work of the ore handling clean-up gang.

(*d*) *Ballast:* In order to lose no time with the loading operations, as well as preventing short-lifting, all ballast should be pumped out before arrival at the dock. Use utmost caution not to pump oil or

sludge overboard in the port area. The Orinoco Mining Company Ships' Agency Representative will contact vessel on arrival and will assist in every way possible.

4. **Departure:** All vessels which have completed loading at Puerto Ordaz and have received the latest river information from the port officials, and are ready for their river transit in every respect, will proceed outward via the Orinoco Waterway, disembarking the Pilot at mile 31. Once the Pilot has disembarked, vessels shall proceed over the South (dredged) channel to mile 0, and exit the waterway.

TANKERS: See Punta Cuchillo.

MEDICAL: There is a hospital at Puerto Ordaz which will admit seamen requiring hospitalisation.

FRESH WATER: Drinking water is available alongside the dock.

FUEL: A limited amount of bunker "C" and diesel oil is available but purely on an emergency basis.

CONSULS: There are no Consulates located at Puerto Ordaz, the nearest being in Ciudad Bolivar or Caracas.

REPAIRS: Minor emergency repairs may be carried out in the shops of the Orinoco Mining Company.

TIME: The legal time of Venezuela, which is four hours behind Greenwich Mean Time, shall be used in Pilotage Zone No. 1 of the Orinoco River.

SHORE LEAVE: Permitted, but it is mandatory that all crew members should report back to their respective ships before sailing time.

GENERAL: 1. *Ore Loading Equipment:* The ore handling and loading equipment installed on the pier has a speed ratio of 6,000 long tons of ore loaded per hour. Due to this great loading capacity the vessel's mooring lines must be tended at all times.

2. *Handling Facilities:* A movable 110-ton, rail mounted stiff-leg derrick is installed on the dock for the handling of general cargo.

3. *Provisions:* Small amounts of fresh provisions are available.

4. *Surveyor:* The American Bureau of Shipping has a non-exclusive surveyor in Puerto Ordaz. Lloyds has an agency in Ciudad Bolivar with a branch office in Puerto Ordaz, and will appoint surveyors upon request.

AGENTS: Mailing Address: Orinoco Mining Company, Apartado 2736, Caracas, Venezuela. Cable Address: Oconiro, Caracas.

The Orinoco Mining Company acts as ship's Agent for all vessels consigned to load iron ore at Puerto Ordaz. This function is performed by the Superintendent, Traffic & Ship's Agency and his staff, whose offices are located adjacent to the loading dock at Puerto Ordaz.

Section D

PUNTA CUCHILLO, (Puerto Ordaz Terminal): 08.20 N. 62.47 W.

N.B. See "Orinocco River" for all important entry requirements. Specific details relevant to Punta Cuchillo only are as follows:

OPERATORS: Phillips Petroleum Company.

LOCATION: Phillips Petroleum Company terminal and dock is located near Mile Post 192 on the South side of the river.

PILOTAGE: Government Pilot will pilot vessel to Puerto Ordaz. In some cases this same Pilot will act as Mooring Pilot and dock vessel at Phillips' terminal. If River Pilot does not also act as Docking Pilot, the River Pilot will disembark at mile 178 during low water, and mile 183 in high water, and a Docking Pilot will embark and take the vessel to mooring.

RADIO: The cable address for Phillips Petroleum Company, Caracas, is Filven. Messages to the Phillips Petroleum Company's Puerto Ordaz Terminal should be addressed to Alcoa Steamship Co. Inc., Puerto Ordaz. Cable address: Alcoaship, Puerto Ordaz.

Vessels diverted at sea to Puerto Ordaz (Phillips Terminal) which do not have a Venezuelan clearance on board, must advise Alcoa, Phillips Petroleum Company's Agent at Puerto Ordaz, by radio as soon as they receive their orders to change destination. The following information must be given: Master's name, vessels flag, net tonnage, last port of call, port to which originally cleared and ETA. This information is required in order that inward clearance may be arranged with government officials in ample time prior to vessel's arrival. In absence of this information, vessel will be subject to a fine.

HEALTH: Vessel will be boarded by the Public Health Doctor in the stream off San Felix or Puerto Ordaz or occasionally at the Phillips Terminal. If he boards before docking, an accommodation ladder should be rigged and ready when he approaches, as he will not come up a pilot ladder.

All Masters, members of the ship's crew, and passengers, if any, are required to have in their possession individual smallpox vaccination certificates. If this requirement is not complied with, a serious delay may result in the dispatch of the vessel.

BERTHING: The dock at the terminal consists of a docking platform, two breasting dolphins and two mooring dolphins. The docking platform is connected to shore by a 10 ft. causeway capable of carrying a light truck.

At mean low river stage, water depth at the face of breasting structures is 40 ft. The bank rises sharply from face of dolphins toward shore. The 40 ft. depth contour extends parallel to shore for a considerable distance upstream and downstream from the dock, allowing a flat approach angle.

Current is negligible during low river stage and is approximately 6 knots at midstream at high river stage. Current runs generally parallel to the face of the dock at the dock site.

Top of dock elevation is 45 ft. above low water stage. Buffering system extends from a point below low water stage to a point immediately below top of dock. Nothing should overhang the shoreward side of the vessel when docking during the lower stages of the river. The buffering system is designed to accommodate forces exerted by a vessel of 47,000 tons displacement, approaching the dock with a velocity component perpendicular to the dock face, of ½ ft. per second.

Bollards for vessel's lines are provided at the mooring dolphins and at the breasting structures. Mooring dolphins will safely withstand 200,000 pounds of mooring line tension.

Phillips Petroleum Company facilities include a 24 in. diameter submarine pipe-line which crosses the river a short distance downstream of the dock. The crossing is marked by triangular-shaped signs on both banks of the river. Masters are cautioned against use of vessel anchors in this area.

The terminal pumps are capable of loading oil aboard ship at the rate of approximately 14,000 barrels per hour.

TUGS: Ministry of Communications Oficio No. 1387 states that, "The use of tugs is necessary in docking and undocking manoeuvres of boats at this Marine Terminal." Alcoa has a 2,100 h.p. tug available for this service. A tie-up launch will be provided to assist in the mooring of the vessel, and will handle all the mooring lines before and after loading.

LOADING: Phillips Petroleum Company Lot 9 Monagas crude is the only cargo available at the Puerto Ordaz Terminal. This crude has an API gravity of 11.9° to 12.5°F. (6.490–6.517 U.S. barrels per long ton. This cargo must be heated to approximately 140°F. in order to attain normal discharge rates.

Loading is accomplished through three 10 in. hoses provided with 10 in., 150 lb. ASA flanges. Hoisting gear is provided for handling the hoses. A dock crew will connect the cargo hoses and disconnect them on completion of loading. Some adapters and other tools are available on dock. The oil will be loaded at an elevated temperature.

Precautions, as are common for any heavy oil, should be taken to ensure that no ballast water is left in any tank to be filled with this oil. If the cargo is contaminated with water, the water will not separate from the oil. The salt content of the oil will be raised approximately 10 lb. per 1,000 barrels for very 0.10% contamination by sea water.

All cargo compartments must be stripped dry. Cargo pipe-lines should be drained and/or purged of water.

There is no provision at the Puerto Ordaz Terminal for disposal of dirty ballast or tank washings. Tankers bound for Puerto Ordaz for loading must dispose of all dirty ballast and tank washings before entering the Orinoco River.

Prior to proceeding to sea, all butterworth plates, cargo tank hatch covers and ullage plugs should be inspected to ensure against entry of salt water.

AGENCY: Phillips Petroleum Company uses Alcoa Steamship Company, Inc., Puerto Ordaz, as its Agent in the handling of all papers and documentation connected with the ship's business. Alcoa will also help the ship's Master in providing required land transportation, limited provisions, or any other assistance that may be required for the operation of the ship's normal business. Alcoa will also assure that the ship's requirements are met in regard to Sanitary Inspection, Customs Inspection and Guardia Nacional.

PUERTO CABELLO: 10.29 N. 68.07 W.

(EL PALITO TERMINAL.)

OPERATORS: Mobil Oil Company de Venezuela.

LOCATION (of El Palito Terminal): The terminal facilities operated by Mobil de Venezuela at the port of Puerto Cabello (Punta Chávez), are situated on the Venezuelan coast, 7 miles West of Puerto Cabello. The terminal has a 2,475 ft. pier, part causeway and part trestle, extending out from Punta Chávez along a shallow reef then angling into water 45 ft. deep. Two tankers can tie up simultaneously at the berths.

WEATHER: Winds are normally from the N.E. with an average Beaufort scale force of 2–3. Average temperature about 85°. The months of January, February and March have the roughest sea and swell, and vessels may not be able to dock due to the weather.

TIDE: The normal range of the tide is 1 ft.

ESSENTIAL REQUIREMENTS:

1. Incoming vessels must send ETA 72 hours before arrival at El Palito Terminal and another 24 hours before arrival advising any change of ETA.

2. If a vessel originally cleared for another port (including some other Venezuelan port) is diverted at sea to El Palito, certain information must be received prior to arrival, to avoid heavy fine and/or delays.

3. *No ballast* may be pumped overside in port. Ballast disposal facilities are available at the El Palito Terminal.

4. The use of Venezuelan Government Pilots is compulsory for docking and undocking.

5. The Venezuelan flag should be displayed at the mast-head during daylight hours by vessels anchored and berthed in Venezuelan waters.

6. In addition to other clearance documents, two copies of an itemised list of articles in the ship's slop chest must be presented to the authorities on arrival.

7. The emergency fire signal is five long blasts on the vessel's whistle or siren. No other signal is to be given in case of emergency.

8. Rat guards must be in place on all mooring lines.

APPROACHES: The terminal pier is marked by the following lights: One occulting red light at the top of No. 1 (North-west) Hose Rack, 80 ft. above sea level. Latitude 10° 29′ 51″ N., Longitude 68° 07′ 13″ W., and one green light, flashing every 3 seconds at the top of No. 2 (South-east) Hose Rack, 80 ft. above sea level, located 275 ft.

S.E. of No. 1 Hose Rack. A group of 5 crude storage tanks, painted aluminum, visible 20 miles on a clear day, are located 1.25 miles 200° from the head of the pier.

DOCUMENTS:

A. Admeasurement Certificates. All vessels calling at Venezuelan ports for the first time must be measured for tonnage by the Captain of the Port. It is the usual practice to take the ship's Panama Canal or Suez Canal Certificate, which is used as a basis of recalculating the tonnage under the Venezuelan regulations and is returned before sailing. The Venezuelan Admeasurement Certificate is forwarded to the owners at a later date. A fee is charged for the certificate which is payable only on the vessel's first call. Vessels registered in the following countries are excluded from the above regulations: Denmark, France, Germany, Ireland, Netherlands, Norway, Portugal, Sweden, United Kingdom and U.S.A.

B. Inward clearance is affected on board immediately after docking by Government Port Officials and a representative of the Marine Department. It is necessary that the following documents be ready on arrival:

Clearance from last port (1 copy).
Ballast Manifest from last port (1 copy, visaed according to paragraph (*d*) if there is no Venezuelan Consul).
Crew List (9 copies).
Passenger and Baggage Lists (5 copies, visaed; 2 copies not visaed).
List of Personal Effects (5 copies not visaed).
Store List (3 copies, see paragraph (c)).
List of Slop Chest (3 copies not visaed).
Sailing Permit (issued by maritime authority of last port).

C. Store list prepared should indicate separately all deck, engine and cabin stores. The store lists may be prepared on board prior to arrival unless the vessel is coming from the Netherland Antilles or the Guianas, in which case they must be visaed by the Venezuelan Consul at the port of departure.

D. Outward clearance and cargo documents are delivered on board by the Marine Dispatcher. However, in order to obtain the sailing permit, a special form which is delivered on board on arrival must be completed, not later than two hours before sailing time. This form gives cargo and freeboard information required by the Captain of the Port. In addition, one of the 9 copies of the crew list specified above, corrected to show any changes made while in port, should be attached to the form.

PILOTAGE: The Pilot's working hours are from 0600 to 1800 hours. There are no charges for their assistance during those hours on workdays. On Sundays and holidays they charge overtime. There is also a charge when ship has anchored in the bay as according to the pilotage law each movement (and entering the bay is one movement) requires a Pilot. By special agreement only Pilot's overtime will be charged for anchorage, as anchorage and docking is considered as one movement with respect to Government Pilotage Fee.

Pilotage is compulsory government service. The government charges the Pilot's assistance according to ship's net tonnage. Vessels under flags of Panama and Liberia are required to have their Venezuelan Tonnage Certificate. The government charges for docking and sailing.

Pilots are employees of the Venezuelan Government and pilotage is compulsory for vessels entering or leaving the harbour. The terminal will arrange for Pilots to board all vessels as necessary. Pilots meet the vessel via launch provided by the terminal. The Pilot may decline to moor the vessel if it is not equipped with satisfactory mooring equipment, lines, gear, etc., or if it is not sufficiently ballasted. It is the responsibility of the Master to notify the Pilot of any special conditions or peculiarities, such as defective navigation equipment, mooring lines, tackle, gear or lack of necessary equipment, which might impose hazards in connection with the handling, mooring, discharging or loading of vessels.

At the berths, vessels must be moored to the entire satisfaction of the Pilot and the terminal operators' Mooring Master.

The Pilot acts in an advisory capacity. The Master retains responsibility for the vessel at all times. In the event it becomes necessary to disregard the Pilot's advice in order to ensure the safety of the vessel, the Master must forward a full written report of the circumstances through the terminal for delivery to the Captain of the Port.

ANCHORAGE: Notice of Readiness can be tendered at anchorage. The suggested anchorage for El Palito Terminal is located ½ to 1 mile North or West of the seaward end of the pier. The area to the East of the pier is not recommended as an anchorage.

RESTRICTIONS: None. Vessels enter day or night and at any state of tide.

MAX. SIZE: East berth draft 38 ft. 06 in. West berth draft 40 ft. 00 in. Length 800 ft.

DRY CARGO JETTY: Can accommodate bulk carriers up to 32 ft. draft.

BALLAST: Due to the exposed location of the oil piers, vessels are required to be ballasted to the following minimum drafts for safe manoeuvring to and from the berths:

Overall Length of Vessel	*Minimum Draft Required*
400–480 ft.	forward 9 ft., aft 17 ft.
481–700 ft.	forward 12 ft., aft 20 ft.
701–800 ft.	forward 14 ft., aft 23 ft.

Two 80,000 barrel slop pits and a 20 in. ballast line are available to receive all ballast.

Vessels with separate ballast tanks, lines and pumps may discharge ballast overside. Ballast for entering the harbour should be carried in the minimum number of tanks, and all other tanks stripped dry so as to minimise the time required for discharging ballast alongside berths.

All ships in ballast from abroad are charged for Consular Ballast Certificate.

HEALTH: No radio pratique. Health officers board vessel at berth.

RADIO: Puerto Cabello, Venezuela, Coastal Station call sign YVL, makes radio contact with all vessels "CQ" on 8722 kc. at the following hours: 1130, 1330, 1530, 1830, 2130, 0030, 0200 GMT. Also "CQ" on 17.141 kc. at 1630 GMT and "CQ" on 4.322 kc. at 0430 and 0630 GMT.

Vessels originally cleared for another port, and diverted at sea to El Palito, should Radio Socony Puerto Cabello the following information as soon as the change of sailing orders are received:

Advise diverted.
Name and class of vessel.
Number of crew.
Flag of vessel.
Last port of call.
Port from which originally cleared.
Estimated time of arrival at pilot station.
Type and amount of cargo vessel will load.
Time required to discharge ballast.
Master's name in full as signature (John Jones, Master).

This information is required in order to make in advance special arrangements for inward clearance to avoid payment of fines.

TUGS: Tugs are not available at El Palito.

BERTHING:

1. The use of both anchors is required for docking at both berths. It is considered prudent to have both anchors hove-out prior to entering the harbour in order to facilitate speedy release while mooring. The Pilot will advise whether the vessel is to be moored port or starboard side to the dock.

2. In the event the berth is required by another vessel, a vessel having completed loading may be required to vacate the berth promptly and proceed to anchorage to await cargo documents.

3. East Berth. Approach at very dead slow speed along a line parallel to a line formed by the East and the West berth at a distance from it equal to the distance of the North buoy. Drop the starboard anchor at the point of intersection of the ship's fore with a line formed by the two East shore range markers. Continue along same path at very dead slow speed until reaching with the ship's fore the East berth. Drop the port anchor. Allow the ship to drift into position alongside berth. This will be done by tying mooring lines as required by Pilot and with the help of the ship's engines.

4. West Berth. Approach at very dead slow speed along a line parallel to a line formed by the East and West berths and at a distance from it equal to the distance of the North buoy. Drop the port anchor at the point of intersection of the ship's fore with a line formed by the two West shore range markers. Continue along same path at very dead slow speed until reaching with the ship's fore the West berth. Drop the starboard anchor. Allow the ship to drift into position alongside berth. This will be done by tying mooring lines as required by the Pilot and with the help of the ship's engines.

5. General. Available hose connections, all 8 in., are as follows: Three for Fuel oil, one for diesel products and one for leaded or unleaded gasolines. All dirty ballast to be pumped ashore through the fuel oil loading hoses.

LOADING:

1. *Cargo:* On completion of inward clearance, information regarding the number of hoses and loading rate will be given to the Master and Chief Officer. During ballast discharge supplementary information will be given the Chief Officer. A 15 minute standby is required prior to finishing any grade.

2. *Contamination of Crude:* It has been established that one of the major causes of contamination of crude oil is the small amount of salt water remaining in the ship's tanks, pumps and ballast lines after discharging ballast. This small amount of salt water frequently results in costly damage and downtime to refining equipment and also presenting many other problems. Therefore all tanks and lines must be pumped as dry as possible.

3. *Draining of Hoses:* Hoses are drained by gravity on all products and crude. Ship personnel must co-operate with terminal personnel in this operation to ensure complete draining of hoses into ship tanks and adequate drip cans must be placed to catch the remaining oil in line. Sawdust or equivalent must be on standby to clean up any oil leaks.

4. *Loading Rates:*

Commodity	*Available at berths*	*Size of Line*	*Estimated Max. Barrels per Hr.*	*Hoses*
Crude Oil	1×2	30″	27,000	1–10″ & 3–8
Bunker C	1×2	24″	18,000	3–8″
Diesel	1×2	16″	8,000	1–8″ & 1–10
Unleaded Gasoline	1×2	8″	8,000	1–8
Leaded Gasoline	1×2	16″	3,000	1–8
Ships Bunkers	1×2	8″	6,000	1–8
Lube	2	8″		1–8

Loading rates will be reduced by the terminal when topping off tanks at the vessel's request.

5. *Scuppers:* Loading will not be started till all deck scuppers are properly sealed to the satisfaction of the terminal.

6. *Simultaneous Deballasting and Loading:* Vessels equipped with separate and completely segregated ballast tanks, lines and pumps and never used for oil may be permitted to discharge ballast and load simultaneously providing approval has been obtained from the terminal.

MEDICAL: Medical treatment and hospitalisation, if required, are available at the Seguros Sociales in Puerto Cabello. Several dentists are located in Puerto Cabello. Authorisation for any medical and/or dental treatment must be made by the Master. Transportation is

available at the Terminal Office. If the patient does not speak Spanish an interpreter should accompany him.
FRESH WATER: Not available.
FUEL: Bunkers are available only for vessels loading cargo. Disputes as to quantity should be registered by signing the bunker receipt under protest and noting the ship's quantities thereon.
CUSTOMS: While the vessel is in port, Venezuelan National Guard officials are assigned on board to ensure compliance with Customs regulations. The law requires that meals be supplied to these officials during regular meal hours.

Venezuelan laws are strict in regard to contraband and Masters are requested to instruct their crews not to take cigarettes or other articles ashore.

Cigarettes in cartons, cigars, tobacco, souvenirs, gifts (particularly items of women's apparel), should be collected prior to arrival in port, listed with the items in the slop chest and placed in the custody of the Master for deposit in the slop chest which will be sealed for the duration of the vessel's stay in port.
CONSULS: French, Norwegian, Swedish and Panama Consulates are represented in Puerto Cabello. There is no American Consulate. It is necessary for Masters of Panamanian flag vessels to visit the Panamanian Consulate at Puerto Cabello to present documents and receive dispatch as required by law. Regular office hours are from 0800 to 1200 and from 1400 to 1700 Mondays through Fridays; any dispatch issued outside of regular office hours is billed at double fees. Terminal Office will arrange transportation to Puerto Cabello upon request.
REPAIRS: Only emergency repairs of a minor nature can be made. Prices are very high.
REPATRIATION: The documents and personal effects of seamen left ashore for hospitalisation, repatriation or other reason, must be delivered to the Terminal Office before sailing. A letter from the Master is required advising the maximum amount of advances to the seaman and any other instructions concerning his repatriation. All expenses incurred by the seaman, including the cost of repatriation, are for the vessel's account. Venezuelan law at all times holds the Master, Agent or Owner responsible for any seaman left behind in Venezuela.
AIRPORT: Distant about 4 miles.
TIME: Local time is four hours slow of Greenwich Mean Time.
SHORE LEAVE: Shore leave is permitted and a representative of the Captain of the Port boards on arrival and issues the required number of passes. Shore passes are to be collected prior to sailing and given to the National Guard watchmen on board.

Vessels are not permitted to sail until all crew members are on board, or special permission has been obtained to sail without a crew member.
REGULATIONS:

1. *Engines:* No engine repairs will be made while the ship is in dock. Engines are to be kept at standby at all times while the ship is in port.
2. *Ratguards:* Vessels must use ratguards on all mooring lines.
3. *Visitors:* All visitors to vessels are prohibited, without written permission in each case by the Port Captain or his assistant. Mooring Master, petroleum inspectors, dispatchers, and terminal employees handling hoses may board ship in performance of their duties.
4. *Pollution:* The laws of Venezuela are very strict in regard to the pollution of harbour and coastal waters by oil, and heavy fines are imposed for violations. No dirty ballast or oil is to be pumped or allowed to escape over the side. No engine-room or pump-room bilges may be pumped overboard. All pump-room sea suctions and overboard discharge valves must be secured prior to loading or discharging cargo. Loading must be conducted with the utmost care and vigilance so that errors or delays may not result in spills. All deck scuppers must be plugged tight before loading so that in the event of a spill pollution of the harbour may not result.
5. *Garbage:* No garbage is to be thrown over the side while the vessel is in port.
6. *Passengers:* Passengers will not be permitted to disembark unless in possession of the required visa and documents. To facilitate clearance, if passengers are carried, the Master should include this information in his ETA.
7. *Firearms:* Firearms on board any merchant vessel calling at Venezuelan ports must not exceed one per officer, nor can the ammunition exceed 18 cartridges per officer. All firearms and ammunitions must be noted on the store list. Officers must not carry firearms while the vessel is in Venezuelan waters and these sidearms and ammunition should be collected and held in the Master's safe custody.

GENERAL: 1. *Bonded Stores:* No cigarettes or bonded stores are available at El Palito.
2. *Cash Advances:* Cash advances are available in Venezuelan bolivares only and should be included in the vessel's ETA radio, to permit delivery on board at arrival.
3. *Charts:* No charts or sailing directions are available at El Palito.
4. *U.S.S. Club:* There is no U.S.S. Club available at El Palito nor movie film exchange service.
5. *Inspection Petroleum Products:* Chas. Martin and Company and E. W. Saybolt, petroleum inspectors, are not available at El Palito. However, if specified in sufficient time, they may be obtained from Puerto La Cruz.
6. *Laundry:* Laundry facilities are available at El Palito.
7. *Lubricating Oil:* Certain types of Mobil lube-oils only are available in small quantities. Requirements should be sent by radio with ETA.
8. *Mail:* Mail service posted from El Palito has been found to be fair.
9. *Provisions:* Provisions are available at El Palito.
10. *Radio and Radar:* No repairs made at El Palito.
11. *Gangways:* Gangways are provided by El Palito Terminal.

AUTHORITY: Mobil Oil Company de Venezuela, Apartado del Este 5373, Caracas, Venezuela.

In the absence of special arrangements, Mobil does not, as operator of the terminal, act as Agent for any vessel or for firms or agencies engaged in coastwise or international transportation operations. All services in connection with the arrival, loading or departure of vessels are performed as a Representative and for the account of the shipper in the case of cargoes loaded, and as the consignee in cases where cargo is received.

Terminal Operator, El Palito, Mobil Oil Company de Venezuela, Apartado 102, Puerto Cabello, Edo. Carabobo, Venezuela. Radio Address: "Socony Puerto Cabello" and "Mobil Puerto Cabello".

AGENTS: Head Office (Direction and Control). Brokers, Chartering and Tramp Agents, Victor H. Selinger, PO Box 1632, Caracas, Venezuela. Cables: "Seltank". Telephones: 81.25.28, 81.86.38, 81.28.78. Telex: 22859. New Boe Code.

Local Office, PO Box 108, Puerto Cabello. T3l. (042) 2866, (042) 3088. Cables. "Seltank".

PUERTO DE HIERRO: 10.38 N. 62.05 W.

DOCUMENTS:
Last Port Venezuelan Consulate Clearance.
6 Crew Lists.
6 Passenger Lists.
6 Stores Lists.
6 Narcotic Drugs Lists.
2 Health Declarations (forms provided and filled by doctor on arrival).
Smallpox Vaccination Certificates of Crew.
Derat Certificate.

PILOTAGE: Pilot boards at sea buoy 10° 37′ N., 62° 06′ W. If no pilot boat meets vessel on arrival, ship must anchor to wait orders. Send 72, 48 and 24 hour ETAs to cable address "Transterm Guiria". Vessels should anchor in the vicinity of sea buoy. No radio-telephone available.
ANCHORAGE: Vicinity of sea buoy. Good holding ground.
RESTRICTIONS: Vessels may have to wait at anchorage until slack water for docking when tide/current is strong.
MAX. SIZE: Dock, East berth: 30 ft. at low water 33 ft. at high water 690 ft. length, 90 ft. beam. Dock, West berth: 19 ft. at low water, 32 ft. at low water. 600 ft. length, 60 ft. beam.
HEALTH: Doctor boards at berth and grants pratique. Any suspected disease or fever to be reported at that time. Vessels arriving from a Venezuelan port do not require pratique.
RADIO: La Guaira, Venezuela.
TUGS: None available.
BERTHING: Berthing at times limited to slack water period depending on strength of tides. Pilot will advise.
STEVEDORES: Bulk cargoes: discharging rate 700/800 tons p/h., loading rate 800/1,000 tons p/h. No facilities available for handling general cargo.
MEDICAL: No notice required. Venezuelan Navy Hospital with limited medical assistance.
TANKERS: No oil carriers.
DENSITY: Low water – 1,020. High water – 1,023.
FRESH WATER: Available in limited quantities at berth. Rate of delivery 30 tons p/h at U.S. $0.50 p/ton. (approx.).
FUEL: In an emergency. Esso diesel fuel medium, specific gravity at 60°F. 0.85, API gravity at 60°F. 35, viscosity SSU at 100°F. 37, viscosity engler at 20°C. 1.40.
DEVELOPMENTS: Possibility of increasing draft in 1971 to 42 ft. at loading berth, and to 30 ft. at discharging berth.
CUSTOMS ALLOWANCES: Two cartons of 200 cigarettes each or equivalent in tobacco. Two ¾ litre bottles.
IDENTIFICATION CARDS: Issued locally by Navy on arrival.
REPAIRS: None. Small company workshop.
CONSULS: None.
AIRPORT: Nearest airport (one hour voyage on launch) is Guiria with two weekly flights to Caracas and the same number to Port of Spain, Trinidad. Next nearest (one hour launch plus two hours car) is Carupano with four daily flights to Caracas.
TIME: GMT minus 4 hours. Permanent.
HOLIDAYS: Cargo worked 24 hours a day, 365 days a year.
GENERAL: The whole of Puerto de Hierro is a Venezuelan Navy Supply Base. The dock and cargo installations are operated by Puerto de Hierro, S.A., a subsidiary of Caribbean Steamship Company, S.A. Only bulk cargoes transhipped by Caribbean Steamship are handled.
AUTHORITY: Puerto de Hierro, S.A., c/o Agencia Miguel Petrosini, Campo Creole, Guiria, Estado Sucre. Cable: "Transterm Guiria" Tel. 109 of Guiria.

PUERTO LA CRUZ: 10.13 N. 64.38 W.

(PUERTO LA CRUZ TERMINAL)
OPERATORS: Mene Grande Oil Company. Postal Address, Apartado 79, Barcelona, Venezuela. Radio Address, Meneg, Puerto la Cruz. (Venezuela).
FLAG: Venezuelan flag must be displayed from the foremast when entering zone as well as in docking operations. At all other times the Venezuelan flag must be displayed between sunrise and sunset.
LOCATION: Puerto La Cruz located on Pozuelos Bay on the

North-east coast of Venezuela. Its harbour is well protected by numerous islands against sea currents. The hurricane path is several hundred miles to the North and has never affected the flow of navigation in the Puerto La Cruz area.

The light-house marking the entrance to Pozuelos Bay is located: Latitude 10° 18′ 18″ North, Longitude 64° 41′ 7″ West. Visibility is 20 miles.

DOCUMENTS: Arrival clearance is effected on board vessel shortly after docking by Government Officials and a representative of the Company. The following documents are required:

1. Ship's Register.
2. Dispatch issued by Venezuelan Consul at last port* (1 copy).
3. Ballast Manifest* (1 copy).
4. Crew List* (6 copies).
5. Passenger and Baggage List, if any* (5 copies).
6. List of Passengers in Transit, if any* (2 copies).
7. List of Personal Effects* (3 copies).
8. Store List** (4 copies).
9. List of Slop Chests* (2 copies).
10. Sailing Permit issued by Marine Authority at last port of call.

* Clearance documents should be visaed by Venezuelan Consular Authority at last port of call. In absence of a Venezuelan official, papers may be visaed by Consul of friendly nation, by Chamber of Commerce or by two local prominent business men. Also, in absence of Venezuelan official, the following notation in Spanish should appear on each document, with sginatures:

"Por no exister en la localidad Agente Consular Venezolano y a peticion de los embarcadores, certifico el presente documento."

(Signature).....

** Store List should indicate separately all deck, engine and cabin stores. These lists may be prepared on board prior to arrival. However, if vessel is dispatched from Caribbean ports, said lists must be visaed by Venezuelan Consul at port of departure.

Please do not confuse document No. 2 with document No. 10. Both are necessary and the lack of either one subjects the vessel to an incontestable government fine.

PILOTAGE: (Also see "Anchorage".) The use of Government Pilots is compulsory for all vessels entering or leaving territorial waters. The Company will arrange for this service at all times. It if becomes necessary for the Master of the vessel to disregard Pilot's orders in order to ensure safety of the ship a written report from the Master shall be submitted promptly to the Government Port Captain in Spanish. Meneg will assist in translation, when necessary.

ANCHORAGE: Upon arrival at the entrance to Pozuelos Bay the ship should be veered within the area bounded by approximate co-ordinates: Lat. 10° 17′ 30″ N., Lat. 10° 10′ 30″ N., Long. 64° 35′ W., Long. 64° 42′ W., This is the anchorage zone. When ready to dock, a Pilot will be dispatched by launch to ship.

MAX. SIZE: No limitation is placed on width of tankers. Ships up to 1,000 ft. in length can be turned around in the inner harbour area. Max. safe draft alongside (berth No. 5) is 62 ft.

HEALTH: In theory the Government Port Doctor is to board each incoming vessel and board only outgoing vessels which carry passengers. In practice, however, the doctor boards at his discretion.

Ships cleared between the hours of 5 p.m. and 8 a.m. Mondays through Fridays and all day Saturday, Sundays and holidays are charged by Immigration Service for the issuance of shore leave passes. There is no charge for this service from 8 a.m. to 5 p.m. Mondays through Fridays. Transportation and immigration clearance fees on movement of seamen are billed at cost.

RADIO: Masters are requested to advise Meneg Puerto la Cruz by radio 48 hours in advance of estimated arrival outlining vessel's name, date and hour of arrival, bunkers and cash required, if any. In cases of *ships diverted at sea,* legal requirements also call for name of Master, number of crew, port of departure, port to which originally cleared and flag of ship. Vessels may contact the terminal by radio-telephone on any of the following frequencies: 2080 kc., 2120 kc., 2182 kc., 2638 kc., and 2738 kc. There is standby attention 24 hours a day to all frequencies mentioned.

Notice of diversion at sea, not received prior to arrival of vessel, subjects ship to incontestable fine from the government.

Ship-to-shore radios are installed on the oil dock and the company tug *Unare.* A 350-watt AM transmitter-receiver operates on the follow ing frequencies which are monitored 24 hours a day: 2080 kc. 2120 kc., 2182 kc., and 2738 kc. VHF Channel 16 for calling.

TUGS: Two-tug service is compulsory by law in this port. The Company has available a first-class diesel-electric tug of 1,600 h.p. and a contract tug of 2,100 h.p.

Tug assistance is charged from the moment the tugs leave their mooring, after having been requested, until they have returned and made fast. In other words, time is charged during the entire period the tugs are at the service of the requesting vessel, whether or not the latter is under actual manoeuvres. Generally, the Pilot will not commence movement of the vessel until he is assured that the tugs are standing by.

BERTHING: The loading facilities consist of five berths. Products available and safe draft are as follows:

	Berth 1	*2*	*3*	*4*	*5*
Crudes	×	×	×	×	×
Heavy fuel oil					×
Refined products			×	×	
LPG		×	×		
Bunker "C" fuel	×	×	×	×	×
Diesel fuel	×	×	×	×	×
Intermediate fuels	×	×	×	×	×
Fresh water	×	×	×	×	×
Safe draft	38′	38′	38′	38′	62′

Upon arrival at dock the following rules must be observed:

(*a*) Masters must ensure that mooring lines are properly tended during the discharge of ballast and loading of cargo, and that sufficient personnel is on board at all times to handle same. Discharging or loading will be temporarily suspended upon infringement of this regulation.

(*b*) Masters are requested to remove the blank flanges from their vessel's loading manifold before docking, so as to expedite the connecting of the shore hoses by company personnel. Vessels using berth No. 5 are also requested to have their derrick and gangway ready for use.

Note: Vessels always dock with starboard side to dock.

(*c*) While docked, circulating sea water, hot water or steam on starboard side of ship is prohibited. Hot water or steam may activate the automatic sprinkler system as well as damage piping located under the dock surface.

(*d*) Rat-guards must be placed on all ropes connected with the shore.

(*e*) Heavy exhaust smoke from vessel's smoke stack is not permitted. Any infringement of this rule will result in Government fine and/or removal of ship from dock.

(*f*) Meals must be provided in officers' mess-room for Venezuelan National Guard personnel who may be assigned to the vessel during stay in port.

LOADING: After the vessel has been cleared, the Company Dock Supervisor on watch will give the Master of the vessel written instructions as to grade or grades of cargo, loading rates, information on size of hoses and lines, and other information pertinent to the loading of the vessel.

During loading operations, company employees are on watch to administer to the needs of each vessel.

Upon termination of loading cargo, hoses are normally displaced with air at controlled rates prior to disconnecting. If the ship's officers request that the alternate procedure of draining hoses be effected, shore personnel will be happy to comply provided the following steps are observed by ship's officers:

1. Advice be received prior to termination of loading cargo.
2. Ship's receptacles be situated to receive oil drained on board. It should be noted that heavy fines are imposed for spills or overflows which contaminate the bay.

Shortly after completion of loading company personnel will take ship's ullages and, later, deliver cargo and sailing papers to an officer of the vessel.

Ships must vacate berth upon completion of loading and await papers at anchorage if the berth is needed for another vessel. The Dock Supervisor on duty will advise ship's officer of this matter.

MEDICAL: All requests for medical or dental treatment must be accompanied by a written request from the Master to the Company Dock Supervisor on duty. The Company makes available to ship's personnel the same clinic which has been designated for its employees. Seamen requiring medical attention should first contact the Company's Dock Supervisor who will provide them with a medical order and also provide transportation to and from the hospital.

In the event of hospitalisation, and after a seaman has been discharged, he must rejoin his vessel if it is still in port. Otherwise, he will be lodged in a hotel pending instructions as to his disposition.

Company doctors do not visit ships. If medical attention is required aboard ships, the Government Port Doctor will board and attend the patient.

FRESH WATER: Treated fresh water is available in reasonable quantities for vessel's boilers and for human consumption. The supply of water is not held in special reserve for vessels. When required, it is supplied from the terminal water system utilised by Mene Grande Oil Company. It is, therefore, an accommodation to ships calling at the terminal.

FUEL: The terminal is not a general bunker station. Only ships discharging dry cargo or loading petroleum may take bunkers.

Bunker "C", light and heavy diesel fuel and complete range of intermediate fuels are available in quantity. Delivery rates to the ships are approximately as follows: Bunker "C", 200 tons per hour; heavy diesel, 150 tons per hour; intermediate fuels, 150 tons per hour.

Note: Orders for light diesel must exceed 2000 bbls. (approximately 280 tons.)

Whenever a vessel takes bunkers the Master or Chief Engineer, or whomever they may appoint, may inspect the shore tanks and meters to satisfy themselves as to quality and quantity. Meters are installed on all bunker systems with the exception of light diesel, and the master meter has been certified by E. W. Saybolt & Company.

Gas oil for galley fuel is supplied only by tank truck or in barrels through local suppliers.

The dock valves on the bunker lines will only be opened and closed upon advice from the ship's personnel.

Bunkers are delivered concurrent with the cargo.

Lubricants are available through ship chandler, or directly from oil company distributors.

CUSTOMS: Crew members should be warned against taking knives or other lethal weapons ashore, as this is strictly prohibited. All firearms and ammunition must be noted on stores list. They cannot exceed one per officer nor 18 cartridges per gun. No arms may be carried while ship is in Venezuelan waters or tied up at dock. Contraband of any description will be confiscated. Each man is allowed one package of cigarettes on his person and this package must be opened. No liquor is to be taken ashore. It is prohibited to carry liquor from shore to ship without authorisation from captain of vessel. It is further strictly prohibited to consume liquor in dock area.

It is normally forbidden to take photographic cameras ashore. However, upon written request to the National Guard contingent on the oil dock, special permission may be obtained. This is subject to two limitations: one, that the camera is returned to the ship; two, that no photographs are taken of the petroleum installations.

IDENTITY CARDS: Passes for shore leave are issued by the officials of the "Capitanía de Puerto", who board with the Customs authorities upon the vessel's arrival at dock. These passes are valid for the duration of the vessel's stay in port and must be returned before sailing to the guard assigned to the vessel.

In order to comply with Immigration Regulations, crews should be carefully checked before sailing, and any missing seamen reported to the Dock Supervisor. Crew members left behind when the vessel sails will be held in custody until deported at the vessel's expense.

CONSULS: The following foreign countries have consular offices in the vicinity of Puerto La Cruz:

Belgium	France	Panama
Brazil	Great Britain	Sweden
Columbia	Italy	The Netherlands
Denmark	Norway	United States
		West Germany

Dock personnel should be apprised of vessels' consular requirements promptly upon docking. Transportation, if necessary, will be furnished by the Company for this purpose.

REPAIRS: Request for repair work by local contractors must be accompanied by a written request from the Master of the vessel.

REPATRIATION: Seamen discharged from hospital for transfer to another port, seamen arriving from another port or those being repatriated are handled by company personnel without charge. However, hotel, transportation, government and handling fees are billed at cost.

In the case of seamen left ashore for any reason, Masters are requested to furnish a letter accepting responsibility for all expenses incurred, advances if any, and instructions for repatriation. Venezuelan regulations, at all times, hold the vessel responsible for a seaman during his stay in the country. Close contact is maintained by radio with ship owners regarding disposition of their seamen.

AIRPORT/MAIL: With the exception of Saturdays, Sundays and holidays there is daily airmail and airfreight service to and from Puerto La Cruz.

Mail handed to company representatives for posting shall be separated by "ship" and "crew". Separate charges will be noted on disbursement account. The Company will not, however, keep a record of postage expense of any individual. This is the responsibility of the Master.

About 75% of all ship's mail received is eventually reforwarded or returned. This is due to late receipt of mail, diversion of a vessel or cancellation of a scheduled trip. The folowing rules have been set up to eliminate any misunderstanding between the Company and interested parties:

1. Mail arriving for a ship on which *no advice whatsoever* has been received will be kept for thirty days and thence returned to its point of origin. A bill for postage will be sent to the interested party.
2. Mail arriving for a ship which has already sailed, and on which *no forwarding instructions* have been left by the Master of the vessel, will be retained for thirty days and thence returned to its point of origin. Postage costs will be charged to the disbursement account of the interested vessel.
3. When parts and machinery are received for a vessel which does not arrive within a reasonable period of time, we will advise the sender of the material on hand. If no instructions are received from the sender of the material, we will not be responsible for disposition of material. Air express packages usually arrive through Maiquetra Airport which is 200 miles distant from Puerto La Cruz. Receipt and transshipment of air express packages to Puerto La Cruz usually take several days. Shippers should, therefore, not expect one day service within Venezuela and should time their shipments accordingly.

TIME: GMT minus 4 hours. Permanent.

REGULATIONS:

(*a*) *Excessive Smoke.* It is absolutely prohibited to exhaust heavy smoke through a ship's funnel while tied up at the Company's docks. It is also prohibited to blow boiler tubes. Failure to comply with this regulation will result in any or all of the following actions:

1. Vessel's discharge of ballast or loading of crude or products will be immediately shut down.
2. Vessel will be subject to fine from authorities.
3. Vesel may be removed from dock.
4. Owners will be advised of infractions of this regulation.
5. Fines, time lost, and other related expenses will be charged against the vessel.

(*b*) *Ballast.* Although climatic conditions in Puerto La Cruz are relatively mild, vessels should arrive with sufficient ballast to permit safe handling. Venezuelan regulations strictly prohibit the pumping overboard of dirty ballast while vessel is in sight of land. All ballast must be pumped ashore with the exception of vessels especially equipped with clean segregated systems which are reserved for ballast only. Vessels so equipped will be permitted to pump overboard after first being inspected and approved by shore personnel. Heavy fines are imposed for pollution of waters and industrial fishermen are quick to report any infringement. Maximum discharge pressure to shore installations is 90 psi. through the 16 in. line which dumps into ballast lakes approximately 300 metres south of dock.

(*c*) *Pollution.* Venezuelan laws are very strict on this subject. The escape of dirty ballast, lubricating oil or crude oil into coastal waters is considered to be pollution whether it takes place at the dock or in the harbour. All discharge valves, bilges and scuppers are to be closed before loading operations commence. Strict vigilance must be exercised in discharging ballast and loading crude and bunkers. When an oil spill occurs the Master, government officials and a company representative evaluate the quantity of the spill and make a report to the Government Petroleum Inspector. On the basis of this report a fine is imposed. This type of fine cannot be appealed. The majority of spills are due to negligence by ship's personnel supervising loading operations. Therefore, an efficient watch aboard ship should be maintained at all times.

TONNAGE CERTIFICATE: Due to reciprocal agreements between Venezuela and the following countries, ships flying the flag of any of the below-named countries exempted from Arqueo compliance and payment of fees: Denmark, England, France, Germany, Holland, Ireland, Norway, Portugal, Sweden, United States.

Ships bearing the flag of any other nation shall require a Venezuelan Arqueo Certificate. The cost of measuring is contingent on the size and tonnage of vessel, but the average is Bs. 225. The certificate is usually issued after the ship sails from port. It is then sent to the marine department of the Owners of the vessel by airmail.

GENERAL:

(*a*) *Cash.* Masters are requested to consider their cash requirements carefully, as return cannot be accepted. The local currency is the Venezuelan "Bolívar". No other currency is available from the Company. Foreign exchange may be secured from local banks by interested parties. Local banks are open Monday through Friday from 9 a.m. to noon, and from 2.30 to 4.30 p.m., excepting holidays.

(*b*) *Stores.* Foreign cigarettes or other bonded stores are not available in Puerto La Cruz. There is ample supply of national and imported products through the ship chandler. During the past several years there has been improvement in the supply of fresh and canned food items. Prices are competitive due to favourable exchange rates.

(*c*) *Laundry.* Laundry service is available during daylight hours, excepting Sundays and holidays, provided prompt notice is given to ship chandler upon arrival in port.

(*d*) *Charts.* No charts or sailing documents are available in the terminal. Same should be forwarded by airmail to the Company for delivery to the ship.

(*e*) *Launch.* Launch service in transporting Pilots to and from ships, handling lines to dock, and for other official business is supplied by an outside firm under the direction of the Dock Supervisor. In the Puerto La Cruz Terminal no government launch is available. Therefore, the service performed for transportation of government officials is for account of the vessel, at cost. The present fee is subject to change without notice.

AGENCY:

(i) It is unnecessary to request "Agency" on vessels loading at the Company's terminal. The Company does not act as "Agent" and, also, ship's business is taken care of automatically.

Mene Grande Oil Company, as operator, charges a fixed fee for General Services. The Company does not act as Agent for a vessel, but it does render all of the services required for a prompt and efficient tanker turnaround. These services consist principally of the following:

Request for Pilot.
Transport Government employees who perform official visits.
Render complete documentation service for cargo.
Supply land transportation for functions relating to the receipt and dispatch of vessel.
Present the shipper of the cargo with complete set of disbursements.
Dispatch vessel.
Handle, at cost, seamen left behind.
Handle, at cost, mail and packages.

(ii) Supervisor Assistance. This assistance covers the following company services at a fixed change.

Control over marine units which service vessels.
Assistance in docking and mooring vessels to dock.
Supervision over connection of hoses, discharging ballast and cargo loading facilities.
Supervision over undocking of vessel.
Assistance in securing medical and dental attention for seamen.
Assistance in securing ship chandler.
Miscellaneous other related services.

PUNTA CARDON: 11.36 N. 70.15 W.

OPERATORS: Compañia Shell de Venezuela.

FLAG: It is compulsory to display a Venezuelan flag at the foremast starboard yardarm during daylight hours for ships anchored or berthed in Venezuelan waters. The ships Services will provide a Venezuelan flag at any time for ship's account.

LOCATION: The port of Punta Cardon is located on the Gulf of Venezuela, on South-west coast of Paraguaná Peninsula, Venezuela. Punta Cardon is an open sea port with practically no swell, due to the Easterly winds prevailing almost all year from the shore side.

WEATHER: There is little rainfall at Punta Cardon, it averages some 12 in. annually. The trade wind normally blows from the E.N.E., force 4 (maximum force 8) Beaufort scale. There is a humidity of 55%. Sea temperature 79° (26.1°C). Density of water 1.025. The Caribbean hurricane season is from August to November. Most rain falls during this period, and although Cardon lies far South of

the usual hurricane tracks, calm days or even Westerly winds may be expected. Occasionally ships cannot be berthed for a couple of days due to high swell.

TIDE: The normal range of the tide is about 11 in. However, an 18 in. range has been observed during spring tides.

CURRENT: The tidal current (Lunar tide) at this port is negligible. During the flood tide the current runs S.S.W. speed 0.7 knots and when the tide is ebbing it runs N.N.E. at a speed of 0.35 knots.

ESSENTIAL REQUIREMENTS:

1. Incoming vessels must send ETA at least three days before arrival at Punta Cardon.
2. If a ship, originally cleared for another port (including any other Venezuelan port) is diverted at sea to Punta Cardon, certain information must be radioed prior to arrival in order to avoid heavy fine(s) and/or delays.
3. No dirty ballast may be pumped overside in port in Venezuelan coastal waters. Ballast disposal facilities are available at Punta Cardon Terminal.
4. The use of Venezuelan Government Pilots is compulsory for berthing and unberthing.
5. In addition to other clearance documents, five copies of an itemised list of articles in the ship's slop chest must be presented to the authorities on arrival.
6. The emergency fire signal is five long blasts on the ship's whistle or siren. No other signal is to be given in cases of emergency.
7. Rat-guards must be placed on all mooring lines.

DOCUMENTS: Clearance (inward pratique). Inward clearance is effected on board by Government Port and Customs Officials and a representative of the Oil Movements Department immediately after berthing. The following documents must be ready on arrival:

(1) In ballast:

*(*a*) Clearance from Last Port (1 copy).
*(*b*) Ballast Manifest from last port (1 copy).
(*c*) Crew List (7 copies).
(*d*) Steward's Store List (all foodstuff, liquors, tobacco, etc.), to be declared on a separate and independent sheet (5 copies, see note below).
(*e*) Deck and Engine Stores and Spare Parts List (paints, varnishes, chains, ropes, etc.), to be declared on a separate and independent sheet (5 copies, see note below).
(*f*) Medicine Chest Lists (including narcotics accurately itemised) (5 copies).
(*g*) Slop Chest Lists (5 copies).
(*h*) Personal Effects Lists (4 copies).
(*i*) Sailing Permit (issued by Maritime Authority at last port of call) (1 copy).
(*j*) Passenger and Baggage Lists (if any) (2 copies).
(*k*) List of Passengers in transit (if any) (4 copies).

* Documents marked with asterisk are to be visaed by Venezuelan Consular Authorities at the last port of call.

In the absence of a Venezuelan Consul the documents must be visaed by the Consul of a friendly nation, or by the Local Chamber of Commerce, or by two local reputable businessmen, whose signatures shall be notarised.

In the absence of a Venezuelan Consul the following notation should be written in Spanish on each document signed by the alternates designated above.

"Por no existir en la localidad Agente Consular Venezolano y a petición de los embarcadores, certifico el presente documento".
(Signature)

Both the Steward's Store List and the Deck and Engine Stores and Spare Parts List may be prepared on board prior to the vessel's arrival. However, if the vessel is dispatched from the colonial Antilles or Guianas, these lists as well as the Personal Effects List must be visaed by the Venezuelan Consul at the port of departure. The Steward's Stores List must be comprehensive and accurate, especially with regard to cigarettes and liquor. All new clothing, gifts, souvenirs, etc. are to be clearly marked. All personal effects of the crew are to be collected and placed in the Bonded Stores Locker, ready for sealing by the Customs Authorities on arrival.

Although vessels proceed directly to Punta Cardon, clearance documents should be made out showing the port as "Las Piedras, Paraguana (Punta Cardon)". Failure to comply with this requirement may result in fines up to a maximum of U.S. $600.00.

(3) Clearance documents out-bound: Outward clearance and cargo documents are delivered on board by the Ships Services Representative.

In the event that the berth is required by another vessel, a vessel having completed loading may be required to vacate the berth promptly and proceed to anchorage to await cargo documents and clearance.

PILOTAGE: Pilots are employees of Venezuelan Government and pilotage is compulsory for vessels entering or leaving harbour. The Ships Services Office will arrange for this service at any time. If it becomes necessary for Master of the vessel to disregard Pilot's orders in order to ensure safety to the ship, the Master must promptly submit a written report to the Harbour Master on the matter, via the Ships Services Representative, stating the reason for his action.

Pilots sustaining injuries: It is compulsory to submit a full report in cases where a Pilot is injured while performing duties on board vessels.

ANCHORAGE: The anchorage at Cardon roads within a radius of 2 miles from end of jetties has depths varying from 54 to 100 ft. (LWS) and a bottom consisting of mud with some patches of small stones, sand and shells. There are no known obstructions from West to North-west of the Piers and there is ample water for a clear approach when coming from West and North-west, but the anchorage is limited on the South by a sandspit projecting 1 mile South-west off Punta Cardon Cape. A beacon is located on this sandspit in position: Latitude 11° 36′ 03.4″ North, longitude 70° 14′ 15.6″ West. Fl.R. ev. 1 sec. 17 ft. 5 miles (U).

APPROACHES: Restricted Fishing Area. Masters when approaching coast should keep a particularly sharp lookout for fishing boats, nets and small craft.

Mechanically propelled vessels drawing more than 5 ft. are prohibited from navigating in the restricted fishing area that extends off Paraguaná Península from Punta Macolla, latitude 12° 5′ 32″ North, longitude 7° 12′ 55″ West to Punta Estanques (Los Taques), latitude 11° 48′ 45″ North, longitude 70° 16′ 45″ West, and a line connecting the position indicated below:

(*a*) Latitude 12° 07′ 40″ North, longitude 70° 14′ 25″ West.
(*b*) Latitude 12° 03′ 15″ North, longitude 70° 19′ 23″ West.
(c) Latitude 11° 49′ 25″ North, longitude 70° 21′ 50″ West.

Leading Lines

	Position			*Height in Metres*
Jetty	*Latitude* N.	*Longitude* W.	*Colour*	(*LWS*)
I	11° 37′ 19.2″	70° 13′ 54.6″	Green	4.70
	11° 37′ 23.1″	70° 13′ 47.6″	Green	14.20
II	11° 37′ 32.0″	70° 14′ 02.0″	Red	4.83
	11° 37′ 35.9″	70° 13′ 55.1″	Red	14.30
III	11° 37′ 08.1″	70° 13′ 53.5″	White	3.06
	11° 37′ 09.1″	70° 13′ 50.6″	White	14.94
IV	11° 37′ 41.9″	70° 14′ 12.0″	Blue	5.10
	11° 37′ 42.4″	70° 14′ 09.4″	Blue	21.54

Land Marks

Two radio towers, very conspicuous, with micro-wave antenna at the middle painted in aluminium white, in position, Latitude 11° 38′ 03″ North, longitude 70° 13′ 56.2″ West. Height 205 ft. (62,5 m.)

Navigation aids

A light is located on the outer radio tower.

Position: Latitude 11° 38′ 03″ North, longitude 70° 13′ 56.2″ West.

Characteristics: Fl. White and Red, ev. 10 secs. Height 205 ft. (62·5 m.) 21 miles (U).

Sectors: Red 340° – 009°, White 009° – 009°, Eclipse 202° – 340°. (All bearings are true from seaward).

Beacon: Located on sandspit of Punta Cardon.

Position: Latitude 11° 36′ 03.4″ North, Longitude 70° 14′ 15.6″ West.

Characteristics: Fl. Red. ev. 1 sec. Height 17 ft. (5·2 m.) 5 miles (U).

Two large chimneys are very conspicuous in the Refinery Area. The North chimney is situated Latitude 11° 37′ 54″.6 North, Longitude 70° 13′ 10″.8 West. Height above MLWS 399.6 ft. (121·8 m.). The South chimney is situated Latitude 11° 37′ 52″.9 North, Longitude 70° 13′ 09″.8 West. Height above MLWS 396.3 ft. (120·8 m.). For daylight distinguishing marks, both are painted with broad red and white bands and at night both have a string of all round fixed red lights at the top and the same at the middle height.

A steel tower. A commercial radio tower is situated outside the Refinery Area in position: Latitude 11° 36′ 29″ North, Longitude 70° 13′ 42″ West. Height above MLWS 164.7 ft. (50·2 m.). This is not very visible during the day, but at night it has at the top, flashing every second, an all round Red Light, visible at 12 miles.

MAX. SIZE:

Jetty/Berth			*Depth LWS*	*Draft*	*Length in feet*	*Displac. in tons*
No. 1	North Outer	(3)	40′ 00″	37′ 06″	710	25,000
	South Outer	(4)	42′ 06″	40′ 00″	710	25,000
	*North Inner	(1)	32′ 00″	30′ 06″	575	
	*South Inner	(2)	35′ 00″	33′ 06″	575	
No. 2	North Outer	(3)	42′ 00″	39′ 06″	710	25,000
	South Outer	(4)	43′ 00″	40′ 06″	710	25,000
	North Inner	(1)	22′ 06″	21′ 00″	424	
	South Inner	(2)	25′ 00″	23′ 06″	424	
No. 3	North Outer	(3)	46′ 00″	43′ 06″	900	62,000
	South Outer	(4)	44′ 06″	42′ 00″	900	62,000
No. 4	North Outer	(3)	47′ 00″	44′ 06″	900	54,000
	South Outer	(4)	48′ 00″	45′ 06″	900	54,000

BALLAST: It is suggested that vessels nominated to load at this installation arrive with the minimum of ballast on board, necessary for the safe handling of the vessel under normal conditions. In this connection experience has shown that, under normal weather conditions, vessels can be safely berthed and unberthed with a quantity of ballast of approximately 20% of their respective summer deadweights. Clean ballast can be pumped into the sea, but Masters are reminded that pollution of the sea incurs heavy fines. Dirty ballast can be received ashore. Maximum discharge pressure to shore installation is 150 psi. in the 20 in. ballast line of Jetty No. 2; Jetties Nos. 4 and 1 have a 24 in. ballast line, and Jetty No. 3 has a 16 in. line. Masters are requested to endeavour to arrive at this port with 20% SDW ballast.

TUGS: Two tugs of 1,200 h.p. and 1,600 h.p. respectively are available, and their assistance is compulsory for berthing. Number, disposition and manoeuvres of tugboats are directed by the Pilot. The following tug signals in practice in this port are listed below for Master's guidance:

Short blasts are used to give orders to the tug situated ahead.

Long blasts are used to give order to the tug situated aft.

One blast means *push* tug engine, ahead (if it is stopped); *stop* tug engine, stop (if it is moving).

Two blasts, *pull* tug engine, astern.

One long, one short, one long and one short whistle, "Calling tugs".

Two long and two short whistles, "Tugs Dismissed".

RADIO: Arrival messages (ETA). Master of vessels bound for, or diverted to Cardon are requested to radio the following information to "Shellref. Caracas" via "La Guaira Radio", call sign YVG, 72 hours in advance of estimated arrival, or as soon as possible.

(*a*) Name of vessel
(*b*) Flag
(*c*) ETA
(*d*) Last port
(*e*) Master's name
(*f*) Number of crew and passengers
(*g*) Port for which the vessel is cleared
(*h*) Quantity of clean ballast on board
(*i*) All requirements

This information is of the utmost importance to the Harbour Authorities in facilitating the entry of vessels in general, and in case of diversion.

VHF Radio Telephony. The radio and communication centre is located in the Oil Movements Office Building situated at the foot of No. 2 Pier at a height of 50 ft. above sea level. The roof of the building is painted black and the word "Marine" painted across in large white letters.

There is a RT set operating 24 hours a day on the following frequencies, and manned by English speaking operators:

156.6	Mc/sec.	FM	VHF	(Channel 12)	Range limit	25	miles
156.8	mc/sec.	FM	VHF	(Channel 16)	,, ,,	25	,,
2120	kc/sec.	AM	HF		,, ,,	150	,,
2182	kc/sec.	AM	HF	(Channel 1)	,, ,,	150	,,
7620	kc/sec.	(SSB)	HF	(Channel 3)	,, ,,	300	,,

Call sign: "Marine Cardon".

Vessels not equipped with radio telephone may call the installation by signal lamp (Aldis' lamp) whereupon the service launch will be sent out to vessel to pick up any message it may have.

BERTHING: Without exception ships always moor head-in on all berths. It is considered prudent to have the outboard anchor hove out prior to approaching piers to facilitate speedy release while socking if necessary. Vessels are to be moored to satisfaction of the Port Services Superintendent or his deputy; mooring lines must be tended regularly and kept hove taut to prevent surging and possible damage to ships, docks or hoses. When adjusting mooring lines, the assistance of harbour tugs should be requested before slackening off any mooring line.

MEDICAL: Facilities are available for medical and dental treatment, vaccination and hospitalisation in a private clinic.

The doctor's working hours for out-patient treatment are as follows: Monday to Friday, 09.00 to 11.00, 14.00 to 17.00. Saturdays, Sundays and holidays, only urgent cases will be attended to. Emergency cases will be attended to at all times.

Masters requiring medical or dental service or vaccination for their crew members should call Ships Services by dialling 2105. Our representative will make the necessary arrangements with the clinic and arrange for transportation to pick up the crew members on the pier and to take them to the clinic and back. Any crew member who is sent ashore for medical or dental treatment, and who does not speak English or Spanish, must be accompanied by a crew member who speaks one of these languages.

Doctors do not attend patients on board. In serious cases where the patient is unable to walk an ambulance will be provided to take him to the hospital.

FRESH WATER: Fresh water is available at all berths. Loading rate is 30 tons per hour.

CUSTOMS: Venezuelan National Guards are stationed at the piers to ensure that vessels in port comply with regulations. Masters are requested that these guards must be treated as ship's officers. They should be provided with a cabin when so required and be allowed to take their meals in the officers dining-room.

1. *Smuggling.* Strict compliance with the Customs laws of the country is enforced by the Authorities and Masters are strongly advised to caution crew members against attempting to smuggle ashore cigarettes in carton lots cigars, tobacco, souvenirs, gifts (particularly items of women's apparel) or other articles. A maximum of twenty cigarettes per person for personal use is allowed to be carried but a greater quantity will result in the imprisonment of the offender with possible heavy fines and delay to the vessel.

2. *Bar.* On Customs Authorities instructions vessels maintaining a "Bar Service" on board for the use of officers, crew, passengers and visitors, must keep the bar closed during the vessel's stay in port.

3. *Firearms.* Firearms on board any merchant vessel calling at Venezuelan ports must not exceed one per officer, nor can the ammunition exceed 18 cartridges per officer. All firearms and ammunition must be declared on stores list. Officers must not carry firearms while ship is in Venezuelan waters. Said arms should be collected together with the ammunition and held in the Master's safe custody. Crew members should be warned against taking knives or other weapons ashore as these will be confiscated and the bearer fined.

CONSULS: Brazil, Great Britain, Italy, the Netherlands and Norway have Consular representatives in this area.

TIME: Local time is Greenwich Mean Time minus 4 hours.

CERTIFICATES: All ships arriving in Venezuelan ports for the first time must be measured by the Maritime Authorities for issuance of a Venezuelan Tonnage Certificate, known as "Certificado de Arqueo". This document gives the measurements and weight of the vessel in accordance with existing laws. The cost of measuring and issuing of the Certificate is contingent on size and tonnage of vessel.

It is usual practice to take ashore the ship's "General Arrangement" and "Capacity" plans, which are used as a basis for calculations. These plans and the Venezuelan Tonnage Certificate are later forwarded to ship's Owners.

Vessels registered in following countries are exempt from above regulations, due to existing reciprocal agreement with Venezuela: U.S.A., Great Britain, Denmark, France, Germany, Holland, Ireland, Sweden, Norway, Portugal.

The Venezuelan Tonnage Certificate is used in calculating Venezuelan Government Port charges, such as Port Captain Habilitation for entry and despatch of vessels and Pilotage Dues, for all vessels except those registered in the countries mentioned above, in which case the Lloyd's Registered Tonnage is used.

HOLIDAYS: By order of the local Port Authorities it is requested that all ships in port be fully dressed on the following national holidays: January 1st, April 19th, July 5th, July 24th, October 12th, December 25th.

REPAIRS: Shore facilities are available for emergency repairs of a minor nature. The nearest dry docks are located at Puerto Cabello and Curacao, N.A. Request for repairs should be mentioned in ship's ETA message.

SHORE LEAVE: Shore leave is permitted and Harbour Master's representative who boards vessel on arrival issues the required number of shore passes. These passes must be shown when proceeding ashore to the Government and Company Guards at the gangway and refinery gates. They are to be collected by Master prior to sailing and handed to Pilot unberthing the vessel. Masters are reminded that in accordance with the instructions of local police, crew members be properly dressed before leaving the vessel, i.e. long trousers and shirts.

Masters are requested to have shore leave expire at least two hours before expected departure. Men then found missing should be reported to the Ships Services Office, tel. 2105, who will endeavour to locate them. An officer must accompany shore personnel in order to identify the missing crew member.

Vessels are not permitted to sail until all crew members are on board, unless said crew members are hospitalised or previously signed off by the Master through the Ships Services representative. If any crew member is missing at sailing time and cannot be found, his passport and other personal documents must be handed to the Ships Service representative, as well as written instructions as to his repatriation, when found. All costs and expenses of a crew member so left behind will be for ship's account.

GENERAL:

1. *Animals:* The importation and transit of all birds belonging to the genus parrot or parakeet is prohibited. For other birds a valid health certificate is required. For so-called "small animals" e.g. dogs, cats, monkeys, rabbits, etc. a valid health certificate and a valid rabies vaccination certificate are required.

2. *Bonded Stores:* Stores in bond are not obtainable in Punta Cardón. The nearest port with bonded stores facilities is Curacao.

3. *Board of Trade Gangway:* A safe gangway must be provided by the vessel and should be rigged as soon as possible after mooring to allow the Port Authorities to board, and should not be taken in until Pilot has boarded to unmoor vessel. The use of rung ladders, pilot ladders, etc. is contrary to Port Regulations and Port Authorities will not board except by means of a safe gangway or accommodation ladder.

4. *Damage during Manoeuvres:* When a vessel or the pier sustains damage during manoeuvres with an official Pilot on board, it is the responsibility of the Master to submit to the Ships Services representatives, immediately after the accident, a report in quintuplicate, for presentation to the Harbour Master. Such reports should give full details of the accident and of all engine movements as ordered by the Pilot, as well as a sketch in triplicate of the ship's manoeuvring position at the time. These will be translated by the Agents into Spanish and forwarded to the Harbour Master.

5. *Cash Advance to Masters:* Cash advances to Masters are made only in Venezuelan currency, which is the Bolívar. Cash requirements should be included in the vessel's ETA message. Foreign currencies are accepted in the United Seamen's Service Club.

6. *Rat-guards:* By order of the Port Authorities rat-guards must be fitted to all mooring lines. Non compliance entails a fine of 200 bolivars for each unguarded line.

7. *Kerosene, Motor Gasoline, Gas-Oil, Solvents:* Supplies for ship's purposes are available in drums. The return of empty drums ashore is prohibited by Customs regulations. therefore the cost of each drum will be billed to the vessel in the Port Disbursement Account.

8. *Lubricants, Oils and Greases:* Supplies of Shell products are available. Vessels arriving at Punta Cardon on Saturday or Sunday or on a holiday should give ample notice of their requirements by cable in order that the necessary labour arrangements for delivery can be made. This procedure also applies to the delivery of white oils mentioned under 7 above, when required outside working days.

9. *Laundry Service:* Laundry service is available throughout each working day. Such service should be requested in the vessel's ETA message.

10. *Wireless Transmitters in Port:* It is strictly prohibited to use vessel's wireless transmitters in the Port of Cardon. Non-compliance with this regulation may result in a fine being imposed on the vessel by the authorities.

11. *Mail:* On vessels' arrival, blank Mail List Forms will be handed to the Master to be completed in sextuplicate and duly signed by him, when sending ship's and crew mail ashore for posting. Ship's mail received after ship has sailed, or for vessels on which no advice has been received, will be held for 15 days and then returned by airmail to the owners or operators or senders, at ship's expense unless specific instructions have been received beforehand.

12. *Marine Surveyors:* Both the Lloyd's Agents at Maracaibo and Norsk Veritas at Caracas have a representative in Punta Cardon who acts on their behalf when a surveyor is requested. However, in the case of continuous or classification surveys, advance notice of four days should be given in order to arrange for an appointed surveyor to come from Caracas. There is also a representative of the American Bureau of Shipping in this area (Caracas).

13. *Miramar Club:* Masters, chief engineers and their wives can visit the Miramar Club. For this purpose entrance passes should be requested from the Ships Services Office, tel. 2105.

14. *Manaure Bathing Beach:* The above mentioned bathing beach is open to all ship's staff and crew members.

15. *Norwegian Government Seamen Service:* A Norwegian Vice Consul and Welfare Officer is stationed at Punta Cardon, and provides the usual services to seamen of this nationality. His telephone number is 4359.

16. *Navigation Charts:* Navigation charts are not available at this port.

17. *Passengers:* Movement of passengers over Cardon Piers is subject to restriction under terms of agreement with the government. Passengers will not be permitted to disembark unless in possession of the required Venezuelan visa and travel documents. If passengers are carried, Master should so advise in his radio ETA so that arrangements can be made for Immigration Authorities to visit vessel on arrival and thus facilitate clearance.

18. *Petroleum Inspection:* Charles Martin & Co., and E. W. Saybolt, petroleum inspectors, are available in this area. Contact can be made through the Loading Supervisor (tel. 2821).

19. *Personnel – Seamen Left Ashore:* In the case of seamen left ashore for hospitalisation, repatriation, desertion or other reasons, all documents and personal effects are to be handed to the Oil Movement Department's representative before sailing. A letter is required from the Master advising the maximum advances, if any, to be made to the seaman, and instructions concerning his repatriation. All expenses incurred by seamen left ashore, including cost of repatriation, are for ship's account. It is important that Masters bear in mind that the Venezuelan law will at all time hold the vessel, her Master, or Owner responsible for any seaman left behind in Venezuela.

20. *Photographing:* The taking of photographs within the boundary fence of the Cardon Refinery is prohibited. Taking cameras ashore is likewise prohibited.

21. *Provision and Stores:* Provisions and stores are available. Requisitions should be conducted through the Ships Services Office. Telephone number 2105 or the Ships Services representative when he calls on board with the authorities on arrival. Ships chandlers are not permitted to visit ships, unless specifically instructed to do so by the Agents.

22. *Radar and Radio Repairs:* Repair and maintenance services for radar, radio, gyro compass, radio direction finder, echo sounder, etc. are available. The repair man should be contacted through the Ships Services Office, telephone number 2105.

23. *Safety of Personnel:* It will be appreciated that persons intoxicated by alcoholic drinks can create risks of accidents; therefore we ask the Master's co-operation to ensure that these persons do not enter the refinery gates and/or board their vessel unless accompanied by sober members of their crew. In this connection we will advise the Master or one of his officers, so that measures can be taken to ensure the safety of the forementioned person(s) e.g. by sending one or more of the crew to the gate to accompany him (or them) to the ship.

24. *Visitors:* Visits to ships are prohibited except from those company employees, petroleum inspectors, etc., whose duties require their presence on board.

25. *Walport Film Exchange:* Subscribers to the Walport service may exchange films at the U.S. Seamen's Club situated at the foot of No. 2 Pier, from 7.30 a.m. to 10.00 p.m. every day, by telephoning 2803.

26. *Staff and Crew Changes:* No staff and/or crew should be engaged or discharged without consulting Ships Services (telephone 2105). In case of discharge, identification documents must be handed to the Ships Services representative or the Norwegian Consular Officer in the case of Norwegian vessels.

27. *Tank Cleaning and Mopping:* Several contractors in the area provide labour for tank cleaning and mopping. Masters in need of this service should submit their requirements to our Ships Services Office (telephone 2105), who will contact and request a contractor to go on board to discuss details and estimate costs of work to be effected. It must be pointed out that the Master of the vessel is solely responsible for the proper fitness of the ship's tanks for loading his next cargo, and will therefore be held liable for any contamination of the cargo after loading, due to inadequate tank cleaning. Therefore it is up to him to decide the degree of tank cleaning necessary. He may, of course seek advice from the installation representative in this respect, whenever there is any doubt. Assistance in the nature of technical advice is provided by the Marine Unit, at Master's request.

28. *Turnaround:* To promote the economical operation of their vessel, Masters are requested to co-operate with installation representatives in minimising their in-port time. Any delays which are considered unnecessary or extensive should be reported to the loading Supervisor (tel. 2133) so that corrective measures can be taken.

29. *U.S.S. Club:* All seamen are welcome to the club operated by United Seamen's Service which is located at the shore end of Pier No. 2. Shore passes are required to reach this Club. Beer, soft drinks, ice-cream, candies and various souvenirs and presents can be purchased at reasonable prices. Free cinema shows are usually held twice weekly. A letter-posting service is available as well as recreational facilities, e.g. billiards, table tennis, darts, etc. A barber shop operates during daytime.

TELEPHONES:
Communications Office (General and Port Information, 24 hours service), 2604. Ships Service Office (All services to ships: mail, doctor, taxi, papers, etc., 24 hours service), 2105. Agents Office (Weekdays) (07.00 to 12.00 – 13.00 to 16.00), 2125. Loading Supervisor (Re cargo and bunkers), day, 07.00 to 16.00, 2821/2133; night, after 16.00, 2133. U.S.S. Seamen's Club, 2803.

AUTHORITY: Compañía Shell de Venezuela, Punto Fijo, Venezuela. Postal address: Compañía Shell de Venezuela, Cardon Refinery, Punto Fijo, Estado Falcon, Venezuela. Cable address: Shellref, Caracas.

Vietnam

SAIGON: 10.45 N. 106.45 E.

DOCUMENTS: In addition to the usual ship's papers, the following documents will also be required on arrival. In order to expedite clearance it is suggested that these documents be separated into four distinct envelopes as follows:

(*a*) *For Doctor*
- Maritime Declaration of Health.
- Vaccination Certificates for each person on board.
- List of "Passengers in Transit" (or a "nil" report).
- Passenger List (or a "nil" report).
- Crew List.

(*b*) *For Police*
- 2 original copies of Police Information sheets.
- Passenger List in 2 copies (or a "nil" report).
- List of "Passengers in Transit", in 2 copies, (or a 'nil' report).
- Crew List in 4 copies.
- Arms and Amunition List, in 2 copies.
- Explosives List, in 2 copies.

(*c*) *For Customs*
- Manifest of Inward Cargo, in 2 copies, expressed in metric tons, the original to be visaed by the Vietnamese Consulate at the port of loading.
- Manifest of Cargo in Transit for each port beyond Saigon, in 2 copies, expressed in metric tons.
- Passenger List, in 2 copies (or a "nil" report).
- List of "Passengers in Transit", in 2 copies (or a "nil" report).
- Crew List, in 4 copies (2 for arrival, 2 for departure).
- Stores List, in 2 copies.
- List of Stores to be consumed in port, in 2 copies.
- Narcotics List, in 2 copies.
- Arms and Ammunitions List, in 2 copies.
- Explosive List, in 2 copies.
- Engine Room Stores List, in 2 copies.
- Personal Manifest, in 2 copies.
- Monetary List, in two copies.

(*d*) *Agent*
- Inward Cargo Manifest.
- Crew List.
- 3 copies of each Cargo Manifest, for each consignee in Saigon.

PILOTAGE: Upon arrival at pilot station the pilot service should be informed by cable of the exact position of anchorage, draft of the vessel, and the maximum speed the ship can do in the river.

Every evening from 2000 hours to 2200 hours (local time) radio watch should be kept with Saigon XVS on the frequency of 500 kc/s. In case the vessel is to proceed up the river the next morning the pilot service will cable the Captain the exact hour of departure from Cape St. Jacques (Vung Tau).

The pilot service will not send any Pilot to ships that do not give the information as to draft, speed of vessel, and exact position at the anchorage station at Cape St. Jacques (Vung Tau). Pilot boards in Coconut Bay.

RESTRICTIONS: River transits, berthing and unberthing are effected in daylight hours only. Vessels should arrive 2 hours before daylight HW. At least 1 ft. keel clearance required. Least depth in channel, 20 ft. below chart datum.

ANCHORAGE: In depths of about 24 ft.

MAX. SIZE: Length 565 ft. Max. draft 30 ft. 2 in. fresh water. Twin-screw vessels may be accepted up to 585 ft. length.

RADIO: Saigon Radio, call sign XVS.

HEALTH: Port officials board at Cape St. Jacques. Free pratique will be given if documents in order.

TUGS: Available up to 1,200 h.p. Tankers usually berth without tug assistance.

BERTHING: Depth at quays 26 ft. to 36 ft.

TANKERS: Discharge at Nha-Be: Caltex Terminal, narrow pier with mooring buoys, depth in berth 29 ft. Shell Terminal, "T" jetty with mooring buoys, depth in berth 31 ft. Stanvac Terminal, pier with mooring buoys, depth in berth 30 ft. No slop disposal facilities.

DENSITY: About 1005 at berths.

MEDICAL: Doctors and hospital facilities available.

FRESH WATER: Can be supplied by barge subject to advance notice of 24 hours.

FUEL: Diesel oil can be supplied.

REPAIRS: Machine shop facilities only.

AIRPORT: Situated about 5 miles from the city. International services.

AUTHORITY: Port Manager, Saigon.

Virgin Islands

FREDERIKSTED, St Croix: 17.43 N. 64.53 W.

DOCUMENTS: All forms are standard U.S. Government forms:
Passenger List (I–418) – 2 copies.
Crew List (I–418) – 2 copies.
Clearance from Last Port.
Inward Customs Manifest (7527–B) – 4 copies.
Stores List – 1 copy.
Personal Effects List – 1 copy.
(Also see separate headings – "Health" – "Customs" – "Immigration").

PILOTAGE: Services available day or night. Payment for pilot services is mandatory whether Master uses pilot or not. (Vessels commissioned by the U.S. or foreign government, yachts and vessels under 100 gross tons are exempt from pilotage fees, except when the services of a pilot are requested).

ANCHORAGE: Open roadstead on the lee (West) side of St. Croix, providing a good anchorage with no significant tide.

TUGS: None readily available – tugs can be arranged with 48 hours advance notice.

BERTHING: A government-owned pier with a 1,400 ft. long approachway, bridging Maritime Zone to a pier-head 240 ft. long by 60 ft. wide. Vessels 600 ft. and over with a maximum forward draft of 25 ft. have been accommodated.

RADIO: (*a*) Vessels may communicate with Island via:

Mackay Radio, Amagansett, New York	Call Letters WSL
Chatham, Massachusetts Radio	Call Letters WCC
Lantana, Florida Radio	Call Letters WOE
Barbados Radio, Barbados	Call Letters VPO
Destrellan Radio, Guadeloupe	Call Letters FFO
Fort de France Radio, Martinique	Call letters FFP
Tuckerton Radio, New Jersey	Call Letters WSC

all stations maintaining 24-hour service. These radio stations then relay the messages by cablegram to Frederiksted via either ITT World Communications Inc. or Cable and Wireless, Western Union International.

(*b*) Master of every vessel arriving Frederiksted is required to give at least 24 hours advance notice of arrival to Captain of the Port, U.S. Coast Guard – San Juan, Puerto Rico, by wireless on 500 kilocycles or by radio telephone 2182 kilocycles.

Call Letters for U.S. Coast Guard, San Juan, Puerto Rico – NMR.

(*c*) Masters are requested to advise Agents their expected time of arrival, at least 36 hours in advance. Arrival messages should include cash requirements (local currency U.S. dollar), and advice regarding repairs, stores, etc. This information is particularly necessary in the cases of vessels arriving on week-ends or holidays. For cruise vessels the arrival messages should also include the number of passengers and crew on board.

(*d*) While vessels are in Frederiksted the authorities do not permit the use of the ship's radio transmitters.

FRESH WATER: Very limited – $29.50 per 2,500 gallons delivered by truck.

TIME: GMT minus 4 hours. Atlantic Standard Time.

HOLIDAYS: The following are legal holidays: Sundays; January 1 (New Year's Day); January 30 (Roosevelt's Birthday); February 12 (Lincoln's Birthday); The Third Monday in February (Washington's Birthday); March 31 (Transfer Day); Holy Thursday; Good Friday; Easter Monday; Whit Monday; Last Monday in May (Memorial Day); June 22 (Organic Act Day); July 4 (Independence Day); July 2; (Supplication Day); The first Monday in September (Labour Day) The second Monday in October (Columbus Day); The fourth Monday in October (Veterans Day); November 1 (Liberty Day); The fourth Thursday in November (Thanksgiving Day); December 25 (Christmas Day); December 26 (Christmas Second Day), and such other days as the President or the Government may by proclamation declare as holidays.

The following are legal half-day holidays, commencing at Noon, viz: Every Thursday during the months from April to November, inclusive, except Thursdays in those weeks where there already is a legal holiday other than Sunday. Whenever any holiday falls upon a Sunday, the Monday following is a legal holiday.

REGULATIONS: The U.S. Coast Guard strictly enforces the Harbour Pollution Act of 1924, prohibiting discharge of refuse and oil in navigable waters of the U.S.Virgin Islands. Local Port Regulations are similar to those applying in U.S. Mainland Ports.

HEALTH: Contact Agent for Radio Pratique. All vessels arriving Frederiksted from foreign non-quarantine exempt areas must hoist "Q" flag upon arrival off the port *if radio free pratique was not granted.* This will notify the Quarantine Officer that inspection is required, which is available 24 hours (day and night). Quarantine Officer will board vessel on arrival for partial or complete inspection by quarantine personnel, depending upon the evaluation of information contained in the radio pratique request.

Quarantine Officers will board vessels at anchorage or wharf berths and will require an accommodation ladder.

Upon boarding, Quarantine Officer must be presented with one completed set of Maritime Quarantine Declaration form (HSM 13.19 NCDC 7–69). He will ascertain from Captain (or ship's surgeon) if there is anyone ill. He visits the sick cases and determines the control measures if a communicable disease is involved.

A vessel must comply with any requirements specified in Pratique issued by Quarantine Officer, and shall undergo quarantine inspection if vessel arrives direct from a port where quarantinable diseases were present or suspected of being present; or if certain communicable disease is on board or has been on board during current voyage, or there is a person on board who has been outside quarantine exempt areas within past fifteen days (In this case quarantine inspection of persons is ordinarily limited to those who have been outside quarantine exempt areas within past fifteen days, Unless a significant epidemological problem is encountered, other persons on board are not given quarantine inspection.

Areas exempt from smallpox vaccination requirement.

Canada	Bahama Islands	Lesser Antilles:
Greenland	Bermuda Islands	Aruba, Bonaire, Curacao
Iceland	British Virgin Islands	All Leeward Islands
St. Pierre and	Greater Antilles:	All Windward Islands
Miquelon Islands	Jamaica, Haiti	Barbados
Mexico	Dominican Republic	Cayman Islands
Panama Canal Zone		Trinidad and Tobago

Passengers and crew of vessels subject to quarantine inspection are required to muster and present a valid smallpox vaccination certificate. (The validity of a smallpox vaccination certificate is three years). Any person who arrives from countries reporting certain diseases from which quarantine action may be required at a U.S. port of entry who cannot produce an international valid smallpox vaccination certificate (form approved by the World Health Organisation) will be vaccinated on arrival, and surveillance order (Form HSM 13.17 NCDC) will be issued. Passengers or crew arriving from a foreign non-quarantine exempt area will be required to present a valid international smallpox vaccination certificate if radio-free pratique is not granted. Anyone who cannot produce such a certificate will be issued a health alert notice. They will also be inspected visually for signs of "Quarantinable" or other communicable diseases. They will be questioned briefly about their health and about their travels for the past 15 days in order to determine whether they have been in an area where there was a hazard of quarantinable disease infection. If the vessel carries a surgeon, he should meet the Quarantine Officer at the gangway and submit to him a statement of the health of passengers and crew.

Vessels arriving alongside a wharf from a plague-infected or suspected area must be breasted-off from pier by at least six feet, and all connecting lines properly fitted with rat guards; and, at night, the gangway must be well lighted.

Vessels required present a valid (not older than six month) Deratisation Certificate or deratisation Exemption Certificate.

No fee for quarantine inspection during regular boarding hours *Monday* to *Saturday* from 0600 to 1800. Inspection performed between hours of 1800 and 0600 Monday to Friday, Sundays and Federal Holidays shall be paid for at a rate of $40.00 per ship.

Garbage should be disposed of beyond the three-mile limit. On passing the three-mile limit all garbage disposal units which open to the sea should be closed. All garbage should then be placed in covered cans and retained on board until the ship is again beyond the three-mile limit.

CUSTOMS: Customs Officers will board at anchorage or wharf berths, and will require an accommodation ladder.

Vessels required to enter and clear through Customs House:
Vessels loading or unloading cargo;
Vessels embarking or disembarking passengers;
Vessels remaining in port over 24 hours:
Vessels requesting permission for their passengers to go ashore during the stay of the vessel in port.

Vessels in above categories must present following documents:
Clearance from Last Port;
1 copy of Crew List (Form I. 418) or substantially similar form – see note below*)
1 copy Passenger List (Form I. 418) or substantially similar form – see note below*)
4 copies Inward Foreign Manifest covering all cargo for discharge at St. Thomas, V.I., showing weights or measurements (of basis of how cargo is freighted) on all items (Customs Form 7527-A or 7527-B).
1 copy Pratique from U.S. Public Health Service (if from foreign).
1 copy Stores List (Engine-Deck-Commissary-Narcotics).
1 copy Master's Oath (Form 3251) (will be submitted by us).
List of crew purchases acquired abroad (see Sec. 4.7 (*e*) Customs Regulations of the United States).

* List of passengers and crew shall be on Customs and Immigration Form I. 418 or on a substantially similar form, except that where no steerage passengers are aboard upon arrival, the listing of the passengers may be in the form of a vessel "Souvenir List". Or similar list, in which the names of the passengers are listed alphabetically by class.

Sealing of Stores: Upon arrival of a vessel from a foreign port, or a vessel engaged in foreign trade from a domestic port, sea stores and ship's stores not required for immediate use of consumption on board while vessel is in port and articles acquired abroad by officers and members of crew, for which no permit to land has been issued, shall be placed under seal, unless customs officer is of the opinion that circumstances do not require such action. Customs Inspectors in charge of vessel, from time to time, may issue stores from under seal for consumption on board by passengers and crew.

Passengers disembarking must present personal baggage declaration if from foreign.

IMMIGRATION: Recommended that Masters who are unfamiliar with U.S. Immigration Procedure should seek clarification from Agents as far in advance as is possible.

If a vessel arrives direct from a United States mainland port or from Puerto Rico no immigration inspection will be performed. If a vessel arrives direct from a foreign port the vessel shall undergo immigration inspection.

Vessels arriving without a visaed crew list, may be able to obtain a waiver from Officer in Charge of U.S. Immigration & Naturalisation Service, by making application on Form 1. 193. A fee of $10.00 is required to obtain a waiver.

In order to expedite the clearing of the vessel. It is suggested that prior to arrival all passengers subject to inspection should be assembled where the inspection is to be performed.

Stowaways must be reported in ETA Message and listed on a Passenger Manifest (Form I. 418) and on Form 1. 94. and must be reported to the U.S. Immigration Officer as soon as he boards.

All non-resident alien crew members, whether shore leave is required or not, are required to have in their possession valid Passports, Seaman's Book or Identification Card (with photo) and Form I.95 (crewman's Landing Permit) or Form I. 184 (Alien Crewman's Permit and Identification Card) on arrival. All resident alien crewmembers are required to have in their possession Alien Registration Receipt Card (Form I. 151) on arrival.

SHORE GANGWAYS: Available.

LAUNCHES/TENDERS: Not available.

MAIL: Standard U.S. Mail rates apply. Daily "Air Mail" service to U.S.

AIRPORT: Distant 8½ miles.

AUTHORITY: Virgin Islands Port Authority.

AGENT: Robert L. Merwin & Co., Inc., PO Box 472, 1 Strand Street, Frederiksted, St. Croix, U.S. Virgin Islands. 00840 Cables: "Merwin St. Croix." Telex 365812. Tel. Day – 772 – 0913, R. Spencer; night (Primary) R. Spencer, (Alternate) R. Gordon 773 – 2053. Shipping Agents and Customs Brokers, Contract Stevedores and Truckers, Lloyd's Agents.

LIMETREE BAY, St. Croix: 17.41 N. 64.44 W.

TERMINAL: HOVIC Terminal.

OPERATORS: Hess Oil Virgin Islands Corp. Limetree Bay, St. Croix, U.S. Virgin Islands.

LOCATION: The facilities of Hess Oil Virgin Islands Corp. (Hovic) are located in Limetree Bay on the South cost of the island of St. Croix, U.S. Virgin Islands. St. Croix is 32 miles South of St. Thomas and St. John Islands and 50 miles South-east of the island of Puerto Rico. It is the largest of the U.S. Virgin Islands being 19 miles long and averages 3.5 miles in width.

The sea buoy "ELB" No. 2 marking the entrance to Limetree Bay channel is located in 60 ft. of water on the Westerly side of the channel: Latitude, 17° 40′ 42″ North, Longitude 64° 44′ 18″ West.

The sea buoy is painted red and is equipped with a flashing white light having a one second flash, nine second eclipse with a visibility of seven miles.

TIDES AND CURRENT: The tides are diurnal and small, the mean range being about 0.5 ft. and the diurnal range less than a foot. There is a littoral drift of 0.5 a knot to 1.0 Knot along the South shore of the island moving in a Westerly direction.

WINDS: The trade winds blow almost without exception from an Easterly direction or between North North-east and South South-east. Highest wind speeds usually occur in July. Night winds are lighter than the daytime winds. About daybreak the wind speed begins to pick up, reaching a maximum in the late morning or early afternoon. A return to the lighter night-time winds begins during the late afternoon usually around 1600 hours.

DOCUMENTS: Clearance (U.S. – Foreign). Inward clearance is effected on board immediately after docking Clearance should be made for Christiansted, St. Croix, via Limetree Bay.

The following documents are required by the Customs and Immigration authorities for entry and clearance:

Master's Certificate on Preliminary Entry.
Master's Oath.
Stores List.
Crew Purchases List (Curio List).
Inward Foreign Manifest.
Quarantine Free Pratique.
Deratisation Certificate.
Crew List (Certified).
Clearance from Last Port.
Crew men Landing Permits.
Passengers List (if any passengers).

PILOTAGE: Service is available 24 hours a day and is compulsory for all vessels using HOVIC facilities in Limetree Bay. The HOVIC Harbour Master acts as Pilot and will assist the Master in docking and undocking vessels using Hess facilities; however, the Master of the vessel retains full responsibility for the ship at all times. The Pilot can be contacted by VHF Channel 16. Pilot boards at the sea buoy, position 17° 40.7′ N., 64° 44.3 W. Vessels over 45,000 dwt. are subject to movements in daylight only. Vessels should remain outside the sea buoy until boarded by the Pilot. The Pilot will be placed aboard by a company tug.

The tug HOVIC 1 is equipped with a radio-telephone having the following crystals: 2182 k.c., U.S.C.G., 2638 k.c., Ship to ship. 2738 k.c., Ship to ship. 2134 k.c., San Juan, Puerto Rico and Galveston, Texas. Ships having the above crystals should call the HOVIC 1–3 hours before their arrival at the sea buoy, and advise of any change in their ETA.

ANCHORAGE: There is no suitable anchorage for deep draft vessels off the port. Normal practice is to stop engines and wait 6 to 8 miles from the sea buoy if required to wait instructions. In bad weather vessels should proceed to Frederiksted and anchor in the vicinity of the long pier in depths of 30 to 60 ft. Vessels shall have their anchors ready to let go upon entering the channel into Limetree Bay.

APPROACHES: The entrance channel is dredged to a depth of 45 ft. and is 400 ft. wide through the reef. From inside the reef to Oil Dock 2 the channel is 45 ft. in depth and 350 ft. in width. The balance of the channel and turning basin area including Oil Dock 1 has been dredged to 45 ft. The Harbour Master will check and report on each vessel's drafts before boarding and piloting them either inbound or outbound.

HEALTH: National quarantine laws are enforced in the U.S. Virgin Islands by officers of the U.S. Public Health Service. All vessels are subject to inspection.

RADIO: Masters are requested to advise both HOVIC – St. Croix and their Agents by radio 48 hours and 24 hours in advance of their ETA giving the vessel's name, date and hour of arrival (local time), bunkers and water required.

TUGS: Tug assistance in the channel, docking and undocking is mandatory and is provided by an 1,800 h.p. diesel tug which is stationed in the port to provide this service. A second, smaller tug is available if required. Both tugs are under the orders of the HOVIC Harbour Master and are equipped with fire pumps and monitors to assist in fire fighting. A second large tug is available with advance notice.

BALLAST: United States laws prohibit the pumping overboard of dirty ballast while a vessel is within U.S. coastal waters. All ballast must be pumped to facilities available ashore. However, if a vessel is especially equipped with clean segregated systems which are reserved for ballast use only, it is permissible to pump overboard at the dock after first being inspected and approved by the dock master.

In pumping dirty ballast ashore, the ballast is received through one 12-in. shore line at a maximum discharge pressure to shore installations of 125 psi. The ballast is pumped into a ballast facility about 1 mile North of the dock. Due to the limited facilities and to the possibility of two vessels deballasting at the same time, it is requested that vessels arrive with the minimum possible ballast.

The U.S. Oil Pollution Act of 1924 applies to the Pollution of Coastal Waters. Violators are subject to fines of up to $2,500 and a year's imprisonment for each offence.

NOTICE OF READINESS: Notice of readiness to load or discharge is a warranty that the vessel is in all respects ready to load or discharge, and that all of the ship's equipment (including, but not limited to tanks, pumps, valves, and pipe-lines) is ready and fit to load or discharge petroleum and/or petrochemical products. Notice of readiness will not be accepted unless the vessel is in all respects ready to load or discharge, as appropriate. Vessel will not be deemed ready to load or discharge and pumping will not commence until the senior deck officer shall have executed and delivered to HOVIC a "Declaration of inspection prior to bulk cargo transfer" as required by U.S. Coast Guard Regulations.

BERTHING: Vessels must provide their own gangway. Terminal comprises three berths at T-head jetties. One berth suitable for vessels of 30,000 dwt. only, but other berths dredged to depths of 45 ft. Vessels moor with two head lines and two stern lines from mooring points ashore, and four spring lines to the jetty.

LOADING: Loading operations are normally carried out at relatively high pumping rates. Loading rates may be reduced by request. Loading cargo overall will not be permitted without specific written authorisation from HOVIC'S General Manager.

Hose pressures should not exceed 125 psi during loading or discharging.

Oil Dock is serviced by: 1 24 in. diameter crude line, 1 24 in. diameter no. 6 oil line. 1 20 in. diameter gasoline line, 1 20 in. no. 2 oil line, 1 10 in. diameter kerosine line, 1 12 in. diameter ballast line, 1 8 in. diameter fresh water line.

Four 10 in. hoses are available for connecting up to each of the 20 in. and 24 in. shore lines – single 10 in. hoses are available for the kerosine and ballast lines.

Oil Dock 2 serviced by: 1 24 in. diameter crude line, 1 24 in. diameter 6 oil line.

MEDICAL: Medical attention is generally available from the public hospital at any hour of the day or night to crew members of all vessels. The representative of the ship's Agent should be contacted by the Master with any requests for medical attention for the crew. For each man needing medical or dental attention, a form should be completed in duplicate and signed by the Master, or in his absence, by the Chief Officer. The form should provide the date, patient's name, rating, and the name of the vessel. In case of emergency, or when a patient cannot be moved from the vessel, the Master should advise the ship's Agent by radio if at sea, or on the telephone if in port.

DENSITY: 1025.

FRESH WATER: The island of St. Croix is dependent almost entirely on rainfall for its supply of fresh water. There are wells but many of them are rather saline in nature. As a result fresh water is scarce and expensive. In conjunction with its refinery operation HOVIC operates a desalination plant and limited quantities of fresh water are available providing at least 48 hours notice of these requirements is given prior to the ship's arrival. All fresh water is metered aboard ship.

FUEL: Both no. 6 fuel oil (Bunker C) and light marine diesel are available by prior arrangement. Advice concerning quantities should be given in the vessels arrival message (ETA) sent 48 hours prior to arrival.

DEVELOPMENTS: A fourth-berth is under construction and a further three berths are planned. It is projected to increase the available depth to 65 ft. in the future.

SHORE LEAVE: Under normal circumstances, no restrictions are imposed by the Immigration Authorities on shore liberty. Masters are requested to have all crew members on board at least 1 hour prior to departure time, to avoid delay "awaiting crew members". If

crew members of foreign vessels are to be given shore leave, Form 1–95 must be prepared for each member of the crew.

TIME: The U.S. Virgin Islands use Atlantic Standard Time, which is four hours slow of Greenwich Mean Time.

GENERAL: (*a*) *Immigration:* The United States immigration laws apply in the U.S. Virgin Islands. Passports and visas are required.

(*b*) *Customs:* The customs collection district of the U.S. Virgin Islands is under the jurisdiction of the U.S. Treasury Department but has its own Customs laws.

(*c*) *Liquors:* The transportation of alcoholic beverages inside HOVIC's property is strictly prohibited; consequently, no liquor or beer may be removed from vessels. The only exception to the foregoing is in the case of bonded stores ordered by Masters.

(*d*) *Visitors:* No visitors are permitted in the dock area. Only persons on official ship's business are permitted on the piers.

(*e*) *Laundry:* Only limited facilities are available to handle ship's laundry.

(*f*) *Surveyors:* Representatives of the American Bureau of Shipping, Lloyds' Register and other maritime classification societies are available in San Juan, Puerto Rico on 12 to 24 hours notice. The ship's Agent will assist Masters in soliciting their services.

(*g*) *Mail:* Official and persohal mail will be delivered on board by the ship's Agent when vessels are being cleared inwards. Mail received for vessels while in port will be delivered on board prior to sailing. Outgoing mail is accepted from Masters, provided it is accompanied by a mail transmittal slip to support disbursements.

(*h*) *Transportation:* Walking through the refinery is not permitted. Arrangements for transportation will have to be made through the ship's Agent or the Refinery General Manager's Office.

(*i*) *Supplies and Repairs:* Limited supplies of provisions and marine hardware are available on the island. There are no facilities for major repairs closer than San Juan, Puerto Rico. Machine shops in Christiansted and Fredriksted can assist in making minor repairs.

(*j*) *Overloading:* Masters are advised that the international laws are strictly enforced with regard to overloading and should be guided accordingly. In cases where overloaded cargo has to be discharged, all expenses incurred, including ship delay, will be for the vessels account.

(*k*) *Weather Conditions:* The loading and discharge of all crude petroleum and its products will be stopped during any electrical storm. Ullage screens or ullage plugs must be in place. Loading gasoline or other similar low-flash products will be stopped during periods of calms when the heavy vapours can not be dispersed quickly enough to prevent hazards from accumulated gas pockets. Ship's officers are cautioned to be on their guard during such conditions. In the event of abnormal weather conditions in the area as a hurricane, vessels will be notified that additional moorings are required. If the situation so demands, Masters will be told to suspend all operations and proceed to sea until normal weather conditions again prevail.

(*l*) *Demurrage:* Vessels are required to vacate berth promptly upon completion of cargo handling operation (loading or discharging operations, as the case may be). Permission to lay alongside at any time the vessel is not engaged in cargo handling operations must be granted in writing by the Dock Master. The Harbour Master will keep vessels advised of other vessels awaiting berth. If any vessel fails to vacate its berth upon completion or cargo handling operations and expiration of free laytime for dock usage as outlined below, the vessel will be responsible for penalties and demurrage as follows:

(*a*) To pay dock demurrage at the rate of $300 per hour, or a pro rata share thereof for a fraction of an hour, and also,

(*b*) To hold HOVIC harmless for any demurrage and damages incurred as a result of other vessels awaiting berth.

The following rules shall govern the determination of demurrage:

(*a*) One hour free laytime will be allowed after completion of cargo handling operations. This free time will start at the time cargo hoses are disconnected from the ship's manifold on completion of loading or discharge of cargo. Vessels awaiting cargo papers and/or Customs clearance must vacate the berth within 1 hour of such completion and move outside to wait for their papers.

(*b*) Three hours free laytime will be allowed for ballasting after discharge operations.

AGENT: See "Frederiksted".

ST. THOMAS: 18.20 N. 64.56 W.

Harbour of St. Thomas, U.S.V.I. situated on south side of Islands of St. Thomas. It is 1,434 miles from port of New York. Northern side of Islands borders on Atlantic Ocean, and Southern side on Caribbean Sea. The Harbour is one of the best in the West Indies, being almost landlocked.

WEATHER: There is a signal station on Cowell Hill which shows storm signals. The weather is usually mild with little wind. Squalls, when they occur, usually come from the north-east.

DOCUMENTS: *Quarantine.* – see "Health". *Customs* – see "Customs". *Immigration* – see "Immigration". *Agent:*

1 Copy Crew List (Form I. 418).

1 Copy Passenger List (Form I. 418).

PILOTAGE: Compulsory and available day and night. Pilot Boat has letter "P" on deck house and flies International Code flag "P". Pilots will meet vessels 1 to 3 miles outside harbour, boarding via Jacob's ladder.

ANCHORAGE: Outer Harbour Anchorage located beginning at Scorpion Rock Lighted Buoy No. 1 (18° 91′ 25.6″ N; 64° 55′ 8″ thence 180° 1,580 yards; thence 263°, 2,490 yards; thence due North 1,255 yards; thence due East to the Southerly tip of Sprat Point, Water Island; thence to Cowell Point, Hassel Island, and thence to point of beginning. This anchorage is considered good and is about 8 fathoms with sand bottom.

TUGS: Normally not considered necessary for docking, however tugs are available for docking and undocking ships.

BERTHING: Wharf of the West Indian Company Limited, located on Eastern shore of harbour basin. Wharf is of bulkhead type, 2,234 ft. long, running North-east/South-west, and is well protected to seaward, Mooring bits are spaced at intervals of 50 ft. There is a "cut out" in the wharf 950 ft. from North-eastern corner, which is 22 ft. wide and approximately 3.5 ft. above low water. This ramp is slanting from 8.3 to 3.5 ft. over a distance of 20 ft. Similar type of ramp located on West Corner of wharf. Safe depth alongside from 27 ft. near North-east end to 30 ft. on South-west end. Bulkwark is 8·3 ft. above mean tide. Average difference between high and low tide is 11 in.

Dockage dues are payable to the West Indian Company Limited, as per tariff.

STEVEDORES: Discharging and/or loading arranged by the West Indian Company Limited for account and risk of vessels.

Rates of discharging and/or loading dependent on vessel's equipment and stowage. However, following may be considered average:

General Cargo 6 weight tons per gang hour.

Bagged Goods 8/10 weight tons per gang hour.

Lumber 10/12 weight tons per gang hour.

Each stevedore gang normally consists of 12 stevedores (10 on board and 2 ashore) 2 winchmen, 1 signalman, 1 foreman

RADIO: (*a*) St. Thomas has no commercial Marine Radio Station, but vessels may communicate with the Island via:

Mackay Radio, Amagansett, New York. Call letters WSL.

Chatham, Massachusetts Radio. Call letters WCC.

Lantana, Florida Radio. Call letters WOE.

Barbados Radio, Barbados. Call letters VPO.

Destrellan Radio, Guadeloupe. Call letters FFO.

Fort de France Radio, Martinique. Call letters FFP.

Tuckerton Radio, New Jersey. Call letters WSC.

All stations maintaining 24 hour service. These radio stations then relay the messages by cablegram to St. Thomas via either ITT World Communications Inc. or Cable and Wireless, Western Union International. The office hours of the St. Thomas cable offices are as follows:

	Week-days	*Sundays & holidays*
ITT World Communications	7.30 a.m. to 9.00 p.m.	8.00 a.m. to Noon and
C & W/WUI	7.30 a.m. to 7.00 p.m.	6.00 p.m. to 8.00 p.m.

(*b*) Master of every vessel arriving St. Thomas is required to give at least 24 hours advance notice of arrival to Captain of the Port, U.S. Coast Guard – San Juan, Puerto Rico by wireless on 500 kilocycles or by radio telephone 2182 kilocycles.

(*c*) Masters are requested to advise Agents their expected time of arrival, at least 36 hours in advance. Arrival messages should include cash requirements (local currency U.S. Dollar) and advice regarding repairs, stores, etc. This information is particularly necessary in the cases of vessel arriving on weekends or holidays. For cruise vessels the arrival messages should also include the number of passengers and crew on board.

(*d*) While vessels are in St. Thomas Harbour, the authorities do not permit the use of the ship's radio transmitters.

(*e*) There is a Marine Radiotelephone Station W.A.H. located in St. Thomas and operated by Virgin Isles Communications. This Station operates every day from 8.00 a.m. to 9.00 p.m. maintaining a constant watch on 2182 and 2009 kilocycles. Station utilises 2182 for calling, answering and for urgent signalling. It transmits on 2506 kilocycles as its working frequency, receiving 2009 kilocycles from vessels. At present this station can only be depended upon at close range, approximately 100 miles.

Additional to above station a VHF station calling channel 16 and working channel 26.

(*f*) U.S. Coast Guard: This organisation maintains a small Light Attendant Station in St. Thomas to observe, service and effect repairs to aid navigation in vicinity of St. Thomas. An 82-ft. Coast Guard Patrol Boat "Point Whitehorn" (82364) is attached to the station for primary purpose of search and rescue work. Radio telephone marine information broadcasts, including Notices to Mariners, will be made on 2670 kilocycles, after first making a preliminary announcement on 2182 kilocycles. Radio telephone urgent and safety broadcasts or Marine Informations will continue to be made on 2182 kilocycles.

FUEL: The West Indian Company Limited operates the bunkering terminal and are agents for Esso. Bunker fuel "C" and marine diesel fuel handled through 6 in. or 8 in. pipelines (4 in. or 6 in. hoses) at maximum rate of approximately 125 tons per hour, at the wharf of the West Indian Company Limited, where vessels drawing up to 30 ft. can be accommodated.

Delivery by barge is not available. Bunkers available at all hours, including Sundays and holidays. Owners of vessels must make prior arrangements for bunkers.

Overtime as incurred will be charged to ships for bunkers supplied outside normal working hours, Saturdays, Sundays and holidays.

FRESH WATER: Mostly rain water which when available is supplied by the West Indian Company Limited. Delivery effected by pipe alongside wharf. Water by barge can be delivered in St. Thomas.

MEDICAL: Local hospital is the Knud-Hansen Memorial Hospital, which is equipped with facilities for operations, etc.

TIME: Official St. Thomas time is Atlantic Standard Time, which is four hours behind GMT.

HOLIDAYS: The following are legal holidays in St. Thomas: Sundays; January 1 (New Year's Day); January 30 (Roosevelt's Birthday); February 12 (Lincoln's Birthday); The Third Monday in February (Washington's Birthday); March 31 (Transfer Day); Holy Thursday; Good Friday; Easter Monday; Whit Monday; The Last Monday in May (Memorial Day); June 22 (Organic Act Day); July 4 (Independence Day); July 25 (Supplication Day); The first Monday in September (Labour Day); The second Monday in October (Columbus Day); The fourth Monday in October (Veterans Day); November 1 (Liberty Day); The fourth Thursday in November (Thanksgiving Day); December 25 (Christmas Day); December 26 (Christmas Second Day), and such other days as the President of the Government may by proclamation declare as holidays.

The following are legal half-day holidays, commencing at Noon, viz: Every Thursday during the months from April to November, inclusive, except Thursdays in those weeks where there already is a legal holiday other than Sunday. Whenever any holiday falls upon Sunday, the Monday following is a legal holiday.

REGULATIONS: The U.S. Coast Guard strictly enforces the Harbour Pollution Act of 1924, prohibiting discharge of refuse and oil in navigable waters of the U.S.Virgin Islands.

Local Port Regulations are similar to those applying in U.S. Mainland Ports.

HEALTH: Contact Agent for Radio Pratique. All vessels arriving at St. Thomas, U.S. Virgin Islands from foreign non-quarantine exempt areas must hoist a yellow flag upon arrival off the port if radio free pratique was not granted. This will notify the Quarantine Officer that inspection is required, which is available 24 hours (day and night). Quarantine Officer will board vessel on arrival for partial or complete inspection by quarantine personnel, depending upon the evaluation of information contained in the radio pratique request.

Quarantine Officers will board vessels at anchorage or wharf berths as the case may be, and will require an accommodation ladder.

Upon boarding, Quarantine Officer must be presented with one completed set of Maritime Quarantine Declaration form (HSM 13.19 NCDC 7–69). He will ascertain from Captain (or ship's surgeon) if there is anyone ill. He visits the sick cases and determines the control measures if a communicable disease is involved.

A vessel must comply with any requirements specified in pratique issued by Quarantine Officer, and shall undergo quarantine inspection if vessel arrives direct from a port where quarantinable diseases were present or suspected of being present; or if certain communicable disease is on board or has been on board during current voyage; or there is a person on board who has been outside quarantine exempt areas within past fifteen days (in this case quarantine inspection of persons is ordinarily limited to those who have been outside quarantine exempt areas within past fifteen days). Unless a significant epidemological problem is encountered, other persons on board are not given quarantine inspection.

Areas exempt from smallpox vaccination requirement:

Canada	Bahama Islands	Lesser Antilles:
Greenland	Bermuda Islands	Aruba, Bonaire, Curacao
Iceland	British Virgin Islands	All Leeward Islands
St. Pierre and	Greater Antilles:	All Windward Islands
Miquelon Islands	Jamaica, Haiti	Barbados
Mexico	Dominican Republic	Cayman Islands
Panama Canal Zone		Trinidad and Tobago

Passengers and crew of vessels subject to quarantine inspection are required to muster and present a valid smallpox vaccination certificate (The validity of a smallpox vaccination certificate is three years). Any person who arrives from countries reporting certain diseases from which quarantine action may be required at a U.S. port of entry who cannot produce an International valid smallpox vaccination certificate (form approved by the World Health Organization) will be vaccinated on arrival, and surveillance order (Form HSM 13.17 NCDC) will be issued. Passengers or crew arriving from a foreign non-quarantine exempt area will be required to present a valid international smallpox vaccination certificate if radio free pratique is not granted. Anyone who cannot produce such a certificate will be issued a health alert notice. They will also be inspected visually for signs of "Quarantinable" or other communicable diseases. They will be questioned briefly about their health and about their travels for the past 15 days in order to determine whether they have been in an area where there was a hazard of quarantinable disease infection. If the vessel carries a surgeon, he should meet the Quarantine Officer at the gangway and submit to him a statement of the health of passengers and crew.

Vessels arriving alongside a wharf from a plague infected or suspected area must be breasted-off from pier by at least six ft. and all connecting lines properly fitted with rat guards; and, at night, the gangway must be well lighted.

Vessels required present a valid (not older than six month) Deratisations Certificate or deratisation Exemption Certificate.

No fee for quarantine inspection during regular boarding hours Monday to Saturday from 0600 to 1800. Inspection performed between hours of 1800 and 0600 Monday to Friday, Sundays and Federal Holidays shall be paid for at a rate of $40.00 per ship.

Garbage should be disposed of, beyond the three-mile limit. On passing the three-mile limit all garbage disposal units which open to the sea should be closed. All garbage should then be placed in covered cans and retained on board until the ship is again beyond the three-mile limit.

CUSTOMS: Customs Officers will board at anchorage or wharf berths and will require an accommodation ladder.

Vessels required to enter and clear through Customs House:
- Vessels loading or unloading cargo.
- Vessels embarking or disembarking passengers.
- Vessels remaining in port over 24 hours.
- Vessels requesting permission for their passengers to go asho during the stay of the vessel in port.

Vessels in above categories must present following documents:
- Clearance from Last Port.
- 1 copy of Crew List (Form 1.418) or substantially similar form – (se note below*).
- 1 copy Passenger List (Form I. 418) or substantially similar form (see note below*).
- 4 copies Inward Foreign Manifest covering all cargo for discharg at St. Thomas, V.I., showing weights or measurements (basis of how cargo is freighted) on all items (Customs For 7527. A or 7527 .B).
- 1 copy Pratique from U.S. Public Health Service (if from foreign
- 1 copy Stores List (Engine-Deck-Commissary-Narcotics).
- 1 copy Master's Oath (Form 3251) (Will be submitted by us).
- List of crew purchases acquired abroad (see Sec. 4.7 (*e*) Custom Regulations of the United States).

* List of passengers and crew shall be on Customs and Immigra tion Form I. 418 or on a substantially similar form, except that wher no steerage passengers are aboard upon arrival, the listing of th passengers may be in the form of a vessel "Souvenir List", or sim lar list, in which the names of the passengers are listed alphabet cally by class.

IMMIGRATION: Recommended that Masters who are unfamilia with U.S. Immigration Procedure should seek clarification fro Agents as far in advance as is possible.

(*a*) If a vessel arrives direct from a United States mainland port o from Puerto Rico no immigration inspection will be performed.

(*b*) If a vessel arrives direct from a foreign port, the vessel sha undergo immigration inspection.

(*c*) Documents required:
Form I. 94 (aliens);
Form I. 92 (vessel report);
Form I. 418 (Passenger List);
Form I. 418 (Crew List) visaed by an American Consul (Vessel arriving without a visaed crew list may be able ot obtain a waive from Officer in Charge of U.S. Immigration & Naturalisation Service St. Thomas, V.I., by making application on Form I. 193. A fee of $10,0 is required to obtain a waiver).

(*d*) In order to expedite the clearing of the vessel, it is suggeste that prior to arrival all passengers subject to inspection should b assembled where the inspection is to be performed.

(*e*) Stowaways must be reported in ETA Message and listed on Passenger Manifest (Form I. 418) and on Form I. 94, and must b reported to the U.S. Immigration Officer as soon as he boards.

(*f*) All non-resident alien crew members, whether shore leave i required or not, are required to have in their possession valid Pass ports, Seaman's Book or Identification Card (with photo) and Forr I. 95 (Crewman's Landing Permit) or Form I. 184 (Aliens Crewman' Permit and Identification Card) on arrival. All resident alien crew members are required to have in their possession Alien Registra tion Receipt Card (Form I. Z51) on arrival.

CONSULS: Following countries have consular representatives i St. Thomas.

Belgium	France	Norway
Denmark	Great Britain	Panama
Dominican Republic	Haiti	Sweden
El Salvador	Netherlands	

AIRPORT: Distance 2 miles. Connections with International flight from Puerto Rido.

GENERAL: *Gangway*. One aluminium gangway available which i 34 ft. long and 2 ft. 6 in. wide – made with skidding prevention strip only and therefore not recommended for use as a passenger gang way. Since presently this is the only gangway it is made available t vessels on a first-come-first-served basis.

Stores. St. Thomas should not be depended upon for large quan tities of provisions or deck and engine stores, as practically al commodities are imported making prices higher than United State mainland ports and Puerto Rico. No regular Ship's Chandlers es tablished in St. Thomas, V.I.

Storage Facilities: The West Indian Company Limited undertake ordinary storage for a limited period of time in eight transit ware houses, all 14 ft. high with a total floor area of 80,000 sq. ft., plus a additional 9,600 sq. ft. roof covered area. There is also a large un covered area available for outside storage. Only limited cold storag facilities are available on The West Indian Company's Dock.

Ice: Small quantities may be obtained.

Laundry: Modern laundry service is available.

POLICE/AMBULANCE/FIRE: Police 915; Ambulance 774-1212 Fire 921.

AUTHORITY: Virgin Islands Port Authority, PO Box 597, St Thomas, Virgin Islands, U.S.A. 00801.

AGENTS: The West Indian Company Limited, (Shipping Depart ment), PO Box 660 – St. Thomas, V.I. 00801. (Passenger & Crewmai PO Box 4400) Telegraphic Address: Occident. Telex Numbers 3470013 (Wico) ITT System) 365246 (Wicostt) (Cable & Wireless Western Union System) Tel. (809 774–1780)

Office Hours: Monday through Friday: 8.00 a.m. to 12.00 noon 1.00 p.m. to 5.00 p.m.

Outside Regular Office Hours Tel Manager Shipping Departmen (809) 774–2683; Ass't. Manager Shipping Dept. (809) 774–0625 Dockmaster (089) 774–5285; Shipping Department (809) 774–4170.

Windward Islands

CASTRIES, St. Lucia: 14.00 N. 60.59 W.

DOCUMENTS:
5 Crew Lists.
5 Passenger Lists.
1 Stores List.
1 Clearance from Last Port.
2 sets of Manifest mailed prior to arrival.
2 copies each Bills of Lading.
3 copies each of Manifests on arrival,
1 Health Certificate.

PILOTAGE: ETA to Agents at least 48 hours in advance, and further advice if any changes. Agents inform Pilot's office of expected time. Ship remains approximately 3 miles out of harbour, and is located by Lighthouse guard who immediately informs Pilot's office. Pilot meets ship in pilot boat – small white canoe-shaped boat, no top, with letter "P" painted in black on both sides of bow. Signal for Pilot: day time flag "G"; and night: white light or blue light. VHF channel 2182. Pilot embarks on the starboard side via pilot ladder.

ANCHORAGE: North of leading lights, about ½ mile from harbour, depth about 12 fathoms.

RESTRICTIONS: Ships must at no time enter without a Pilot.

MAX. SIZE: Not longer than 600 ft. (cargo and passenger). Tankers – not larger than 400 ft. Alongside, all ship's, draft 24 ft.

HEALTH: Pratique given by Pilot. Health Officer boards ship and if any infectious diseases are on board, ship is anchored out until doctor arrives.

RADIO: Barbados Radio, call sign 8PO.

TUGS: Not necessary.

BERTHING: First ship goes up to top or first berth, and others follow down line.

VHF: 2182 kc. 2527 kc. 2537 kc. 2638 kc.

MEDICAL: In urgent cases only, advise requirements in advance. Hospital facilities available.

TANKERS: Discharging by marine and floating hose, 6-in. and 4-in. lines. Berths alongside quay (2), off shore (2) Presently fuels discharged: Mogas 95 and 83, kerosene gas oil, colas RS2, cutaback RC2, banana spray oil.

FRESH WATER: Available by delivery hose from water hydrant on wharf. Cost per 100 gallons, 70 EC currency.

FUELS: Gas oil 48/52 DI–API. Viscosity at 60° 36.3 S.G. at 60° 0.8435.

GANGWAY/DECK WATCHMEN: Available if required at $1.45 per hour normal rate. EC currency.

OPENING/CLOSING HATCHES: By crew.

CERTIFICATES: Ship's Register required on board.

CUSTOMS ALLOWANCES: Tobacco, one carton of 200 cigarettes. Wine/Spirit, one quart.

CONSULS:

Norway	Tel. 2214	France	Tel. 2351–2
Portugal	,, 2811	U.K.	,, 2484–5
Holland	,, 2811		

REPAIRS: Only welding and painting work available.

DRY DOCKS: None.

REPATRIATION: Facilities available.

AIRPORT: Distance from wharf 2 miles. Flights per day 4. Airlines: BWIA, LIAT, Caribair.

TIME: GMT minus 4 hours. No alterations to clock.

HOLIDAYS: New Year's Day (1st January); New Year's Holiday (2nd January); Statehood Day (1st March); Good Friday (late March or early April); Easter Day (April); Easter Holiday (April); Labour Day (1st May); Whit Monday; Corpus Cristi (late June); Queen's Birthday (12th June); Emancipation Day (1st Monday in August); Harvest Day (1st Monday in October); Discovery Day (13th December); Christmas Day (25th December); Boxing Day (26th December).

EMERGENCIES: Police dial 99; Fire 97; Ambulance 95.

TELEPHONES: Arrangements exist for placing on board. Installation fee $7.20 and 4 c. per call.

GENERAL: Ships arriving after 2000 hours cannot be attended to until 0700 hrs. following day.

SERVICES: Compass adjusting.

SHORE LEAVE: Allowed.

AGENT: Peter & Company Limited. Cable address, "Peters". Tel. nos. 2771/4, PO Box 84–85. General and Commission Agents.

KINGSTOWN, St. Vincent: 13.09 N. 60.57 W.

DOCUMENTS:
Customs:
2 copies Ship's Store List.
1 copy Crew Store List.
1 copy Crew List.
1 copy Passenger List.
1 copy List of Cargo not manifested.
Immigration:
2 copies Passenger List.
2 copies Crew List.
Port Officer:
1 copy Declaration of Health.
1 copy Passenger List.
1 copy Crew List.
2 copies Port Officer Return.

PILOTAGE: Not compulsory. Cable agents 24 hours prior arrival order arrange Pilot. English-speaking Pilot boards at harbour entrance – about 2 miles from anchorage. By day pilot vessel flies pilot flag and by night signal lights.

ANCHORAGE: Well protected. Tourist vessels lie at anchor, between 15 and 20 fathoms, or at pier.

RESTRICTIONS: None. Vessels may arrive and/or sail any hour day or night.

HEALTH: Port Health Officer boards vessel at anchorage requires Bill of Health or Master's declaration, and one copy Passenger List. Vessel's own form of manifest accepted. Vaccination Certificates are not required to be shown and passengers and crew do not require inoculation. Passenger and crew muster, not required. Health Doctor requires letter signed by Ship's Doctor (if any) and certified by Master stating all passengers and crew in possession of valid smallpox vaccination certificates. No persons allowed leave vessel before pratique granted and Immigration officials boarded vessel.

BERTHING: No tidal restrictions, no strong currents. Occasional on-shore South winds during August and September but only light winds. Rest of year off-shore winds. Mooring boats available for taking lines. No special moorings required. Jetty situated at South-east corner of harbour about 70 ft out from beach. Bow and stern lines to landing stage. Landing stage in good condition and well lit. If vessel at anchorage and not at berth transit ashore by ship's motor launches only. Anchorage about 2 cables distant from quay.

TUGS: Not required.

FRESH WATER: Available.

TELEPHONE: May be connected on board if required, charge about 1 Dollar per day.

CUSTOMS/IMMIGRATION: Customs and Immigration officers board vessel at anchorage or quay. Vessel entered and cleared at Customs House by Agents. Ship's own form of manifest accepted by Customs and Immigration. On passenger vessels, ship's bar is sometimes sealed.

IDENTIFICATION CARDS: Not required for going ashore.

VISAS: Not required for crews or passengers, but nationals of foreign countries other than U.S.A. or Canada disembarking for permanent residence require Visas.

PROVISIONS: Limited quantities of provisions, fish, fruit and vegetables. Pasturised cows' milk obtainable. Stocks of ice available.

CURRENCY: No special currency regulations in force and passengers permitted to take ashore any amount of U.S., Canadian or foreign currency. Currency exchanges at Banks or tourist bureaux, but Bank tellers do not board vessel to exchange currency. Local currency may be re-exchanged for U.S. dollars at local Tourist Bureau before departure. U.S. or Canadian currency accepted by stores, shops, restaurants and hotels.

AGENT: Corea & Co. Ltd., PO Box 122, Kingstown, St. Vincent. Windward Islands, West Indies. Tel. 2201. Cables "George".

Yemen, People's Republic of Southern

ADEN (including Little Aden): 12.48 N. 44.54 E.

DOCUMENTS:
3 Crew Lists for Ship's Agent, Police and Immigration.
3 Passenger Lists for Ship's Agent, Police and Immigration.
1 Health Form to be shown to Pilot on boarding and handed to Ship's Agent.
Manifests, Bills of Lading if landing cargo only.
Ship's Register to be sighted by Pilot.
Arrival Declaration to be filled in by Ship's Agent after arrival.
Dangerous material declaration to be handed to Pilot on boarding.

PILOTAGE: Compulsory for all vessels proceeding to oil berths or over 100 tons net. To call Pilot fly International Code Flag G or white/red lights at night. Call "Harbour Control" on VHF Channel 16, or R/T 2182 kcs., or Signal Station by lamp. 48 hours notice of ETA with draft to Harbour Office.

Pilot boat will meet ship at the Fairway Buoy in all weathers. Pilot boat is 50 ft. launch painted red, flying Pilot flag by day or white/red lights at night. Pilot will board on port side of ship by pilot ladder. Vessels waiting Pilot can anchor anywhere in Outer Harbour except in a Prohibited Area of 2,000 ft. from Fairway Buoy.

ANCHORAGES: Ample anchorage area available with depths from 18 to 54 ft.

(*a*) Anywhere North of Fairway Buoy clear of Main and Little Aden Channels and clear of Prohibited Area mentioned above.

(*b*) Deep water anchorage anywhere to S.W. of Fairway Buoy clear of Little Aden Channel and Prohibited Area mentioned above.

MAX. SIZE:
Aden:
(*a*) Maximum length 900 ft., breadth no restriction, depth 39 ft. at datum for vessels taking bunkers from BP, Shell or Gulf.
(*b*) Vessels taking bunkers from Mobil, Caltex, Stanvac and Esso, maximum length restricted to tankers of 750 ft., and passenger ships of 600 ft., breadth no restriction, depth 39 ft. at datum.
(*c*) Larger vessels can be considered on application to the Port Officer. Longest vessel to enter 940 ft.

Little Aden (Refinery):
Maximum length 760 ft., breadth no restriction, depth 40 ft. at datum and maximum deadweight 50,000 tons.
Note: In both harbours vessels manoeuvring require 2 ft. water under keel, and vessels of draft 37 ft. and above require 4 ft. water under keel.

HEALTH: Vessels requiring pratique fly International Code Signals or 3 red lights at night.

Control of quarantinable and infectious diseases is direct responsibility of Port Health Officer. All passengers from infected local areas except children under age of one year are required to have valid international certificate of vaccination or revaccination against yellow fever and cholera. Valid certificates of vaccination against smallpox are required of arrivals from all countries.

RADIO: All ships landing passengers are boarded by Assistant Port Health Officer unless radio pratique has been given. Pratique may be obtained by wirelessing Port Health Authorities no earlier than 12 hours and no later than 4 hours before arrival, in accordance with international procedure. All landing passengers medically inspected and vaccination certificates checked on board before free pratique granted. Ships having infectious diseases on board are also boarded; after examining the case and taking any necessary precautions the Assistant Port Health Officer grants restricted pratique. Ships also inspected for issuing deratting exemption certificates. Deratting carried out when necessary and deratting certificate issued.

RADIO: Cable and Wireless (Mid East) Ltd., Mercury House, Ras Boradi (Tel. 22223/5).

Wireless telegraph:	*GMT*	*kHz*
Medium wave		
Working frequency		476
24 hour watch on international calling and distress frequency		500
High frequency	0500–0700	
	1100–1200	
	1630–1800	
	1830–1930	
	2130–2200	8710
	0900–1100	
	1300–1500	13060·5
	0700–0800	17175·2
Radio telephone (including spoken telegrams)		
Working frequencies		2595 & 3628
24 hour watch on international calling and distress frequency		2182
Radio telephone circuits set up on request at times shown	0400–0500	
	1000–1100	
	1600–1700	8805·6 & 4409·4

TUGS: Tugs for both harbours normally join just outside Breakwater. Ships' ropes always used in Aden harbour, tugs' wires in Little Aden.

BERTHING: (also see "Tankers"): 24-hour service at all berths.

Buoy Berths

Berth	*Type*	*Normal maximum length of ship in feet*	*Datum depth in feet*
1 (a)	2 buoys	350	30
1 (b)	2 buoys	350	30
1 In	Anchors & buoy	275	30
2 Out	Anchors & buoy	550	36
2 In	2 buoys	600	36
3 In	Anchors & buoy	700	36
4 Out A	Anchor & 3 buoys (oil)	650	36
4 In B	Anchor & 3 buoys (oil)	750	36
5 Out R	Anchor & 3 buoys (oil)	630	36
7 Out S	Anchor & 3 buoys (oil)	630	36
8 Out E	Anchor & 3 buoys (oil)	580	36
8 In F	Anchor & 3 buoys (oil)	600	36
9 Out	Anchors & buoy	900	41
9 In	Anchors & buoy	550	36
10 Out U	Anchor & 3 buoys (oil)	600	36
10 In V	Anchor & 3 buoys (oil)	600	36
11 Out G	Anchor & 3 buoys (oil)	600	30
11 In H	Anchor & 3 buoys (oil)	530	30
13 Out	Anchors & buoy	550	30
13 In	Anchors & buoy	450	30
14 Out	Anchors & buoy	350	18
14 In	Anchors & buoy	350	18
15 Out	Anchors & buoy	350	18
15 In	Anchors & buoy	350	18
Dolphin Berths			
6 Out C	Dolphin & breast buoys (oil)	900	39
6 In	Dolphin & breast buoys (oil)	800	39
7 In T	Dolphin & breast buoys (oil)	750	39

The capital letters in column one denote alternative designation of mooring buoys/dolphins.

STEVEDORES: ETA advice to Ship's Agents at least 48 hours before arrival.

RADAR/VHF: 24-hour watch on Hague Plan VHF Channel 16 with duplex working on channel 26. No radar service.

MEDICAL: Advance notice for medical attention not normally required except for serious cases requiring doctor's attendance on board, or ambulance cases. Vaccination certificate required for landing. Hospital facilities available.

TANKERS: Tankers carrying dangerous petroleum (flash point below 73° F) and those not gas free cannot enter Aden Harbour during hours of darkness. They can enter Little Aden day or night. Slop (residue) discharge facilities available at Little Aden. Four tankers berths for discharge/loading at Little Aden with maximum datum depth of 40 ft.

Berthing at Oil Harbour: Functions of Oil Harbour Little Aden to receive crude oil in bulk for oil refinery and to export refined petroleum products. Vessels carrying cargo for refinery other than oil, discharge at Inner Harbour.

Oil Harbour has finger jetty and two T-head jetties which provide berths for four tankers. Tankers of up to 50,000 tons summer deadweight can be accommodated.

Berth	*Type*	*Normal maximum length of ship in feet*	*Datum depth in in feet*
1	Dolphin & mooring dolphins	750	40
2	Dolphin & mooring dolphins	750	40
3	Dolphin & mooring dolphins	750	40
4	Dolphin & mooring dolphins	750	40

DENSITY: Salt water at all times.

FRESH WATER: Ample available, delivered by barge in Aden at about 50 tons an hour and costing about six shillings a ton. Ordinary water in Little Aden supplied by pipe line at about 40 tons an hour and condensate at about 2 tons an hour and costing about four and and eighteen shillings a ton respectively.

FUEL:
(*a*) B.P., Shell, Gulf.
Marine fuel 2500 sec., 1000 sec., 600 sec., 200 sec.
Diesel oil and gas oil.
(*b*) Caltex, Mobil, Esso, Stanvac.
Marine fuel – all grades below, 3,500 sec.
Diesel oil and gas oil.
All supplies done on a Nomination basis through the Company's Head Offices, with the vessel giving at least 48 hours notice to Aden.

FIRE PRECAUTIONS: As per the Refinery regulations. Tug wires to be rigged.

GANGWAY/DECK WATCHMEN: It is recommended watchmen are employed; they can be supplied by Ship's Agent.

OPENING/CLOSING HATCHES: Normally carried out by stevedores, derrick-topping by ship's crew. Vessels not to move in harbour with beams off.

CUSTOMS ALLOWANCE: Tobacco/Wine, Spirit allowance. No restriction at the moment. Bonded stores not allowed to be supplied more than one hour before ship sails.

IDENTIFICATION CARDS: Not required at the moment.

CONSULS:

Embassies		*Consuls*	
United Kingdom	24171	Belgium	23211
U.S.S.R.	23792	Denmark	23291
U.A.R.	22652	Netherlands	
Somalia	24621	Norway	
Italian	23281	Sweden	
India	22444	Portugal	23902
Iraq	Taiz	Greece	52271
Spain		Ethiopia	22621
Pakistan	24702	G.D.R.	22749
Yugoslavia	Tail		

REPAIRS: Workshops are equipped to carry out: Boiler repairs; Plating and sheet metal work; Galvanising work/moulding work; Welding and blacksmith's work; Main and auxiliary machinery repairs; Carpentry and joinery work; Electrical and plumbing work; Refrigeration repairs; Painting, cleaning and chipping. Repairs afloat to vessels up to 80,000 tons are undertaken; repairs to the largest vessels carried out mostly in Outer Harbour.

DRY DOCK: One sideways slipway taking 1,500 tons and one floating dock lifting about same tonnage.

REPATRIATION: Arranged through Ship's Agent and Immigration.

AIRPORT: About 5 miles from port. Flights to U.K. via Beirut (Middle East Airlines), Nairobi (East Africa Airways), Khartoum (Sudan Air Lines), Cairo (United Arab Airlines). Two flights each a week.

TIME: GMT plus 3 hours. No alteration of clocks.

HOLIDAYS: Most holidays are religious which have moveable dates. National holidays are 14th October and 30th November. Cargo work usually carried out during all holidays.

POLICE/AMBULANCE/FIRE: Ambulance Crater 53232; Harbour Police 22851; Port Health 22626/7; Fire 22222.

TELEPHONES: No connection to ship's but link calls can be made on VHF through Cable & Wireless Ltd. using Channel 16 to call and working on Channel 26. Some Agencies have private VHF channels.

GENERAL: Outer harbour contains ample anchorage area for vessels requiring datum depths up to 54 ft. Inner harbour approached by 2·7 mile dog-leg channel, dredged to 36 ft., from Fairway buoy in Outer harbour where pilots board. Inner harbour protected by breakwater at Steamer Point and by rubble mound. It provides 24 buoy or anchor-and-buoy berths, including 13 with oil bunkering facilities. Majority of these berths have a datum depth of 30 or 36 ft.

with maximum length of ship ranging from 275 to 750 ft. In addition three dolphin berths, with bunkering facilities, of 39 ft. datum depth and normally accommodating ships of 750–900 ft. maximum length; vessels of greater length can be accommodated with the approval of the Port Officer. Quays and wharves cater for shallower-draught vessels and lighters.

Oil harbour, serving refinery at Little Aden, reached by 38 ft. channel from Fairway buoy, provides facilities for tankers of up to 750 ft. All berths and anchorages are under the jurisdiction of the Port Officer.

SHORE LEAVE: No restrictions.
PORT REGULATIONS: Vessels must fly the National flag of PROSY at foremast. No movement of "dangerous petroleum" at night. Vessels must vacate oil berths on completion of bunkering. Main engines must not be immobilised in an oil berth. Sufficient crew must remain aboard vessel at all times to move her.
PORT AUTHORITY: Aden Port Trust, Tawahi, Aden, People's Republic of Southern Yemen. Telephone 22666; Telegrams Trust, Aden.

Yugoslavia

BAR: 42.05 N. 19.03 E.

DOCUMENTS/HEALTH: Same as "Rijeka".
PILOTAGE: Pilot boards vessel off breakwater.
ANCHORAGE: Off breakwater. Safe anchorage in about 27 fathoms.
RESTRICTIONS: Vessels enter/leave port in daylight only.
MAX. SIZE: Only limitation draft. Maximum allowed draft 33 ft.
RADIO: Bar Radio – 2182 kc/s. and 2574 kc/s.
TUGS: Available.
BERTHING: Berths assigned at Agent's request for liners or at Receivers/Shippers request for tramp vessels at daily meeting of the Harbour Board.
STEVEDORES: Sole stevedoring enterprise "Luka Bar" – Bar.
MEDICAL: Medical care available, nearest hospital at Titograd about 60 km. from Bar (train and bus).
TANKERS: Tankers call at Bar with bunkers for local bunker station. Berth used for this cargo can accommodate vessels drawing up to 23 ft. Tank cleaning, (pumping of slops and de-gassing, not permitted in port. Tanker must be ready to leave port in 30 minutes at any time and at request of Port Authority.
FRESH WATER: Available from hydrants on quay.
FUEL: Available from local bunker station.
DEVELOPMENT: Plans to make port one of largest in Yugoslavia. Their realisation depends on completion of normal gauge railway to Hinterland.
GANGWAY/DECK WATCHMEN: Available.
OPENING/CLOSING HATCHES: If not performed by crew, stevedores.
CUSTOMS ALLOWANCES: About 40 cigarettes and reasonable amount wine/spirits per man per day.
CARGO GEAR: 4 cranes of 5–6 tons, 3 cranes of 3 tons. Shore mobile cranes, vacuvators, conveyors, fork lifts.
IDENTIFICATION CARDS: Shore passes issued by local police.
REPAIRS: At nearby shipyard of Bijela (Boka Kotorska).
REPATRIATION: By train, bus or plane from Dubrovnik and Titograd.
TIME: Central European time. GMT plus one hour.
HOLIDAYS: January 1st and 2nd; May 1st and 2nd; July 4th and 13th; November 29th and 30th. Work can be arranged on Sundays and 2nd day of two-day holidays.
POLICE/AMBULANCE/FIRE: Police, Tel. 92; Ambulance, 94; Fire, 93.
SHORE LEAVE: Allowed.
PORT AUTHORITY: Lucka Kapetanija, Bar. Tel. 82–262.

AGENTS: Postal address: Jadranska Pomorska Agencija. Telegraphic address: Jadroagent – Bar. Telex No. 61141. Answerback: Yu Jadrag. Tel. 82–361; 82–350.

DUBROVNIK (GRUZ HARBOUR): 42.38 N. 18.07 E.

DOCUMENTS/HEALTH/HOLIDAYS: Same as "Rijeka".
PILOTAGE: Pilot boards at a point situated approximately in centre of triangle formed by Kolocep Island, Daksa Island and Grebeni Rocks.
ANCHORAGE: In about 22 fathoms in channel between Daksa Island and mainland. This anchorage is exposed to strong N.N.E. winds in winter time.
RESTRICTIONS: Only port of Gruz is open to commercial traffic, the old port of Dubrovnik (within the city walls) can accommodate only yachts and small craft drawing under 9 ft.
MAX. SIZE: Maximum length 230 metres, maximum draft 32 ft., no limits on beam.
RADIO: Call sign YUX, working on 500 kc/s. and 447 kc/s, from 0800 to 1100 and 1600 to 1900.
TUGS: No permanently stationed tug boats, but can be ordered when necessary from other ports.
BERTHING: Berths for 5 ocean going vessels. Six cranes from 1, 5 to 25 tons lifting capacity.
STEVEDORES: One State stevedoring company.
MEDICAL: General hospital and medical facilities available.
FRESH WATER: Available from hydrants on quay.
FUEL: Not available. Only oil for diesel engines in limited quantities. Heavy fuel can be delivered by coastal tankers from Split.
GANGWAY/DECK WATCHMEN: Available.
OPENING/CLOSING HATCHES: If not performed by crew, stevedores.
CUSTOMS ALLOWANCES: About 40 cigarettes and limited amount wine/spirits per man per day.
CARGO GEAR: Although operations are performed usually with shore cranes ship must have efficient cargo gear and relative certificates.
IDENTIFICATION CARDS: Issued by local police.
CONSULS: None.
REPAIRS: Small repairs only.
REPATRIATION: By bus, ship or plane from Dubrovnik International Airport.
TIME: Central European Time. GMT plus one hour.
POLICE/AMBULANCE/FIRE: Police, tel. 92; Fire, 93; Ambulance, 94.
SHORE LEAVE: Allowed.
AUTHORITY: Lucka Kapetanija Dubrovnik, Gruska Obala 75, Dubrovnik.

AGENTS: Jadranska Pomorska Agencija, Gruska Obala 63, Dubrovnik. Telegraphic Address: Jadroagent Dubrovnik, Telex No: 27–314 Answerback: YU JADRAG. Tel. 34–64; 44–64.

KOPER: 45.31 N. 13.44 E.

DOCUMENTS/HEALTH: Same as "Rijeka".
PILOTAGE: Pilot boards in roads.
ANCHORAGE: During winter N.N.E. gales best anchorage is in 10 fathoms of water West of Debeli Rt. (Punta Grossa).
RESTRICTIONS: Vessels enter port by daylight. However berthing possible also during night hours in fair weather.
MAX. SIZE: General cargo berths, vessels drawing up to 31 ft. Crude oil berth, berth for tankers with draft limited to 37 ft. (deepening planned).
RADIO: Communication on MW and SW through Rijeka Radio. VHF Communication ship-shore on short range to vessels in roads.
TUGS: Two of 600 h.p.
STEVEDORES: Port Enterprise Koper.
MEDICAL: Medical assistance and hospital available.
TANKERS: Crude oil terminal. Tankers drawing up to 37 ft. admitted. Length and beam not limited.
FRESH WATER: Available from quay.
FUEL: Diesel available locally. Marine fuel delivered by barge from Rijeka or Trieste.
DEVELOPMENT: Dredging to accommodate tankers up to 60,000 dwt.
GANGWAY/DECK WATCHMEN: Available at ship's request.
OPENING/CLOSING HATCHES: If not performed by crew, then stevedores.
CUSTOMS ALLOWANCES: About 40 cigarettes and reasonable amount wine/spirits per man per day.
CARGO GEAR: Quays not fitted with shore cranes and ships load/unload with own gear. However, facilities for loading/unloading of bulk cargo (grain and bananas.)
IDENTIFICATION CARDS: Shore pass issued by local police.
REPATRIATION: By train or bus, and by plane via Ljubljana Airport.
TIME: GMT plus one hour.
HOLIDAYS: January 1st and 2nd; May 1st and 2nd; July 4th; July 22nd; November 1st; November 29th and 30th.
POLICE/AMBULANCE/FIRE: Police, No. 92; Ambulance, No. 94; Fire, No. 93.
TELEPHONE: Can be installed aboard at many berths.
SHORE LEAVE: Allowed.
PORT AUTHORITY: Luska Kapetanija Koper. Postal Address: Pristaniski trg. 2. Tel. 21–216. Telegraphic address: Lucka Koper.

AGENTS: Jadranska Pomorska Agencija, Branch Office Koper. Postal address: Pristaniski trg. b.b., PO Box 60. Telegraphic address Jadroagent Koper. Telex No. 34–134. Answerback: Yu Jadrag.

PLOCE: 43.03 N. 17.26 E.

DOCUMENTS/HEALTH/HOLIDAYS: Same as "Rijeka".
PILOTAGE: Compulsory for vessels over 500 GRT. Pilot boards vessel at entrance of the channel.
ANCHORAGE: Vessels may anchor under lee of the coast between Point Visnjica and Dobrogosce Bay except in case of S.W. and W. winds when recommended drop anchor about 1 mile south of Soline Bay (S.E. of the entrance of the channel). Good holding.
RESTRICTIONS: Ship entering channel between Visnjica Point and embankment of right hand bank must keep in middle leaving buoys to starboard. Recommended speed 5–8 knots.
MAX. SIZE: Only draft limited to a maximum 38 ft.
RADIO: Nearest Radio Station Split Radio YUS – 2574 kc/s.
TUGS: 2 tugs of 850 h.p.
BERTHING: New Dock No. 5, depth 38 ft. Channel depth 38 ft. All other berths depths from 31 to 34½ ft.
STEVEDORES: Port Enterprise of Ploce is sole stevedoring company.
MEDICAL: Medical service available. Nearest hospital at Mostar (64 km.).
FRESH WATER: Available from quay.
FUEL: Nearest bunker station at Split.
DEVELOPMENTS: Dredging to accommodate vessels of 60,000

dwt. and construction of facilities for unloading tankers with crude oil for new refinery of Bosanski Brod.
GANGWAY/DECK WATCHMEN: Available.
OPENING/CLOSING HATCHES: If not performed by crew, stevedores.
CUSTOMS ALLOWANCES: About 40 cigarettes and reasonable amount wine/spirits per man per day.
IDENTIFICATION CARDS: Shore pass issued by local police.
REPAIRS: Only small repairs.
REPATRIATION: By train or bus. By plane from nearby airports, Mostar, Split and Dubrovnik.
TIME: GMT plus one hour.
POLICE/AMBULANCE/FIRE: Police, Tel. 79–006; Ambulance, 79–115; Fire, 79–029.
SHORE LEAVE: Allowed.
PORT AUTHORITY: Lucka Kapetanija – Ploce. Telegraphic address: Luckap Ploce. Tel. 79–008.

AGENTS: Jadranska Pomorska Agencija, Branch Office, Ploce, POB 111. Telegraphic address: Jadroagent Ploce. Tel. 79–046, 79–117, 79–118. Telex: 26239.

RIJEKA: 45.21 N. 14.26 E.

DOCUMENTS:
5 Crew Lists.
5 Passenger Lists.
3 Manifests of Dangerous Goods.
3 Store Lists.
2 Customs Declaration Lists.
Cargo Manifests with extra copy for Customs.
2 Transit Cargo Manifests.
1 List of Organic Goods.
Cargo Manifests and copy of Cargo Plan with Hatch Lists, if possible, should be mailed to Agent from loading port.
PILOTAGE: Compulsory in Inner Harbour only. Pilot boards in the roads half a mile from main breakwater.
ANCHORAGE: All vessels, with the exception of those loaded with dangerous or hazardous cargoes, must anchor in the zone enclosed by the following points:
a) 45° 20,0′ N. – 14° 22,7′ E. c) 45° 15,1′ N. – 14° 27,1′ E.
b) 45° 17,5′ N. – 14°20,0′ E. d) 45° 18,4′ N. – 14° 28,5′ E.
Tankers and vessels with dangerous cargoes must anchor in the following zone:
a) 45° 17,8′ N. – 14° 28,0′ E. c) 45° 14,1′ N. – 14° 29,4′ E.
b) 45° 15,1′ N. – 14° 27,1′ E. d) 45° 16,1′ N. – 14° 31,8′ E.
RESTRICTIONS: At Bakar petroleum berth only daylight berthing permitted.
MAX. SIZE: Rijeka and Susak Basins, permitted draft 34 ft.; Bakar Basin, permitted draft 50 ft. Vessels up to 100,000 dwt. have discharged ore at Bakar.
HEALTH: To obtain free pratique radio 48 hours before arrival advising following details; number of crew and passengers, health conditions and possible infectious diseases. No one allowed to leave vessel until free pratique obtained.
RADIO: Rijeka Radio, call sign YUZ, 500 and 512 kc/s. Radio telephone on 2 metres band covering area of Kvarner Gulf.
TUGS: From 600 to 1,200 h.p. available.
STEVEDORES: The Port Enterprise Rijeka is the sole stevedoring company. Port works in two shifts, from 0700 to 1400 and from 1500 to 2200. A third shift can occasionally be obtained on overtime.
MEDICAL: Two hospitals and all kinds of medical assistance.
TANKERS: Old Petroleum Port, for tankers up to 150 m. length, berthing alongside breakwater.
Splitska Obala, berth for medium-size tankers up to 30,000 dwt. Mooring stern to quay using anchors forward.
Bakar, two berths for tankers up to 70,000 dwt. stern to quay. One berth alongside quay for tankers up to 30,000 dwt.
Urinj, 5 miles East of Rijeka, a new berth for tankers up to 100,000 dwt. Slop reception facilities available. Vessels moor stern to quay using both anchors.
DENSITY: 1020 to 1025, depending on place, season and weather.
FRESH WATER: Available from quay in any quantity. Not available at Urinj.
FUEL: All grades of bunkers available by barge at 48 hours notice.
FIRE PRECAUTIONS: If two tankers moored side by side in Bakar a tug required standing by. Tankers moored stern to quay must have towing wire rigged.
GANGWAY/DECK WATCHMEN: Service available at cost of $1.20 per hour.
OPENING/CLOSING HATCHES: Crew may do this, otherwise stevedores for extra payment.
CUSTOMS ALLOWANCES: About 40 cigarettes and reasonable quantity wine/spirits per man per day.
CARGO GEAR: Although operations usually by shore cranes, ship must have efficient cargo gear and relative certificates.
IDENTIFICATION CARDS: Shore passes issued by local police.
CONSULS: Only in Zagreb and Beograd.
REPAIRS: All kinds available. Floating cranes up to 100 tons capacity.
DRY DOCKS: One for "Liberty" size vessels, and one for vessels up to 60,000 dwt.
REPATRIATION: Possible by train, bus, and air. New airport at Rijeka.
TIME: GMT plus one hour.
HOLIDAYS: January 1st and 2nd; May 1st and 2nd; July 4th; July 27th; November 29th and 30th. Work can usually be arranged on Sundays, January 2nd, May 2nd and November 30th from 0700 to 1400 for extra payment. If a holiday falls on a Sunday the first working day after becomes a holiday.
POLICE/AMBULANCE/FIRE: Police, tel. 92; Ambulance, tel. 94; Fire, tel. 93; Port fire brigade, tel. 25–126.
SHORE LEAVE: Allowed.
AUTHORITY: Lucka Kapetanija – Rijeka, Obala 10 rujna No. 3. Cables: Luckap Rijeka. Tel. 22–201.

AGENTS: Jadranska Pomorska Agencija, Slogin kula b.b. Rijeka. Cables: Jadroagent Rijeka. Telex: 24–288, 24–153, 24–268. Answerback: Yu Jadrag. Tel. 31411.

SIBENIK: 43.43 N. 15.52 E.

DOCUMENTS/HEALTH/HOL.DAYS: Same as "Rijeka".
PILOTAGE: Pilot boards vessel at entrance of channel off Jadrija lighthouse.
ANCHORAGE: In the Bay of Sibenik vessel may anchor in 20 fathoms of water in front of the N.N.E. light on quay.
RESTRICTIONS: Vessel may enter narrow channel leading to Bay of Sibenik only when authorised by a signal (two red globes) made by signalling station of Port Sv. Nikola.
MAX. SIZE: Only draft limited. 33 ft. alongside in deepest berth.
RADIO: None. Vessel may call Agents through Rijeka Radio.
TUGS: One of 750 h.p. One of 350 h.p.
STEVEDORES: Port Enterprise Sibenik.
MEDICAL: Medical service available including hospitalisation.
FRESH WATER: Available from quay.
FUEL: Can be delivered by barge from Split. Recommended to check well in advance.
GANGWAY/DECK WATCHMEN: Available.
OPENING/CLOSING HATCHES: If not performed by crew, can be done by stevedores.
CUSTOMS ALLOWANCES: About 40 cigarettes and reasonable amount wine/spirits per man per day.
CARGO GEAR: General cargo discharged using ship's gear. Ore and other dry bulk cargoes handled by shore cranes fitted with grabs.
IDENTIFICATION CARDS: Shore passes given by local police.
REPAIRS: Small repairs only.
REPATRIATION: By train or bus, by air from Split Airport nearby, or from Zagreb.
TIME: GMT plus one hour.
TELEPHONE NUMBERS: Police, 92; Ambulance, 94; Fire, 93.
SHORE LEAVE: Allowed.
PORT AUTHORITY: Lucka Kapetanija, Obala Jugoslavenske Mornarice b.b., Sibenik.

AGENTS: Jadranska Pomorska Agencija. Branch Office: Obala Oslobodenja b.b., Sibenik. Telegraphic Address: Jadroagent Sibenik. Tel. 25–70, 25–71, 27–89. Telex: 27–223. Answerback: Yu Jadrag.

SPLIT: 43.31 N. 16.26 E.

DOCUMENTS/HEALTH/HOLIDAYS: Same as "Rijeka".
PILOTAGE: Pilot boards vessel in roads.
ANCHORAGE: Vessels anchor in Solin Basin within a circle with centre approximately in 43° 32′ 36″ N. 16° 24′ 36″ E.
MAX. SIZE: Length and breadth not limited. Draft permitted in Southern Basin 29 ft. Northern Basin 34 ft. (ore, coal), 36 ft. (grain. General Cargo, 31 ft.
RADIO: Split Radio working on 2182 and 1574 kc/s.
TUGS: from 240 to 1350 h.p. available.
MEDICAL: All medical assistance including hospitalisation.
TANKERS: Two berths for tankers, max. length 200 m., draft 31 ft.
FRESH WATER: Available from quay.
FUEL: Available from local storage tanks.
GANGWAY/DECK WATCHMEN: Available.
OPENING/CLOSING HATCHES: By crew or stevedores.
CUSTOMS ALLOWANCES: About 40 cigarettes and reasonable amount wine/spirits per man per day.
IDENTIFICATION CARDS: Shore passes issued by local police.
CONSULS: British, Dutch, Italian, and German.
REPAIRS: Any kind, including dry docking.
DRY DOCKS: Floating dock at Trogir for vessels up to 28,000 dwt.
REPATRIATION: By train, bus or air from Split Airport.
TIME: GMT plus one hour.
TELEPHONE NUMBERS: Police, 92; Ambulance, 94; Fire, 93.
GENERAL: Port consists of two basins: The Old Southern Port for passenger ships and with a few berths for general cargo.
SHORE LEAVE: Allowed.
PORT AUTHORITY: Lucka Kapetanija – Split, Obala Lazareta 1. Telegraphic address: Luckap Split. Tel. 2588.

AGENTS: Jadranska Pomorska Agencija, Branch Office, Savezнicka Obala 1, Split. Telex: 26–116. Answerback: Yu Jadrag. Telegraphic address: Jadroagent Split. Tel. 45–366, 45–556, 45–574.

ZADAR: 44.07 N. 15.14 E.

DOCUMENTS/HEALTH/HOLIDAYS: Same as "Rijeka".
PILOTAGE: 48 and 24 hours notice of ETA must be given to Agent. According these notices Agent arranges for Pilot to board on arrival. Pilot boat blue motor launch with large "P" on bows. No particular signals to be made by vessels requiring Pilot. Pilot boards ship in the anchorage.

ANCHORAGE: About 4·5 cables, 245° from green port light, (FL G 2 sec.) on the North part of Zadar Peninsula. Average depth about 18 fathoms.
MAX. SIZE: Zadar, old port, maximum permissible draft 20 ft. Zadar-Gazenica, new port, max. draft 30 ft., both in dry and oil cargo berths. Max. length in dry cargo berth, 150 metres.
RADIO: Rijekaradio, YUZ.
TUGS: No tugs available.
STEVEDORES: Number of gangs required to be stated in usual notice of ETA.
MEDICAL: Advance notice not necessary, hospital facilities available.
TANKERS: At Zadar-Gazenica Port, one tanker berth max. draft 30 ft.
DENSITY: Average density in the port – 1,026.
FRESH WATER: Fresh water connections on piers, rate of delivery 8–15 tons/hour, price 5.00 N. Dinars per ton.
FUEL: Fuel available for coasters only.
DEVELOPMENTS: Completion of Zadar-Gazenica Port, railroad and road terminals. In future completion of second berth for dry cargo ships.
GANGWAY/DECK WATCHMEN: Not necessary.
OPENING/CLOSING HATCHES: Normally, but not compulsorily, carried out by stevedores.
CUSTOMS ALLOWANCES: 200 cigarettes per person. Tobacco and liquor sealed in bond.
IDENTIFICATION CARDS: Needed. Issued by local police.
CONSULS: None.
REPAIRS: Only minor repairs as well as classification for ships up to about 2,000 brt.
REPATRIATION: Facilities exist for effecting crew changes and arranging necessary repatriations.
AIRPORT: Airport Split, 160 km. distant, served by regular airlines, 21 flights per week. Zadar airport for internal flights only.
DRY DOCKS: One floating dock existing for ships up to about 2,000 brt.
TIME: GMT plus one hour.
POLICE/AMBULANCE/FIRE: Police, 2464; Ambulance, 94; Fire, 93.
TELEPHONES: No facilities for placing telephones on board.
AUTHORITY: Lucka Kepetanija – Zadar. Tel. 2344.

AGENTS: Jadranska Pomorska Agencija, Filijala Zadar, N. Nodila b.b., Zadar. Tel. 3210, 3215. Telex: 27129 Yu Jadrag. Telegrams: Jadroagent Zadar.

ZELENIKA: 42.27 N. 18.35 E.

DOCUMENTS/HEALTH: Same as "Rijeka".
PILOTAGE: Pilot boards at entrance of the Bay of Kotor, near point Punta Ostro. In bad weather pilot boards at anchorage.
ANCHORAGE: Good ground for anchorage S.W. of Zelenika, about ¼ mile off port light in about 27 fathoms.
MAX. SIZE: Two quays 330 ft. and 420 ft. for vessels drawing 17 ft. to 27 ft. Breadth not limited. Vessels the size of a liberty have been berthed by mooring the vessel a couple of metres off quay. Two other quays, but with very shallow water, used for coastwise traffic only.
TUGS: None. In case of necessity can be ordered from other ports.
BERTHING: The berth is assigned through the Agents giving notice 24 or 48 hours in advance.
STEVEDORES: State stevedoring company.
MEDICAL: Nearest hospital at nearby town of Herceg Novi.
FRESH WATER: Available from hydrant on quay.
FUEL: Nearest bunker station is Bar.
OPENING/CLOSING HATCHES: If not performed by crew, can be done by stevedores.
CUSTOMS ALLOWANCES: About 40 cigarettes and reasonable quantity wine/spirits per man per day.
CARGO GEAR: Loading, unloading performed with ship's gear.
IDENTIFICATION CARDS: Shore passes issued by local police.
CONSULS: None.
REPAIRS: Any kind of repairs including dry docking at nearby shipyard "Rijeka".
DRY DOCKS: Floating dock lifting capacity 10,000 tons LOA. 184 m., length over keelblocks 165·5 m., inside free breadth 26·4 m. The yard is about 4 miles East of Zelenika.
REPATRIATION: By bus to Dubrovnik, and from there bus, plane or ship to main cities in Yugoslavia.
TIME: Central European Time. GMT plus one hour.
HOLIDAYS: January 1st and 2nd; May 1st and 2nd; July 4th and 13th; November 29th and 30th. Work can be arranged on Sundays and on 2nd day of two-day holidays.
POLICE/AMBULANCE/FIRE: No direct connection, in case of necessity call Agency, Tel. 436.
SHORE LEAVE: Allowed.
PORT AUTHORITY: Lucka Kapentanija Zelenika. Tel. 87 408.

AGENTS: Jadranska Pomorska Agencija, Zelenika. Tel. 87 436. Telegraphic address: Jadroagent Zelenika.

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